

此文件在 2021年 9月 1 7日 收到。城市規劃委員會
只有在收到所有必要的資料及文件後才正式確認收到
申請的日期。

This document is received on 17 SEP 2021
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S16-I
表格第 S16-I 號

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP.131)**

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

- (i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;
- (ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas; and
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) Renewal of permission for temporary use or development in rural areas
位於鄉郊地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/ML-KTN/791
	Date Received 收到日期	17 SEP 2021

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件(倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載(網址: <http://www.info.gov.hk/tpb/>), 亦可向委員會秘書處(香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線: 2231 5000)(香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓)索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Delight World Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

KTA Planning Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼(如適用)	Lot 2206 in DD109, on Kam Tai Road in Kam Tin
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	☒ Site area 地盤面積 15,978 sq.m 平方米 ☒ About 約 ☒ Gross floor area 總樓面面積 12,782.4 sq.m 平方米 ☒ About 約
(c) Area of Government land included (if any) 所包括的政府土地面積(倘有)	 Nil sq.m 平方米 ☐ About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/9
(e) Land use zone(s) involved 涉及的土地用途地帶	Residential (Group E) 1
(f) Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 -

- ☒ is the sole "current land owner" [#] & (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」 [#] & (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners" [#] & (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」 [#] & (請夾附業權證明文件)。
- ☐ is not a "current land owner" [#].
並不是「現行土地擁有人」 [#]。

- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)" [#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」 [#]。

(b) The applicant 申請人 -

- ☐ has obtained consent(s) of "current land owner(s)" [#].
已取得 名「現行土地擁有人」 [#] 的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"[#]
已通知 名「現行土地擁有人」[#]。

Details of the "current land owner(s)" [#] notified 已獲通知「現行土地擁有人」 [#] 的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)^{#&}
於 _____ (日/月/年)向每一名「現行土地擁有人」[#]郵遞要求同意書[&]

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)在指定報章就申請刊登一次通知[&]
- ☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知[&]
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)把通知寄往相關的業主立案法團／業主委員會／互助委員會或管理處，或有關的鄉事委員會[&]

Others 其他

- ☐ others (please specify)
其他（請指明）
- _____
- _____
- _____
- _____

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

- ☐ Type (i) Change of use within existing building or part thereof
第(i)類 更改現有建築物或其部分內的用途
- ☐ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☐ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☒ Type (v) Use / development other than (i) to (iii) above
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one "✓".

註 1: 可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2: 如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分		sq.m 平方米 ☐ About 約
	Non-domestic part 非住用部分		sq.m 平方米 ☐ About 約
	Total 總計		sq.m 平方米 ☐ About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

(a) Operation involved 涉及工程	☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 ☐ About 約 Depth of filling 填塘深度 m 米 ☐ About 約 ☐ Filling of land 填土 Area of filling 填土面積 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 m 米 ☐ About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 ☐ About 約 Depth of excavation 挖土深度 m 米 ☐ About 約 (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍))
(b) Intended use/development 有意進行的用途/發展	

(iii) For Type (iii) application 供第(iii)類申請

(a) Nature and scale 性質及規模	☐ Public utility installation 公用事業設施裝置 ☐ Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度 <table border="1" data-bbox="518 1400 1460 1892"> <thead> <tr> <th>Name/type of installation 裝置名稱/種類</th> <th>Number of provision 數量</th> <th>Dimension of each installation/ building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table> (Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation/ building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)									
Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation/ building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)											

(iv) For Type (iv) application 供第(iv)類申請

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and also fill in the proposed use/development and development particulars in part (v) below –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction 地積比率限制 From 由 to 至
- ☐ Gross floor area restriction 總樓面面積限制 From 由sq. m 平方米 to 至sq. m 平方米
- ☐ Site coverage restriction 上蓋面積限制 From 由% to 至
- ☐ Building height restriction 建築物高度限制
From 由m 米 to 至 m 米
From 由 mPD 米 (主水平基準上) to 至mPD 米 (主水平基準上)
From 由 storeys 層 to 至 storeys 層
- ☐ Non-building area restriction 非建築用地限制 From 由m to 至
- ☐ Others (please specify) 其他 (請註明)

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development
擬議用途/發展

Proposed Residential Development
("Flat" Use)

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積12,782.4..... sq.m 平方米 ☒ About 約

Proposed plot ratio 擬議地積比率0.8..... ☒ About 約

Proposed site coverage 擬議上蓋面積 Not more than 40... % ☒ About 約

Proposed no. of blocks 擬議座數 Tower: 2 House: 87

Proposed no. of storeys of each block 每座建築物的擬議層數 Tower: 7.. House: 2-3.. storeys 層
☐ include 包括..... storeys of basements 層地庫
☒ exclude 不包括.....1.. storeys of basements 層地庫

Proposed building height of each block 每座建築物的擬議高度 Tower: 26.3mPD / 21.475m
House: 10.925-14.625mPD / 6.1-9.8m
[measured from G/F level at +4.825mPD]

☒ Domestic part 住用部分		GFA 總樓面面積12,782.4*..... sq. m 平方米	☒ About 約
number of Units 單位數目 330			
average unit size 單位平均面積 38.73 sq. m 平方米		☒ About 約	
estimated number of residents 估計住客數目 924			
☐ Non-domestic part 非住用部分		GFA 總樓面面積	
☐ eating place 食肆		 sq. m 平方米 ☐ About 約	
☐ hotel 酒店		 sq. m 平方米 ☐ About 約	
☐ office 辦公室		 sq. m 平方米 ☐ About 約	
☐ shop and services 商店及服務行業		 sq. m 平方米 ☐ About 約	
☐ Government, institution or community facilities 政府、機構或社區設施		(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)	
☐ other(s) 其他		(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)	
☒ Open space 休憩用地		(please specify land area(s) 請註明地面面積)	
☒ private open space 私人休憩用地		 924 sq. m 平方米 ☒ Not less than 不少於	
☐ public open space 公眾休憩用地		 sq. m 平方米 ☐ Not less than 不少於	
(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)			
[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]	
..Tower 1-2..	 1-6/F	Flat	
.....	G/F	Lobby, Flat	
House	G-1/F or 2/F	House	
.....	Common B/F	Carpark, E&M	
(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途			
Landscaped Area, EVA			
.....			
.....			
.....			
.....			

7. Anticipated Completion Time of the Development Proposal**擬議發展計劃的預計完成時間**

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)

擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例: 2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

2027

8. Vehicular Access Arrangement of the Development Proposal**擬議發展計劃的行人通道安排**

Any vehicular access to the site/subject building? 是否有車路通往地盤/有關建築物?	Yes 是 No 否	☒ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) <u>Kam Tai Road</u> ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示, 並註明車路的闊度) ☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位?	Yes 是 No 否	☒ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示 Private Car Parking Spaces 私家車車位 <u>111+10</u> Motorcycle Parking Spaces 電單車車位 <u>3</u> Light Goods Vehicle Parking Spaces 輕型貨車泊車位 _____ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 _____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 _____ Others (Please Specify) 其他 (請列明) _____ <u>Bicycle parking space</u> <u>17</u> _____ ☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位?	Yes 是 No 否	☒ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示 Taxi Spaces 的士車位 _____ Coach Spaces 旅遊巴車位 _____ Light Goods Vehicle Spaces 輕型貨車車位 _____ Medium Goods Vehicle Spaces 中型貨車車位 _____ Heavy Goods Vehicle Spaces 重型貨車車位 <u>2</u> Others (Please Specify) 其他 (請列明) _____ _____ ☐

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是 No 否	☐ Please provide details 請提供詳情																													
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是 No 否	☒ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 ☐ About 約 Depth of filling 填塘深度 m 米 ☐ About 約 ☐ Filling of land 填土 Area of filling 填土面積 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 m 米 ☐ About 約 ☒ Excavation of land 挖土 Area of excavation 挖土面積.....6,000..... sq.m 平方米 ☒ About 約 Depth of excavation 挖土深度 <u>Varies; about 1.3-3.6m</u>																													
Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> </table> Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) Please refer to the Supporting Planning Statement.....	On environment 對環境	Yes 會 ☐	No 不會 ☒	On traffic 對交通	Yes 會 ☐	No 不會 ☒	On water supply 對供水	Yes 會 ☐	No 不會 ☒	On drainage 對排水	Yes 會 ☐	No 不會 ☒	On slopes 對斜坡	Yes 會 ☐	No 不會 ☒	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☒	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☒	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☒	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☒	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☒
On environment 對環境	Yes 會 ☐	No 不會 ☒																													
On traffic 對交通	Yes 會 ☐	No 不會 ☒																													
On water supply 對供水	Yes 會 ☐	No 不會 ☒																													
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On slopes 對斜坡	Yes 會 ☐	No 不會 ☒																													
Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☒																													
Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☒																													
Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☒																													
Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☒																													
Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☒																													

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the Supporting Planning Statement.

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature
簽署



☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

KENNETH TO

Managing Director

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s)
專業資格

☐ Member 會員 / ☒ Fellow of 資深會員

☒ HKIP 香港規劃師學會 /

☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 /

☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 /

☐ HKIUD 香港城市設計學會 /

☐ RPP 註冊專業規劃師

Others 其他

on behalf of
代表

KTA Planning Limited

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

1/09/2021

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料：

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

[@] Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	Lot 2206 in DD 109 on Kam Tai Road in Kam Tin		
Site area 地盤面積	15,978	sq. m 平方米	☒ About 約
	(includes Government land of 包括政府土地	-	sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/9		
Zoning 地帶	"Residential (Group E)1"		
Applied use/ development 申請用途/發展	Proposed Residential Development ("Flat" Use)		
(i) Gross floor area and/or plot ratio 總樓面面積及/或 地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	12,782.4* ☒ About 約 ☐ Not more than 不多於	0.8 ☐ About 約 ☒ Not more than 不多於
	* Excluding floor area for car park, loading/unloading bay, plant room, clubhouse, recreational facilities, office accommodation/quarters for watchmen and caretakers and owners' corporation or owners' committee office		
(ii) No. of block 幢數	Domestic 住用	Towers: 2; Houses: 87	
	Non-domestic 非住用	Nil	
	Composite 綜合用途	Nil	

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	Tower: 21.475m House: 6.1-9.8m		m 米 ☒ (Not more than 不多於)
		Tower: 26.3mPD House: 10.925-14.625mPD		mPD 米(主水平基準上) ☒ (Not more than 不多於)
		Tower: 7 House: 2-3		Storeys(s) 層 ☒ (Not more than 不多於) (☐ Include 包括 ☒ Exclude 不包括 ☐ Carport 停車間 ☒ Basement 地庫 1 ☐ Refuge Floor 防火層 ☐ Podium 平台)
	Non-domestic 非住用			m 米 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括 ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
	Composite 綜合用途			m 米 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括 ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
	(iv) Site coverage 上蓋面積	Not more than 40 % ☒ About 約		
(v) No. of units 單位數目	330			
(vi) Open space 休憩用地	Private 私人	924	sq.m 平方米	☒ Not less than 不少於
	Public 公眾	Nil	sq.m 平方米	☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	141
	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Bicycle Parking Space	111+10 3 17
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	2
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)	 2

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☐
Block plan(s) 樓宇位置圖	☐	☒
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☒
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☒
Others (please specify) 其他 (請註明)	☐	☐
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	☐	☒
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☒
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☒
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☒
Sewerage impact assessment 排污影響評估	☐	☒
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他 (請註明)	☐	☐
Landscape Proposal		

Note: May insert more than one '✓'. 註：可在多於一個方格內加上「✓」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

此為空白頁。

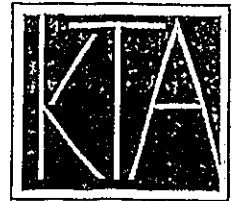
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By Email

Our Ref: S3019/DD109/21/002Lg

15 September 2021

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong



PLANNING LIMITED
規劃顧問有限公司

電話TEL
傳真FAX
電郵EMAIL

Dear Ms Chan,

**Proposed Residential Development
at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
S16 Planning Application**

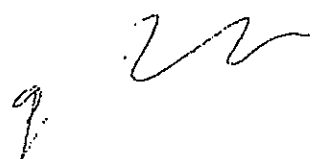
Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB"/the "BOARD") on 1 September 2021 and telephone conversation with your goodself today.

A revised Executive Summary (Chinese) is attached as per your request.

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact Mr Kenneth To or the undersigned at

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED


Gladys Ng

Encl.

cc. the Applicant & Team

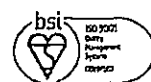
KT/GN/vy

2021年 9月 17日

此文件在_____收到。城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

17 SEP 2021

This document is received on _____
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.



行政摘要

(內文如有差異，應以英文版本為準)

申請人 Delight World Limited，擬就城市規劃條例第 16 條向城市規劃委員會（城規會）提出規劃申請，以容許位於錦田北丈量約份 109 號地段 2206 上作住宅發展（擬議發展）。申請地點於錦田北分區計劃大綱核准圖編號 S/YL-KTN/9（「大綱圖」）劃為「住宅（戊類）1」地帶。

申請地點位於錦田市以西，距離東南方的港鐵錦上路站約 800 米。申請地點及其週邊地區現時多為低至中密度的住宅樓宇。隨著三號幹線（青朗公路）、屯馬線、錦田繞道及其他基礎建設的落成，該地區擁有十分便捷的交通基建網絡。

城規會於 2016 年 5 月 27 日及 2018 年 5 月 4 日在有條件下批給許可予擬議住宅發展以容許興建 107 間屋宇（申請編號：A/YL-KTN/488）及於 7 幢 4 層的住宅大廈內提供 200 個分層單位（申請編號：A/YL-KTN/567）。是次規劃申請涉及合併上述的規劃許可，從而增加單位數目以增加樓宇供應。

擬議發展方案包括 2 幢 7 層（加 1 層地庫）高的建築物及 87 間 2-3 層的屋宇，合共提供 330 個住宅單位。整個擬議發展項目的擬建樓面面積為 12,782.4 平方米，地積比為 0.8 倍。

申請人提出是次規劃申請是基於以下理據：

- 申請地點並無明顯的地盤限制（如沒有陡峭的地形或土力問題）並能夠在短時間內展開工程以應付急切的房屋需求；
- 擬議住宅發展與大綱圖中「住宅（戊類）1」地帶所訂定的規劃意向及發展限制相符；
- 7 層高（另設 1 層地庫停車場）的擬議住宅發展能與鄰近的半鄉郊環境及毗鄰的重置濕地互相協調；
- 擬議的園境設計有助於改善現時的地盤景觀；及
- 擬議發展不會對地區造成不良交通、噪音、空氣質素、排水、排污及生態影響。

根據以上各點，申請人希望是次的規劃申請能獲得城規會支持。

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups



To:
Cc:
Bcc:
Subject: Proposed Residential Development at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
File Ref:

From: "Gladys Ng" <
To: <ismchan@pland.gov.hk>
Cc: <llyduen@pland.gov.hk>
Date: 20/09/2021 12:54
Subject: RE: Proposed Residential Development at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin

Dear Ms Chan,

Further revision to the application form attached.

Best regards,

Gladys

Principal Town Planner

KTA Planning Limited

Address:

Direct Line.:

Fax: .

URL:

From: Gladys Ng |

Sent: Wednesday, September 15, 2021 5:39 PM

To: ismchan@pland.gov.hk

Subject: Proposed Residential Development at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin

Dear Ms Chan,

Please find attached clarification (on ES) and revised application form as per your request.

Best regards,

Gladys

Principal Town Planner

KTA Planning Limited

Address:

Direct Line.:

Fax: .

URL: .



Form_No_S16-I_2021_20210915_rev2_EXTRACT.PDF

(iv) For Type (iv) application 供第(iv)類申請

(a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –

請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction 地積比率限制 From 由 to 至
- ☐ Gross floor area restriction 總樓面面積限制 From 由sq. m 平方米 to 至sq. m 平方米
- ☐ Site coverage restriction 上蓋面積限制 From 由% to 至 %
- ☐ Building height restriction 建築物高度限制
From 由m 米 to 至 m 米
From 由 mPD 米 (主水平基準上) to 至mPD 米 (主水平基準上)
From 由 storeys 層 to 至 storeys 層
- ☐ Non-building area restriction 非建築用地限制 From 由m to 至 m
- ☐ Others (please specify) 其他 (請註明)

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development
擬議用途/發展

Proposed Residential Development
("Flat" and "House" Uses)

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	12,782.4..... sq.m 平方米	☒ About 約
Proposed plot ratio 擬議地積比率	0.8.....	☒ About 約
Proposed site coverage 擬議上蓋面積	Not more than 40.0 %	☒ About 約
Proposed no. of blocks 擬議座數	Tower: 2 House: 87	
Proposed no. of storeys of each block 每座建築物的擬議層數	Tower: 7 House: 2-3 storeys 層	
	☐ include 包括.....storeys of basements 層地庫	
	☒ exclude 不包括.....1.....storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	Tower: 26.3mPD / 21.475m House: 10.925-14.625mPD / 6.1-9.8m [measured from G/F level at +4.825mPD]	

☒ Domestic part 住用部分

GFA 總樓面面積12,782.4*..... sq. m 平方米 ☒ About 約
 number of Units 單位數目 330
 average unit size 單位平均面積 38.73 sq. m 平方米 ☒ About 約
 estimated number of residents 估計住客數目 924

☐ Non-domestic part 非住用部分☐ eating place 食肆☐ hotel 酒店☐ office 辦公室☐ shop and services 商店及服務行業☐ Government, institution or community facilities

政府、機構或社區設施

☐ other(s) 其他

* Excluding floor area for
 car park, loading/unloading
 bay, plant room, clubhouse,
 recreational facilities, office
 accommodation/quarters
 for watchmen and
 caretakers and owners'
 corporation or owners'

GFA 總樓面面積

..... sq. m 平方米 ☐ About 約..... sq. m 平方米 ☐ About 約

(please specify the number of rooms

請註明房間數目)

..... sq. m 平方米 ☐ About 約..... sq. m 平方米 ☐ About 約

(please specify the use(s) and concerned land
 area(s)/GFA(s) 請註明用途及有關的地面面積／總
 樓面面積)

.....

.....

.....

(please specify the use(s) and concerned land
 area(s)/GFA(s) 請註明用途及有關的地面面積／總
 樓面面積)

.....

.....

.....

☒ Open space 休憩用地☒ private open space 私人休憩用地☐ public open space 公眾休憩用地

(please specify land area(s) 請註明地面面積)

..... 924 sq. m 平方米 ☒ Not less than 不少於..... sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
..Tower 1-2..	1-6/F.....	Flat.....
.....	G/F	Lobby, Flat.....
House	G-1/F or 2/F	House.....
.....	Common B/F	Carpark, E&M.....
.....		
.....		

(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

Landscaped Area, EVA.....

.....

.....

.....

.....



PLANNING LIMITED
規劃顧問有限公司

RECEIVED

2021 NOV 26 P 4: 02

TOWN PLANNING BOARD

By Email and By Hand

Our Ref: S3019/DD109/21/005Lg

26 November 2021

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

電話 TEL
傳真 FAX
電郵 EMAIL

Dear Sir/ Madam,

**Proposed Residential Development
at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
TPB Ref.: A/YL-KTN/791
- Further Information No. 1 -**

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB"/the "BOARD") on 1 September 2021 and various departmental comments received.

In response to the comments received, please find attached 70 hard copies of the Further Information submission. The submission document consists of:

Response-to-Comment Table

- Appendix I Replacement pages of the Environmental Air Quality Impact Assessment
- Appendix II Revised Sewerage Impact Assessment
- Appendix III Revised Drainage Impact Assessment
- Appendix IV Figure 2.1 and extract of the Special Conditions of the Land Lease
- Appendix V Revised Traffic Impact Assessment

In addition to the above, please kindly note that the Master Layout Plan has been slightly adjusted as a result of the swept path analysis undertaken. There is no change to the building layout; only the layout of the private garden near the ingress/egress point has been slightly modified. Such adjustment makes no change to the major development parameters. However, in response to the comment from the Lands Department, the total GFA has been adjusted to adhere to the lease. Please find below an updated table of major development parameters:

Proposed Residential Development	
Site Area (about)	15,978m ²
Maximum Plot Ratio	0.8
Maximum Total GFA	12,782.4 12,782m ²⁺⁺
Maximum Site Coverage	Not more than 40%





PLANNING LIMITED
規劃顧問有限公司

Our Ref:

Date: 26 November 2021

Proposed Residential Development	
Maximum No. of Storeys	T1 & T2: 7 storeys Houses: 2 to 3 storeys
Maximum No. of Units	330
Designed Population	Approximately 924

** Excluding floor area for car park, loading/unloading bay, plant room, clubhouse, recreational facilities, office accommodation/quarters for watchmen and caretakers and owners' corporation or owners' committee office

Should you have any queries in relation to the above, please do not hesitate to contact Mr Kenneth To or the undersigned at:

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED



Gladys Ng

Encl.

cc. DPO/FSS&YLE – Ms Loree Duen (by Email)
the Applicant & Team

KT/GN /vy



PLANNING LIMITED
規劃顧問有限公司

By Email

Our Ref: S3019/DD109/21/006Lg

6 January 2022

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

電話TEL
傳真FAX
電郵EMAIL

Dear Sir/ Madam,

**Proposed Residential Development
at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
TPB Ref.: A/YL-KTN/791
- Further Information No. 2 -**

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB"/the "BOARD") on 1 September 2021 and various departmental comments received on 29 & 30 December 2021.

In response to the comments received, please find attached submission of the Further Information submission for your consideration. The submission document consists of:

Response-to-Comment Table

- Appendix I Revised Tables 3.4 & 5.2 of the Traffic Impact Assessment
- Appendix II Replacement pages of the Air Quality Impact Assessment
- Appendix III Revised Page 4 and Appendix F of the Sewerage Impact Assessment

Should you have any queries in relation to the above, please do not hesitate to contact Mr Kenneth To or the undersigned at

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Gladys Ng

Encl.

cc. DPO/FSS&YLE – Ms Loree Duen (by Email)
the Applicant & Team

KT/GN /vy



Proposed Residential Development
at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
S16 Planning Application
(Planning Application No: A/YL-KTN/791)

RESPONSE-TO-COMMENT TABLE

Comments	Response											
Email dated 30 December 2021 refers: <u>Comments from Transport Department:</u> (Contact Person: Mr Wilson LEE, Tel: 2399 2421) <u>Layout Plan</u> (a) Please consider to provide a pedestrian access at Kam Tin Road; (b) Please provide the pedestrian circulation flow within the site for information; (c) Please provide a segregated vehicular and pedestrian access at Kam Tai Road; <u>Traffic Impact Assessment</u> (d) Response-to-comment (j) - Please elaborate why lower limit of the trip rate adopted would be representative for the case;	Noted, this would be further considered at detailed design stage. Noted, this would be further considered at detailed design stage. Noted, this would be further considered at detailed design stage. As explained previously, since there is no trip rate for the flat size (85m²) or below of the proposed development in TPDM, the lower limited trip rate of 100m² (Private Housing: Medium-Density/R(B)), has been adopted for the assessment. <table><tr><th>Type</th><th>Flat Size</th><th>No. of Units / House</th></tr><tr><td rowspan="2">Tower</td><td>FS ≤ 40 m²</td><td>215</td></tr><tr><td>40 m² < FS ≤ 70 m²</td><td>28</td></tr><tr><td>House</td><td>45m² to 85m²</td><td>87</td></tr></table>	Type	Flat Size	No. of Units / House	Tower	FS ≤ 40 m ²	215	40 m ² < FS ≤ 70 m ²	28	House	45m ² to 85m ²	87
Type	Flat Size	No. of Units / House										
Tower	FS ≤ 40 m ²	215										
	40 m ² < FS ≤ 70 m ²	28										
House	45m ² to 85m ²	87										

Proposed Residential Development
at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
S16 Planning Application

(Planning Application No: A/YL-KTN/791)

Comments	Response																																																																														
	To support our assumption, interpolation/extrapolation is used as an alternative method to estimate the trip rates and trips of the proposed development as summarized as below: <table><tr><th rowspan="3">Development Density</th><th rowspan="3">Average Flat Size (m²)</th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th>Gen.</th><th>Attr.</th><th>Gen.</th><th>Attr.</th></tr><tr><th colspan="4">(pcu/hr/flat)</th></tr><tr><td rowspan="4"><u>Private Housing Medium - Density / R(B)</u></td><td>70⁽¹⁾</td><td>0.1415</td><td>0.0599</td><td>0.0378</td><td>0.0810</td></tr><tr><td>85⁽¹⁾</td><td>0.1688</td><td>0.0857</td><td>0.0666</td><td>0.1065</td></tr><tr><td>100</td><td>0.1961</td><td>0.1116</td><td>0.0955</td><td>0.1321</td></tr><tr><td>120</td><td>0.2325</td><td>0.1461</td><td>0.1340</td><td>0.1662</td></tr></table> (1) For example, to calculate the generation rate of AM peak "X" for Average Flat Size 70m²: $(0.1961 - X) / (0.2325 - 0.1961) = (100 - 70) / (120 - 100)$ $(0.1961 - X) / 0.0364 = 30/20$ $X = 0.1415$ Based on the trip rates above, the trips are estimated as below: <table><tr><th rowspan="3">Proposed Development</th><th rowspan="3">Average Flat Size (m²)</th><th rowspan="3">Nos. of Flat</th><th colspan="2">AM Peak Hour</th><th colspan="2">PM Peak Hour</th></tr><tr><th>Gen.</th><th>Attr.</th><th>Gen.</th><th>Attr.</th></tr><tr><th colspan="4">pcu/hr</th></tr><tr><td>Residential Unit</td><td>70</td><td>243</td><td>35</td><td>15</td><td>10</td><td>20</td></tr><tr><td>House</td><td>85</td><td>87</td><td>15</td><td>8</td><td>6</td><td>10</td></tr><tr><td>Total</td><td></td><td></td><td>50</td><td>23</td><td>16</td><td>30</td></tr><tr><td>Adopted in TIA</td><td></td><td></td><td>56</td><td>25</td><td>17</td><td>38</td></tr></table>	Development Density	Average Flat Size (m ²)	AM Peak		PM Peak		Gen.	Attr.	Gen.	Attr.	(pcu/hr/flat)				<u>Private Housing Medium - Density / R(B)</u>	70 ⁽¹⁾	0.1415	0.0599	0.0378	0.0810	85 ⁽¹⁾	0.1688	0.0857	0.0666	0.1065	100	0.1961	0.1116	0.0955	0.1321	120	0.2325	0.1461	0.1340	0.1662	Proposed Development	Average Flat Size (m ²)	Nos. of Flat	AM Peak Hour		PM Peak Hour		Gen.	Attr.	Gen.	Attr.	pcu/hr				Residential Unit	70	243	35	15	10	20	House	85	87	15	8	6	10	Total			50	23	16	30	Adopted in TIA			56	25	17	38
Development Density	Average Flat Size (m ²)			AM Peak		PM Peak																																																																									
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Comments	Response																												
(e) Figure 2.1 - The swept path provided at the ramp and along the internal road would encroach the opposite lane. Please review the design to avoid such circumstance; (f) Table 4.8 - Please also provide a table for the comparison of trip generation and attraction against previous approved planning application no. A/YL-KTN/567 for reference only; (g) Table 5.2 - Please review the capacity for the dual-2 carriageway of Kam Tin Road, and consider the widening works to be implemented by CEDD under Contract No. YL/2017/01; (h) Given that the site is adjacent to NT Cycle Track Network, please reconsider to provide more bicycle parking spaces, with rate of about 1 bicycle parking space for every 7.5 flats. Further, please provide motorcycle parking spaces beyond	From the table above, it is revealed that the estimated trips adopted in TIA are in high side. Therefore, using lower limit of the trip rate in TIA is already a conservative approach. Noted, the ramp would be widened to avoid encroaching into the opposite lane and this will be reflected in the GBP submission. Please see below the comparison trip generation and attraction between the proposed development and the previous approved planning application no. A/YL-KTN/567: <table><tr><th rowspan="3">Proposed Development</th><th colspan="2">AM Peak Hour</th><th colspan="2">PM Peak Hour</th></tr><tr><th>Gen.</th><th>Att.</th><th>Gen.</th><th>Att.</th></tr><tr><th colspan="4">pcu/hr</th></tr><tr><td>A/YL-KTN/567 (approved)</td><td>37</td><td>19</td><td>15</td><td>24</td></tr><tr><td>Adopted in TIA</td><td>56</td><td>25</td><td>17</td><td>38</td></tr><tr><td>Different</td><td>19</td><td>6</td><td>2</td><td>14</td></tr></table> The V/C tables (Table 3.4 & 5.2) have been updated accordingly (<i>Appendix I</i> refers). Amendment pages are attached for your review. As the road capacity will be increased in future due to the road widening works by CEDD, the V/C ratio of the effected road links will be improved. Noted, the provision of bicycle and motorcycle parking spaces would be further reviewed at detailed design stage.	Proposed Development	AM Peak Hour		PM Peak Hour		Gen.	Att.	Gen.	Att.	pcu/hr				A/YL-KTN/567 (approved)	37	19	15	24	Adopted in TIA	56	25	17	38	Different	19	6	2	14
Proposed Development	AM Peak Hour		PM Peak Hour																										
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Different	19	6	2	14																									

Comments	Response
the requirements of HKPSG.	
Email dated 29 December 2021 refers: <u>Comments from Environmental Protection Department:</u> (Contact Person: Ms Ming HE, Tel: 2835 2390) <u>Air Quality</u> 1. Table 5.1 - The 36th highest 24-hour FSP data are missing in Table 5.1. Please include in the table. The related data could be found on the EPD website. https://cd.epic.epd.gov.hk/EPICDI/air/station/?lang=en 2. Table 5.2 - The 36th highest 24-hour FSP data should be provided in the table. Please revise. 3. Section 7.2 - The consultant should provide source of reference, TD's endorsement or other justifications that the assumption of the road type for Kam Tai Road is correct. 4. Table 8.1 - Based on Figure 2, A05 has a shorter separation distance from the site boundary of the proposed development. Please review and confirm if the shortest separation distance for each ASR has been presented in the table.	The 36th highest 24-hour FSP, with reference to EPD's website, has been included in Table 5.1 (<i>Appendix I</i> refers). The 36th highest 24-hour FSP has been included in Table 5.2 accordingly (<i>Appendix I</i> refers). Footnote (iv) has also revised. TD confirmed that the Kam Tai Road is Local Road (Appendix 3 annexed in <i>Appendix I</i> refers). Table 8.1 has been revised accordingly (<i>Appendix I</i> refers).

Proposed Residential Development
at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
S16 Planning Application

(Planning Application No: A/YL-KTN/791)

Comments	Response
<u>Sewerage</u> 1. Appendix F - Swimming pool discharge - The backwash duration of 1440 min/day and volume of backwash of 720 m³/day are not practicable. Please check.	As discussed with EPD, backwash duration of 3 min/day is more practicable. Therefore, 6 min/day backwash duration has been adopted as a conservative approach with the volume of backwash of 3 m³/day. The hydraulic Design check in <u>Appendix F</u> has been revised (<i>Appendix III</i> refers).
2. Appendix F - Swimming pool discharge - Please add a remark to ensure the backwash should be conducted at non-peak hour.	The remark of conducting backwash at non-peak hour has been added at <u>P.4</u> and <u>Appendix F</u> (<i>Appendix III</i> refers).
Email dated 29 December 2021 refers: <u>Comments from Highways Department:</u> (Contact Person: Mr Ken SHEK, Tel: 2762 4191)	
1. The subject site falls within the Administrative Route Protection (ARP) boundary and area of influence (AOI) of the Northern Link (NOL). The detailed planning and design of the NOL are still under development. The scheme (including railway alignment, railway structures and the corresponding route protection area, and potential tunnel design and corresponding construction methods, etc.) is subject to further changes.	Noted.
2. The area within the ARP may be required to be vacated at the time for the construction, operation and maintenance of the NOL, while the area within AOI would be subject to nuisance, such as noise and vibration of the NOL. The applicant should have taken the impacts from NOL, such as vacating the area and the nuisance from the future construction, operation and maintenance of NOL, into	Noted.

Proposed Residential Development
at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
S16 Planning Application

(Planning Application No: A/YL-KTN/791)

Comments	Response
consideration. 3. The proposed ramp down to basement carpark as illustrated on the basement plan and diagrammatic section may be in conflict with the NOL alignment, and might need to be changed/relocated. The applicant is reminded to coordinate with MTRCL for the design. 4. The applicant is reminded to share the development programme with this Office and MTRCL once available. 5. It would also be appreciated if any future submissions and associated as-built record plans could be furnished to this Office and MTR for review and reference.	Noted. Noted. Noted.

Compiled by : KTA Planning Limited

Date : **3 January 2022**

List of Appendices

Appendix I Revised Tables 3.4 & 5.2 of the Traffic Impact Assessment

Appendix II Replacement pages of the Air Quality Impact Assessment

Appendix III Revised Page 4 and Appendix F of the Sewerage Impact Assessment

Proposed Residential Development
at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
S16 Planning Application
(Planning Application No: A/YL-KTN/791)

APPENDIX I

Revised Tables 3.4 & 5.2 of the Traffic Impact Assessment



Table 3.4 Performance of Road Links in Observed Year 2021

Index (1)	Road Section	Direction	Cap. (veh/hr)	2021 Observed Case			
				Flow (veh/hr)		V/C	
				AM Peak	PM Peak	AM Peak	PM Peak
L1	Castle Peak Road - Tam Mi	NB	2,800	1,680	1,490	0.60	0.53
		SB	2,800	1,570	1,205	0.56	0.43
L2	Castle Peak Road - Yuen Long	NB	6,300	2,345	1,785	0.37	0.28
		SB	4,700	1,405	1,380	0.30	0.29
L3	Kam Tin Road	EB	2,800	1,590	1,205	0.57	0.43
		WB	2,800	1,670	1,795	0.60	0.64
L4	Tsing Long Highway Slip Road	NB	2,600	265	410	0.10	0.16
		SB	2,600	240	170	0.09	0.07
L5	Kam Tin Road	EB	2,800	2,090	1,490	0.75	0.53
		WB	2,800	1,690	1,850	0.60	0.66
L6	Kam Ho Road	Two-way	2,000	1,000	815	0.50	0.41
L7	Kam Tin Road	Two-way	2,000	1,175	1,030	0.59	0.52
L8	Kam Sheung Road	Two-way	2,000	620	635	0.31	0.32
L9	Kam Tin Road	Two-way	2,000	600	465	0.30	0.23
L10	Kam Tin Bypass	NB	2,800	860	645	0.31	0.23
		SB	2,800	685	770	0.24	0.28
L11	Kam Tin Bypass	EB	2,800	780	560	0.28	0.20
		WB	2,800	565	700	0.20	0.25
L12	Kam Tai Road	EB	1,000	20	15	0.02	0.02

Note: (1) Please refer to **Figure 3.1**.

3.2.8 The assessment results in **Table 3.2** and **3.3** indicate that all critical junctions and links are at present operating with ample capacities and V/C ratio during the peak hours.

3.3 Existing Public Transport Facilities

3.3.1 Numerous road-based public transport services are currently operating in the vicinity of the subject site. Details of Franchised Bus and GMB routes operating in the vicinity of the 500m catchment area of Kam Tin are summarized in the below **Table 3.5**.

3.3.2 Kam Sheung Road MTR Station is located approximately 800m apart from the proposed development.



Table 5.2 Performance of Road Links in Design Year 2030

Index (1)	Road Section	Direc tion	Cap. (veh/ hr)	2030 Reference Case				2030 Design Case			
				Flow (veh/hr)		V/C		Flow (veh/hr)		V/C	
				AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
L1	Castle Peak Road - Tam Mi	NB	2,800	2,040	1,785	0.73	0.64	2,040	1,785	0.73	0.64
		SB	2,800	2,035	1,455	0.73	0.52	2,035	1,455	0.73	0.52
L2	Castle Peak Road - Yuen Long	NB	6,300	2,650	2,015	0.42	0.32	2,665	2,035	0.42	0.32
		SB	4,700	1,690	1,575	0.36	0.34	1,720	1,590	0.37	0.34
L3	Kam Tin Road	EB	4,200	1,880	1,380	0.45	0.33	1,890	1,395	0.45	0.33
		WB	2,800	1,930	2,045	0.69	0.73	1,960	2,060	0.70	0.74
L4	Tsing Long Highway Slip Road	NB	2,600	475	610	0.18	0.23	490	625	0.19	0.24
		SB	2,600	555	425	0.21	0.16	580	435	0.22	0.17
L5	Kam Tin Road	EB	4,200	2,685	1,905	0.64	0.45	2,710	1,940	0.65	0.46
		WB	2,800	2,415	2,390	0.86	0.85	2,465	2,410	0.88	0.86
L6	Kam Ho Road	NB	2,800	890	690	0.32	0.25	890	690	0.32	0.25
		SB	2,800	675	445	0.24	0.16	675	445	0.24	0.16
L7	Kam Tin Road	Two- way	2,000	1,345	1,260	0.67	0.63	1,345	1,260	0.67	0.63
L8	Kam Sheung Road	Two- way	2,000	735	790	0.37	0.40	735	790	0.37	0.40
L9	Kam Tin Road	Two- way	2,000	680	660	0.34	0.33	680	660	0.34	0.33
L10	Kam Tin Bypass	NB	2,800	915	905	0.33	0.32	915	905	0.33	0.32
		SB	2,800	720	1,075	0.26	0.38	765	1,090	0.27	0.39
L11	Kam Tin Bypass	EB	2,800	825	780	0.29	0.28	830	785	0.30	0.28
		WB	2,800	590	975	0.21	0.35	595	980	0.21	0.35
L12	Kam Tai Road	EB	1,000	15	20	0.02	0.02	40	60	0.04	0.06

Note: (1) Please refer to **Figure 3.1**.

5.1.2 Based on the assessment result in above **Tables 5.1** and **5.2**, it is revealed that all critical junctions and links will be operating with sufficient capacity and V/C ratio during year 2030.

Proposed Residential Development
at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
S16 Planning Application

(Planning Application No: A/YL-KTN/791)

APPENDIX II

Replacement pages of the Air Quality Impact Assessment

5. EXISTING AND FUTURE AIR QUALITY IN KAM TIN AREA

- 5.1 Air quality monitoring data from the Air Quality Monitoring Station (AQMS) operated by EPD were examined. The air quality monitoring data in the nearest AQMS (i.e. Yuen Long) in the past 5 years (i.e. Year 2016 to Year 2020) are tabulated in Table 5.1 below.

Table 5.1 Summary of AQMS Data from Year 2016 to Year 2020

Pollutant	Year	Highest 1-hour Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$)	Annual Conc. ($\mu\text{g}/\text{m}^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$)	Highest 24-hour Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$)
NO ₂	2016	149	46	-	-
	2017	156	41	-	-
	2018	150	43	-	-
	2019	161	44	-	-
	2020	135	32	-	-
	5-year Mean	150 [75%]	41 [103%]	-	-
	AQOs	200 (18)	40	N/A	N/A
SO ₂	2016	-	-	58	17
	2017	-	-	80	20
	2018	-	-	52	17
	2019	-	-	42	11
	2020	-	-	26	10
	5-year Mean	-	-	52 [10%]	15 [12%]
	AQOs	N/A	N/A	500 (3)	50 (3)
RSP (PM ₁₀)	2016	-	37	-	86
	2017	-	40	-	87
	2018	-	37	-	75
	2019	-	37	-	83
	2020	-	30	-	77
	5-year Mean	-	36 [72%]	-	82 [82%]
	AQOs	N/A	50	N/A	100 (9)

Pollutant	Year	Highest 1-hour Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$)	Annual Conc. ($\mu\text{g}/\text{m}^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$)	Highest 24-hour Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$)
FSP (PM _{2.5})	2016	-	23	-	42
	2017	-	22	-	39
	2018	-	20	-	34
	2019	-	20	-	34
	2020	-	16	-	28
	5-year Mean	-	20 [58%]	-	35 [71%]
	AQOs	N/A	25	N/A	50 (35)

- Notes: (i) Underlined and **bold** values mean exceedance of the AQOs.
- (ii) Values in () mean the number of exceedances allowed.
- (iii) Percentages (%) of the AQOs are shown in []. The 5-year mean is the arithmetic average.
- (iv) In consideration of the numbers of exceedances allowance in the AQOs, the 4th highest 10-minute and 24-hr SO₂, 19th highest 1-hr NO₂, 10th highest 24-hour RSP and **36th highest FSP concentrations are presented in above table.**
- (v) N/A – Not applicable since there are no AQOs for these parameters.

5.2 The future background concentration data predicted by PATH v2.1 in Year 2025 at Grids (28_46), (28_47), (29_46) and (29_47) are summarised in Table 5.2 below.

Table 5.2 Summary of PATH v2.1 Background in Year 2025

Pollutant	PATH Grid	Highest 1-hour Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$) ^[1]	Annual Conc. ($\mu\text{g}/\text{m}^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$) ^{[2][3]}	Highest 24-hour Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$) ^[4]
NO ₂	(28_46)	102	17	-	-
	(28_47)	114	16	-	-
	(29_46)	98	15	-	-
	(29_47)	101	15	-	-
	AQOs	200 (18) ^[5]	40	N/A	N/A

Pollutant	PATH Grid	Highest 1-hour Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$) ^[1]	Annual Conc. ($\mu\text{g}/\text{m}^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$) ^{[2][3]}	Highest 24-hour Conc. beyond the allowed exceedance ($\mu\text{g}/\text{m}^3$) ^[4]
SO ₂	(28_46)	-	-	85	11
	(28_47)	-	-	86	12
	(29_46)	-	-	85	12
	(29_47)	-	-	87	12
	AQOs	N/A	N/A	500 (3)	50 (3)
RSP ^[6]	(28_46)	-	27	-	67
	(28_47)	-	27	-	67
	(29_46)	-	27	-	65
	(29_47)	-	28	-	68
	AQOs	N/A	50	N/A	100 (9)
FSP ^[7]	(28_46)	-	16	-	27
	(28_47)	-	16	-	26
	(29_46)	-	16	-	26
	(29_47)	-	16	-	27
	AQOs	N/A	25	N/A	50(35)

Note:

- [1] 19th highest 1-hour concentration of NO₂
- [2] Highest 10-minute SO₂ concentration
- [3] According to EPD's "Guidelines on the Estimation of 10-minute Average SO₂ Concentration for Air Quality Assessment in Hong Kong". For conservatism, stability class A is adopted.
- [4] 4th highest 24-hour concentration of SO₂; 10th highest 24-hour concentration of RSP; 36th highest 24-hour concentration of FSP.
- [5] Values in () mean the number of exceedances allowed.
- [6] According to Section 2.8 of EPD's "Guideline on Choices of Models and Model Parameters", adjustments of PATH v2.1's output of RSP concentrations by adding 11.0 $\mu\text{g}/\text{m}^3$ and 10.3 $\mu\text{g}/\text{m}^3$ into 10th highest daily RSP concentration and annual RSP concentration have been followed respectively.
- [7] According to Section 2.8 of EPD's "Guideline on Choices of Models and Model Parameters", adjustments of PATH-v2.1's output of FSP concentrations by adding 3.5 $\mu\text{g}/\text{m}^3$ into annual FSP concentration have been followed.

5.3 It can be seen from the above Table 5.1 and Table 5.2 that, the trends of NO₂, RSP and FSP concentrations in the area have been decreasing since 2016. According to the PATH data, all the pollutants are well within the AQOs.

6. PLUME IMPINGEMENT ASSESSMENT

- 6.1 According to the HKPSG^[1], the buffer distance for industrial chimney is 200m. For the proposed Development, as validated by the site survey conducted on 12 August 2021, no industrial chimney is being identified within a 500m radius of the project site. Therefore, air quantitative impact assessment due to the industrial emission is hence not necessary. It is confirmed that adverse air quality impact due to industrial chimney is not anticipated for the proposed Development.

7. VEHICULAR EMISSION ASSESSMENT

- 7.1 According to the HKPSG, the required buffer distances of 'Trunk Road' and 'Local Distributor' as stipulated in the HKPSG are 20m and 5m respectively.
- 7.2 For the proposed Development, the separations between the ASRs within the proposed Development and the roads are greater than the required buffer distance as specified in the HKPSG (Figure 3). Therefore, adverse air quality impact due to vehicle emission is not anticipated for the proposed Development. Table 7.1 summarises the shortest distance between the Air Sensitive Receivers (ASRs) within the proposed Development and the roads.

Table 7.1 Separation between ASRs within the Proposed Development and the Road

Road Name	Road Type	Shortest Distance between ASRs within the Proposed Development and the Road	Remark
Kam Tin Bypass	Trunk Road ^[1]	21m	All ASRs comply with the HKPSG requirement
Kam Tai Road	Local Distributor ^[2]	5m	All ASRs comply with the HKPSG requirement

Remark:-

[1] According to The Annual Traffic Census 2019, Kam Tin Bypass is classified as Rural Trunk Road, which is identified as Trunk Road in HKPSG.

[2] As confirmed by the Transport Department (TD), Kam Tai Road is classified as Local Road, which is identified as Local Distributor in HKPSG. The confirmation from TD is provided in Appendix 3.

8. AIR SENSITIVE RECEIVERS

- 8.1 In accordance with Annex 12 of the TM-EIAO, ASRs include any domestic premises, hotel, hostel, hospital, clinic, nursery, temporary housing accommodation, school, educational institution, office, factory, shop, shopping centre, place of public worship, library, court of law, sports stadium or performing arts centre. Any other premises or places with which, in terms of duration or number of people affected, have a similar sensitivity to the air pollutant as the aforelisted premises and places would also be considered as a sensitive receiver.
- 8.2 Existing ASRs were identified by means of reviewing topographic maps, aerial photos and supplemented by site inspection. They mainly include developed residential village houses. Representative ASRs within 500m assessment area have been identified in Table 8.1 and shown in Figure 2.

Table 8.1 Representative ASRs

ASR ID	Description	Existing Land Status	Distance from the Proposed Development	Number of Storeys
A01	Residential village houses in Kam Tin Shi	Residential	130m	3 – 4
A02	Residential village houses in Kam Hing Wai	Residential	125m	3 – 4
A03	Residential village houses in Shui Tau	Residential	230m	3 – 4
A04	Residential village houses in Ko Po Tsuen	Residential	150m	3 – 4
A05	Residential village houses along Kam Hing Road	Residential	15m	1 – 3
A06	Residential village houses along Shui Tau Road	Residential	70m	3 – 4
A07	Residential village houses along Kam Tin Shi Street	Residential	85m	3 – 4
A08	Residential village houses in Kat Hing Wai	Residential	370m	3 – 4
A09	Residential village houses along Kam Sheung Road	Residential	230m	3 – 4
A10	Residential village houses along Kam Tin Road	Residential	300m	3 – 4
A11	Residential village houses along Kam Tin Road	Residential	150m	3 – 4
A12	Residential village houses along Tsing Long Highway	Residential	420m	3 – 4
A13	Riva Helorus Boulevard	Residential	420m	10 – 12

APPENDIX 3

CONFIRMATION OF ROAD TYPE FROM TD

W K Kwong

From: KC LEE <kclee@td.gov.hk>
Sent: Monday, January 3, 2022 11:49 AM
To: W K Kwong
Cc: Raymond Tak Chi LEUNG;
kelvinleung@
ellaso@
Subject: Fw: Planning Application No. A/YL-KTN/791 - Road type

Dear Mr Kwong

I have no objection for the proposed road type for Kam Tai Road from traffic engineering perspective.

Many thanks.

Best Regards
Wilson LEE
E/YLE, TE(NTW), TD
Tel. 2399 2421

----- Forwarded by KC LEE/TD/HKSARG on 03/01/2022 11:47 -----

From: "W K Kwong" <
To: <kclee@td.gov.hk>
Cc: <kelvinleung@
Date: 30/12/2021 15:12
Subject: Planning Application No. A/YL-KTN/791 - Road type

Dear Wilson,

**Proposed Residential Development
at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
S16 Planning Application
(Planning Application No: A/YL-KTN/791)**

We refer to the captioned subject.

To address EPD's comment item (3) on AQIA in the attached email, we would like to seek your confirmation on the road type of the following road in the vicinity of the proposed development:

Road Name	Road Type
Kam Tai Road	Feeder Road / Local Road

The proposed road type for the above road is due to:

1. As stipulated in the Annual Traffic Census published by Transport Department, the road type of Kam Tin Road (ATC Station No. 6207 refer) are classified as Rural Road.
2. Since Kam Tai Road is a low level road and connecting between Kam Tin Road to villages or more remote settlements, it is envisaged Kam Tai Road is Feeder Road / Local Road.

Thank you very much for your kind assistance and we are looking forward to hearing your favourable reply at your earliest convenience.

Should you have any queries or require further information, please feel free to contact me at

Many thanks for your kind assistance.

Best Regards,

W K Kwong

Senior Traffic Engineer

T : (852)

CTA Consultants Limited

Email .

----- Message from <llyduen@pland.gov.hk> on Wed, 29 Dec 2021 12:30:17 +0800 -----

To: "Gladys Ng" <gladysng@pland.gov.hk>

cc: <pyleung@pland.gov.hk>

Subject: Planning Application No. A/YL-KTN/791_Departmental
Comments

Dear Gladys,

I refer to the captioned planning application.

Please find below departmental comments on your FI submitted on 26.11.2021.

**Environmental Protection Department (Contact person: Ms. Ming HE;
Tel.:2835 2390)**

Air Quality

1. Table 5.1

The 36th highest 24-hour FSP data are missing in Table 5.1. Please include in the table. The related data could be found on the EPD website.

<https://cd.epic.epd.gov.hk/EPICDI/air/station/?lang=en>

2. Table 5.2

The 36th highest 24-hour FSP data should be provided in the table. Please revise.

3. Section 7.2

The consultant should provide source of reference, TD's endorsement or other justifications that the assumption of the road type for Kam Tai Road is correct.

4. Table 8.1

Proposed Residential Development
at Lot 2206 in DD 109 on Kam Tai Road in Kam Tin
S16 Planning Application

(Planning Application No: A/YL-KTN/791)

APPENDIX III

Revised Page 4 and Appendix F of the Sewerage Impact Assessment

Item No. 4215DS "Yuen Long and Kam Tin Sewerage and Sewage Disposal – Kam Tin Trunk Sewerage Stage 1 and Au Tau Trunk Sewers", which was completed in February 2010. The sewers run towards Kam Tin Sewage Pumping Station and from there onwards to Yuen Long Sewage Treatment Works.

There is an apparent gap between two manholes (between FMH1039681 and FMH1039682) on the DSD Record Plan. According to verbal reply from DSD, there is no connection between FMH1039681 and FMH1039682 and upstream to FMH1039681 have not yet been commissioned. There is no adverse impact on the public sewerage system with proposed discharge point at FMH1039682. Therefore, there are no sewage flow quantities from upstream. The sewage from proposed development is directly discharges to FMH1039682 which shall not have adverse impact on sewerage system.

2.3 Calculation of Capacity of Existing Sewerage System

According to the drainage record, the pipe between FMH1039681 and FMH1039682 does not exist. The pipe between FMH1039681 and FMH1039578 are not commissioned. There are no sewage flow quantities from upstream. No further existing sewers calculations is enclosed.

2.4 Existing Sewage Generation

The Site is currently unoccupied and undeveloped, so there is no existing sewage generation.

3. Proposed Sewerage System

3.1 Proposed Sewage Flowage

The future discharge from the proposed development to the public sewers is designed at FMH1039682. According to DSD drainage record, the pipe between FMH1039682 to FMH1046102 has not been commissioned. For the sole discharge from the development, extra repair and maintenance works are needed to renew the sewers.

3.2 Future Sewage Generation

The future discharge from the proposed development to the public sewers is estimated to be approximately 290m³/day, with a peak discharge of 19.93l/s. In addition, there will be a swimming pool at the Site, which may need to be backwashed and a further allowance of 0.035l/s has been included for this flow (N.B. the backwashing could easily be timed to avoid simultaneous discharge with the main gravity flow, so this additional allowance is very conservative). For conservative consideration, 2m swimming pool's height is designed instead of 1.5m in calculation of backwash discharge. The backwash duration is designed as 6min/day and will be conducted at non-peak hour.

Appendix F

Hydraulic Design Check for Existing Sewerage System with Proposed Development

Sewerage Drainage Design - Proposed Sewerage Scheme

Catchment	Foul Water Flow (m ³ /s)	Contributing Population	Peaking Factor	Peak Flow (m ³ /s)	Backwash Flow from swimming pool (m ³ /s)	Estimated flow (m ³ /s)
Tower, House, Swimming Pool, Club House	0.003322	1063.11	6	0.019933	0.000035	0.019968

Catchment No.	Catchment	Foul Water Flow (m ³ /s)
A1	Tower	0.002125
A1	3-Storey House	0.000445
A1	2-Storey House	0.000600
A1	Swimming Pool, Club House	0.000152

From Sewerage Manual Part 1, Third Edition, May 2013:

Colebrook-White Equation for circular pipes flowing full,
Velocity, $V = \sqrt{8gDs} \left(1 + \log \frac{ks}{3.7D} + \frac{2.51}{D\sqrt{f}} \right)^{-1}$
Capacity, $Q = V \times \pi \times D^2 / 4$

Assumptions:
Kinematic Viscosity of fluid, $\nu = 0.00000114 \text{ m}^2/\text{s}$
Hydraulic Pipeline Roughness, $ks = 3 \text{ mm}$

(for sliamed sewers - clayware in poor condition, Table 5, Sewerage Manual Part 1, Third Edition, May 2013)

From Manhole	To Manhole	Diameter, D (m)	Cross-section (m ²)	Wetted Perimeter (m)	Length (m)	Inlet Invert	Outlet Invert	Slope, s	Hydraulic Radius (m)	Viscosity, ν (m ² /s)	Roughness, ks (m)	Velocity, V (m/s)	Capacity, Q (m ³ /s)	Estimated Flow, F (m ³ /s)	Ref. Area	% of Capacity
From FMH1039682 to FMH1046102																
FMH1039682	FMH1039683	0.500	0.196	1.571	23	-0.41	-0.50	0.004	0.125	0.00000114	0.003	1.090	0.214	0.019968	A1	9.33%
FMH1039683	FMH1039684	0.500	0.196	1.571	27.5	-0.46	-0.51	0.002	0.125	0.00000114	0.003	0.742	0.146	0.019968	A1	13.70%
FMH1039684	FMH1039685	0.500	0.196	1.571	15.5	-0.52	-0.57	0.003	0.125	0.00000114	0.003	0.990	0.194	0.019968	A1	10.28%
FMH1039685	FMH1039686	0.500	0.196	1.571	23	-0.58	-0.63	0.002	0.125	0.00000114	0.003	0.812	0.159	0.019968	A1	12.53%
FMH1039686	FMH1039687	0.500	0.196	1.571	25.8	-0.64	-0.70	0.002	0.125	0.00000114	0.003	0.840	0.165	0.019968	A1	12.11%
FMH1039687	FMH1039688	0.500	0.196	1.571	81.5	-0.71	-0.87	0.002	0.125	0.00000114	0.003	0.771	0.151	0.019968	A1	13.18%
FMH1039688	FMH1046102	0.525	0.216	1.649	14	-0.88	-0.97	0.006	0.131	0.00000114	0.003	1.444	0.313	0.019968	A1	6.59%

Flow Path 1 - From Catchment to FMH1039682

From Manhole	To Manhole	Diameter, D (m)	Cross-section (m ²)	Wetted Perimeter (m)	Length (m)	Inlet Invert	Outlet Invert	Slope, s	Hydraulic Radius (m)	Viscosity, ν (m ² /s)	Roughness, ks (m)	Velocity, V (m/s)	Capacity, Q (m ³ /s)	Estimated Flow, F (m ³ /s)	Ref. Area	% of Capacity
Proposed terminal manhole	FMH1039682	0.500	0.196	1.571	27.5	-0.38	-0.41	0.001	0.125	0.00000114	0.003	0.574	0.113	0.019968	A1	17.71%

P2478 Kam Tin

Foul Water Drainage Design

Based on Section 4.1 DSD Sewerage Manual Part 1, Third Edition, May 2013
& EPD Report No. EPD/TP 1/05

			<i>Tower</i>	<i>3-Storey House</i>	<i>2-Story House</i>	<i>Swimming Pool and Club House</i>
No. of Flats			243	37	50	0
Occupant per Flats (HKPSG)			2.8	2.8	2.8	2.8
Population	Residential		680	104	140	0
	Employee		0	0	0	47
	Students		0	0	0	0
Unit Flow Factor (UFF)	Domestic	m ³ /day/person	0.270	0.370	0.370	0.270
	Commercial Employee	m ³ /day/employee	0.080	0.080	0.080	0.080
	Commercial Activities	m ³ /day/employee	0.200	0.200	0.200	0.200
	Industrial Activities	m ³ /day/employee	2.000	2.000	2.000	2.000
	Students	m ³ /day/employee	0.040	0.040	0.040	0.040
Foul Water Flow (Q)	Domestic	m ³ /s	0.002125	0.000445	0.000600	0.000000
	Commercial Employee	m ³ /s	0.000000	0.000000	0.000000	0.000044
	Commercial Activities	m ³ /s	0.000000	0.000000	0.000000	0.000109
	Industrial Activities	m ³ /s	0.000000	0.000000	0.000000	0.000000
	School Student	m ³ /s	0.000000	0.000000	0.000000	0.000000
	Total	m³/s	0.002125	0.000445	0.000600	0.000152

P2478 - Proposed Development in Kam Tin
Sewerage Drainage Design - Swimming Pool Discharge

Catchment A1

	Swimming Pool
Peak Backwashing Volume for Each Filter (m3)	180
Turnover rate (s)	21600
Backwashing Discharge (m3/s)	0.00833
Number of Filter	1
Total Discharge (m3/s)	0.00833
Total Discharge (l/s)	8.33333
Backwash duration (min/day)	6
Volume of backwash (m3/day)	3
Volume of backwash (m3/s)	3.47222E-05

*The backwash will be conducted at non-peak hour

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public g



RE: Planning Application No. A/YL-KTN/791_Departmental Comments
10/01/2022 11:52

From: "Gladys Ng"
To: "'tpbpd'" <tpbpd@pland.gov.hk>
Cc: <wwktang@pland.gov.hk>, <llyduen@pland.gov.hk>, <pyleung@pland.gov.hk>

History: This message has been forwarded.

Dear Sir/Madam,

Further to the telephone discussions with the Transport Department as well as the District Planning Office, please be kindly confirmed that the parking provisions for all vehicle types are subject to review and to be reflected in the future GBP submission for approval by relevant Government department(s).

Best regards,

Gladys

Principal Town Planner

KTA Planning Limited

Address:

Direct Line.: ☎

Fax:

URL:

From: Gladys Ng [mailto:]
Sent: Thursday, January 6, 2022 4:11 PM
To: 'tpbpd'
Cc: 'wwktang@pland.gov.hk'; 'llyduen@pland.gov.hk'; 'pyleung@pland.gov.hk'
Subject: RE: Planning Application No. A/YL-KTN/791_Departmental Comments

Dear Sir/Madam,

In response to the comments received on 29 & 30 December 2021, please find attached submission of the Further Information submission for your consideration.

Best regards,

Gladys

Principal Town Planner

KTA Planning Limited

...

Direct Line.: :

Fax: .

URL.

From: llyduen@pland.gov.hk [mailto:llyduen@pland.gov.hk]

Sent: Thursday, December 30, 2021 10:05 AM

To: Gladys Ng

Cc: pyleung@pland.gov.hk

Subject: Fw: Planning Application No. A/YL-KTN/791_Departmental Comments

Dear Gladys,

I refer to the captioned planning application.

Please find below comments from Transport Department on your FI submitted on 26.11.2021:

Layout Plan

- (a) Please consider to provide a pedestrian access at Kam Tin Road;
- (b) Please provide the pedestrian circulation flow within the site for information;
- (c) Please provide a segregated vehicular and pedestrian access at Kam Tai Road;

Traffic Impact Assessment

- (d) Response-to-comment (j) - Please elaborate why lower limit of the trip rate adopted would be representative for the case;
- (e) Figure 2.1 - The swept path provided at the ramp and along the internal road would encroach the opposite lane. Please review the design to avoid such circumstance;
- (f) Table 4.8 - Please also provide a table for the comparison of trip generation and attraction against previous approved planning application no. A/YL-KTN/567 for reference only;
- (g) Table 5.2 - Please review the capacity for the dual-2 carriageway of Kam Tin Road, and consider the widening works to be implemented by CEDD under Contract No. YL/2017/01;
- (h) Given that the site is adjacent to NT Cycle Track Network, please reconsider to provide more bicycle parking spaces, with rate of about 1 bicycle parking space for every 7.5 flats. Further, please provide motorcycle parking spaces beyond the requirements of HKPSG.

Should you have any question, please contact Mr. Wilson Lee of Transport Department at ----- directly.

Regards,
Loree Duen
for DPO/FS&YLE
Tel:3168 4037

----- Forwarded by Loree Long Yee DUEN/PLAND/HKSARG on 30/12/2021 09:50 -----

From: Loree Long Yee DUEN/PLAND/HKSARG
To: "Gladys Ng" ·
Cc: Yen PY LEUNG/PLAND/HKSARG@PLAND
Date: 29/12/2021 12:30
Subject: Planning Application No. A/YL-KTN/791_Departmental Comments

Dear Gladys,

I refer to the captioned planning application.

Please find below departmental comments on your FI submitted on 26.11.2021.

Environmental Protection Department (Contact person: Ms. Ming HE; Tel.:

Air Quality

1. Table 5.1

The 36th highest 24-hour FSP data are missing in Table 5.1. Please include in the table. The related data could be found on the EPD website.

<https://cd.epic.epd.gov.hk/EPICDI/air/station/?lang=en>

2. Table 5.2

The 36th highest 24-hour FSP data should be provided in the table. Please revise.

3. Section 7.2

The consultant should provide source of reference, TD's endorsement or other justifications that the assumption of the road type for Kam Tai Road is correct.

4. Table 8.1

Based on Figure 2, A05 has a shorter separation distance from the site boundary of the proposed development. Please review and confirm if the shortest separation distance for each ASR has been presented in the table.

Sewerage

1. Appendix F - Swimming pool discharge

The backwash duration of 1440 min/day and volume of backwash of 720 m³/day are

not practicable. Please check.

2. Appendix F - Swimming pool discharge

Please add a remark to ensure the backwash should be conducted at non-peak hour.

Comments on the noise aspect will be provided in due course.

Highways Department (Contact person: Mr. Ken Shek; Tel.:

1. The subject site falls within the Administrative Route Protection (ARP) boundary and area of influence (AOI) of the Northern Link (NOL). The detailed planning and design of the NOL are still under development. The scheme (including railway alignment, railway structures and the corresponding route protection area, and potential tunnel design and corresponding construction methods, etc.) is subject to further changes.

2. The area within the ARP may be required to be vacated at the time for the construction, operation and maintenance of the NOL, while the area within AOI would be subject to nuisance, such as noise and vibration of the NOL. The applicant should have taken the impacts from NOL, such as vacating the area and the nuisance from the future construction, operation and maintenance of NOL, into consideration.

3. The proposed ramp down to basement carpark as illustrated on the basement plan and diagrammatic section may be in conflict with the NOL alignment, and might need to be changed/relocated. The applicant is reminded to coordinate with MTRCL for the design.

4. The applicant is reminded to share the development programme with this Office and MTRCL once available.

5. It would also be appreciated if any future submissions and associated as-built record plans could be furnished to this Office and MTR for review and reference.

Regards,
Loree Duen
for DPO/FS&YLE
Tel:3168 4037

Previous s.16 Applications covering the Application Site

Approved Applications

	<u>Application No.</u>	<u>Proposed Use</u>	<u>Date of Consideration (RNTPC)</u>	<u>Approval Conditions</u>
1.	A/YL-KTN/488	Proposed Residential Development	27.5.2016	1 to 9
2.	A/YL-KTN/567	Proposed Flat	4.5.2018	1 to 14

Approval Conditions:

1. Provision of buffer area from the “CA (1)” zone to the west of the site.
2. Design and provision of boundary fencing along the western site boundary adjoining the West Rail reconstructed wetland
3. Provision of setback of the development from Kam Tai Road to the north of the site.
4. Provision of road improvement works, vehicular access, car parking and loading/unloading facilities
5. Submission of a revised noise impact assessment and implementation of mitigation measures identified therein
6. Submission of a revised/ consolidated traffic impact assessment and/or implementation of the mitigation measures identified therein.
7. Submission and implementation of landscape master plan/ landscape proposal and tree preservation proposal
8. Submission of a revised drainage impact assessment/ proposal and implementation of mitigation measures identified therein
9. Design and provision of water supplies for fire-fighting and fire service installations
10. The submission of a proposal to prevent or mitigate off-site impacts to the “CA(1)” zone to the west of the site
11. The design and implementation of road junction improvement works
12. The design and provision of vehicular access and car parking and loading/unloading facilities
13. The submission of hazard assessment and implementation of risk mitigation measures
14. The submission of an updated sewerage impact assessment for connections to the public sewers and implementation of the sewerage improvement measures

Rejected Application

	<u>Application No.</u>	<u>Proposed Use</u>	<u>Date of Consideration (RNTPC/TPB)</u>	<u>Approval Conditions</u>
1.	A/DPA/YL-KTN/ 43	Residential Development	25.11.1994 On review (18.10.1995 Dismissed by the Town Planning Appeal Board)	1 to 4

Rejection Reasons

1. The proposed development is premature at this stage in view of the number of transportation network and drainage works being planned in the area and the fact that it may pre-empt a review of the land use in the general area with regard to the scale, location and phasing of future developments there
2. The proposed development is not in line with the planning intention for the area as reflected in the approved Kam Tin North Development Permission Area Plan No. DPA/YL-KTN/2 which is to encourage agricultural uses and recreational uses compatible with the rural environment and unlikely to adversely affect local communities. Low-rise, low-density residential development may be permitted provided that it can be demonstrated in the submission that the proposed development will have insignificant impacts on the drainage and traffic of the area, but the applicant have not demonstrated this
3. The proposed development intensity of a plot ratio of 0.8 is excessive in the rural area
4. The proposed development will be adversely affected by the proposed Kam Tin Bypass and the re-alignment of the Kam Tin Bypass as proposed in the submission is unacceptable from the road design and implementation programming points of view

Similar Applications in the “R(E)” Zone
in the vicinity of the Site on Kam Tin North Outline Zoning Plan

Approved Applications

	<u>Application No.</u>	<u>Proposed Use</u>	<u>Date of Consideration (RNTPC)</u>
1.	A/YL-KTN/501*	Proposed Residential Development (Flats)	28.4.2017
2.	A/YL-KTN/647*	Proposed Residential Development (Flat)	15.11.2019
3.	A/YL-KTN/698*	Proposed Flat with Minor Relaxation of Maximum Plot Ratio and Building Height Restrictions	18.9.2020

* The applications fall within the same site zoned “R(E)”



錦田鄉事委員會
Kam Tin Rural Committee

Appendix IV-1 of RNTPC
Paper No. A/YL-KTN/791A

地址：

電郵：

本檔編號：KTRC/052

致：城市規劃委員會秘書

反對錦田錦泰路丈量約份第 109 約地段第 2206 號擬議住宅發展

規劃署(申請編號：A/YL-KTN/791)

本會就上述申請作出強烈反對。上述發展項目會影響區內交通。錦田人口密集，近年每日早晚繁忙時間的交通都十分擠塞及混亂，由錦田至元朗大馬路長期塞車。如在上址發展住宅將令人口大大增加，屆時將對錦田的公共配套設施及交通造成更大的負擔。

上址屬於濕地，發展成住宅用地必對濕地生態帶來嚴重的破壞。鄰近亦欠缺配套，必須在擬發展項目周邊，增設交通配套、道路等基建設施。

懇請城市規劃委員會及政府相關部門重視居民的意見，聆聽居民的聲音，否決上述申請。

錦田鄉事委員會主席：

鄧賀年

2021 年 9 月 27 日



MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk



Appendix IV-2 of RNTPC
Paper No. A/YL-KTN/791A

3

Secretary, Town Planning Board
15/F, North Point Government Offices,
333 Java Road,
North Point,
Hong Kong

Our ref: T&ESD/E&IC/ES/Env/EL1101

Date: 15 OCT 2021

By Post and Fax
(Fax no.: 2877 0245 / 2522 8426)



Dear Sir/Madam,

Comments on the Section 16 Planning Application regarding Proposed Residential Development ("Flat" and "House" Uses) in Lot 2206 in D.D. 109, Kam Tai Road, Kam Tin, Yuen Long, New Territories (Application No. A/YL-KTN/791)
Railway Noise and Ecological Concerns

We refer to the Section 16 Planning Application (Application No. A/YL-KTN/791) for the proposed residential development ("Flat" and "Houses" Uses) in Lot 2206 in D.D. 109, Kam Tai Road, Kam Tin, Yuen Long, New Territories. As the proposed development is situated close to the MTR Tuen Ma Line (TML) viaduct and the TML wetland, we may have the following concerns which we consider should be taken into account and addressed by the applicant and/or its consultant.

Rail Noise Concerns

We understand that the applicant has already conducted a Noise Impact Assessment for the proposed scheme under this application, including a Railway Noise Impact Assessment (RNIA), which will be reviewed by the Environmental Protection Department to ensure full compliance with the statutory requirements. From the RNIA, we noticed that building setback from the TML viaduct, building block orientation, blank walls and solid fence walls are the key mitigation measures of railway noise impact. However, we have noticed that some of the assumptions adopted may not be suitable to the situation and could result in an underestimation of the overall noise impact on the development sites.

We set out more specifically our comments and concerns as follows:

- The RNIA does not reflect the future ultimate peak daytime and night-time train frequencies of the TML.
- The train speed assumption in the RNIA has not considered the maximum operating speed of 130kph for TML to cater for potential speed increment in the future.
- The applicant's consultant should obtain the latest information on future ultimate train operations, including train frequency, train speed and number of cars per train, and revise the noise calculations accordingly.



Our ref: T&ESD/E&IC/ES/EnvE/L1101
Date: 15 OCT 2021

Wetland Concerns

Reference is made to Section 4.7.9 of the *Supporting Planning Statement*.

The reconstructed wetland underneath the TML viaduct constitutes a part of the wetlands managed by MTR Corporation Limited and provides natural habitats and refugia for a rich variety of fauna and flora. We would like to emphasize that since its creation, the subject wetland's ecological value and biological conservation has been continuously and rigorously maintained. There is no evidence that the TML has had any adverse effect on the biodiversity or any negative impacts on the many species which inhabit the area.

On the other hand, it is noticed that the applicant did not provide any detailed assessment and/or evaluation of the potential impacts that the Proposed Development might have on the wetland. Further, the application did not suggest/provide any preventive measures to be used during construction or the operational phase of the development.

We take the view that a comprehensive ecological assessment should include site run-off mitigation, environmentally-sound sewerage discharges routings, summaries of permanent and temporary impacts for faunal species, ecological evaluations (including the functions of the wetland), and a light and glare pollution analysis from the future development, among others. Appropriate preventive measures should be proposed in the ecological assessment to mitigate any and all potential ecological impacts to the wetland.

Should approval be granted to this Section 16 Application, we urge Town Planning Board to include in the Planning Approval conditions requiring the applicant to:

- 1) conduct detailed noise assessment to evaluate the noise impacts, including but not limited to any air-borne noise impact from the TML, as well as to identify and implement all necessary noise mitigation measures at their own cost and to the satisfaction of the Director of Environmental Protection, to ensure that the future residents of the proposed developments will not be exposed to noise impact from railway operation; and,
- 2) conduct detailed ecological assessment covering the impacts that the Proposed Development might have on the concerned wetland, as mentioned above, and implement all necessary preventive measures at their own costs to the satisfaction of all relevant government departments, prior to the commencement of development, to ensure that there are no adverse impacts towards the concerned wetland.

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk



Our ref: T&ESD/E&IC/ES/EnvF/L1101

Date: 15 OCT 2021

Should you have any queries, please feel free to contact our Acting Lead Environmental Manager, Ms. Catherine Leung at.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Hing Keung'.

Chan Hing Keung
General Manager – Engineering & Innovation Centre

c.c Mr. TSANG Sai Wing, Terence	- Assistant Director of EPD (Environmental Assessment)
Mr. LEE Chee Kwan	- Principal Environmental Protection Officer (Assessment & Noise)

tpbpd@pland.gov.hk

寄件者: [REDACTED]
寄件日期: 2021年10月14日星期四 4:19
收件者: tpbpd
主旨: A/YL-KTN/791 Kam Tin North CK Kennels

Mary Mulvihill
A/YL-KTN/791
Lot 2206 in D.D. 109, Kam Tai Road, Kam Tin, Yuen Long
Site area : About 15,978sq.m
Zoning : "Res (Group E)1"
Applied development : 2 Towers – 330 Units / BH 26.3mPD / 123 Vehicle Parking / OS 924sq.m

Dear TPB Members,

If any indisputable proof is required as to whether our property developers are responsible for the housing crisis, this application is undeniable proof that the failure to provide homes is not because there is no land but because developers' avidity has no bounds. CK is particularly rapacious.

Note the statement in the original application : " The **Site is readily available for early implementation** to meet the demand for housing and for implementation of the "R(E)1" zone"

Application 488 for 107 houses approved in 2016, anticipated completion 2020 but instead of cracking on with the development.....

Application 567 for 200 units in 7 4-storey blocks, approved in 2018, anticipated completion 2021.....

But here we are in 2021 and instead of 600 folk moving into their new homes, CK has plans to add another 300+. And on a smaller footprint.

Dividing the GFA by the number of residents reveals a shocking reduction in allocation per resident:

488 – 40sq.m per person
567 – 22 sq.m per person
791 – 14sq.m per person – in other words Nano

Now a home of this size in an urban district is one matter as residents can easily access large malls, multiple restaurants and cafes, and have scores of recreational facilities at hand. But this is an 'island site' remote from such facilities. Residents would spend a lot more time in their homes. It is unacceptable that the living space in such a location would be so limited.

The club house is a basement facility, clearly with very limited amenities and inadequate for a population of over 900. The only recreation area is a small corner into which a hobby farm and children's playground have been squeezed. No active outdoor recreation facilities provided.

Despite the fact that the location is remote and the plan is to provide Nano units indicating that residents would be young singletons, only 17 bicycle and 3 motorbike parking provided.

This application is sheer naked greed and looks more suited to a boarding facility for dogs than a residential complex in a rural setting. Members should reject it outright.

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>

Sent: Friday, April 6, 2018 2:15:31 AM
Subject: Re: A/YL-KTN/567 Kam Tin North

Dear TPB Members,

More minor tweaking and tinkering at the edges does nothing to justify approval of this plan.

Previous objections upheld.

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Friday, November 17, 2017 1:30:08 AM
Subject: Re: A/YL-KTN/567 Kam Tin North

Dear TPB Members,

More green wash, but no active recreational facilities.

Previous objections upheld.

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Friday, July 14, 2017 2:32:46 AM
Subject: A/YL-KTN/567 Kam Tin North

A/YL-KTN/567

Lots in D.D. 109, and Adjoining Government Land, Kam Tin North, Yuen Long Lots 111 RP, 112 RP, 114 RP, 115 RP, 116 RP, 120 RP, 261 RP (Part), 264 S.(A to D) RP and 264 S.(E to H) RP

Site area : About 16,400m² Includes Government Land of about 1,456m²
Zoning "Residential (Group E)1"
Applied Use: 200 Units / 75 Parking

Dear TPB Members,

The community driven focus of our developers is admirable. Instead of the 107 units approved via application 488, the Applicant now proposes to increase this to 200 units to 'contribute to increasing flat supply'. Roll of drums and bring out the Bauhinia medal.

Children's Playground has been reinstated but there are no facilities for the elderly – should be a mandatory requirement going forward – or any form of active outdoor recreation apart from the ubiquitous swimming pool that will be closed most of the year. Lots of trees crammed around the periphery.

The site is in essence an island surrounded by MTR, river and busy roads so there is little opportunity for residents to find recreational facilities within walking distance. It is therefore essential that there be adequate provision for open air communal recreation, particularly for young children and the elderly within these gated communities.

Also no bicycle park, this should also be a mandatory facility at all NT developments going forward.

TPB should ensure that gated communities provide amenities at least on a par with public housing estates and that OS be genuine and not the left over corners.

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Monday, March 28, 2016 2:21:14 AM
Subject: Re: A/YL-KTN/488 Kam Tin North

Dear TPB Members,

Now that arm-chair objectors can view the revised landscape plans it is apparent that the additional rows of trees, obviously to do with noise issues, come at the expense of the Children's Playground.

This is totally unacceptable. The site is in essence an island surrounded by MTR, river and busy roads so there is little opportunity for residents to find recreational facilities within walking distance. It is therefore essential that there be adequate provision for open air communal recreation, particularly for young children within these gated communities.

If this is to be provided at the expense of removing a few units then TPB should demand that the plan be revised to accommodate this facility and other elementary recreational options.

Previous objections upheld.

Mary

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Tuesday, February 9, 2016 2:01:35 AM
Subject: Fwd: A/YL-KTN/488 Kam Tin North

Further Information Received on <u>15/01/2016</u>	<i>Nature</i> <i>Decision</i>	The applicant submitted FI which includes (a) updated landscape drawings and (b) responses to government departments' comments. Accepted and Exempted from Publication
--	--------------------------------------	---

Dear TPB Members,

It is unacceptable that this material is not uploaded to the Gist.

Members of the public are denied a right to make comment on revised plans.

The expediency of government departments should not be allowed to interfere with the legitimate right of the public to follow changes to the original plans published on the first Gist.

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Tuesday, October 20, 2015 1:03:47 AM
Subject: A/YL-KTN/488 Kam Tin North

A/YL-KTN/488

Lots in D.D. 109, and Adjoining Government Land, Kam Tin North, Yuen Long

Site area : About 16,205m² Includes Government Land of about 1,260.5m²

Zoning "Residential (Group E)1"

Applied Use: 107 Houses

Dear TPB Members,

This plan certainly gives a new meaning to the term 'cramming them in'.

Once again the development is an island site, with no GIC facilities anywhere nearby. The population will be at least 500, with probably another 100 domestic helpers.

TPB members should ensure that these developments provide 1sqmt pp in open space and that some of this OS should be active recreational space.

While there is a children's playground and a swimming pool, there are no courts for outdoor sports. Club houses are climate control and usually consist of gyms and perhaps a squash court.

The deteriorating health and fitness of the local populace should be a matter of concern. The sites includes 1,260m² government land and if it is granted to the developer the condition should be that part of it be dedicated to the provision of outdoor activity facilities at least on a par to those provided at public housing estates.

Mary Mulvihill

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211222-143401-80334

提交限期

Deadline for submission:

31/12/2021

提交日期及時間

Date and time of submission:

22/12/2021 14:34:01

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-KTN/791

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lam Ka Hing

意見詳情

Details of the Comment :

反對，住屋過於密集，引至附近交通阻塞，環境污染，增加引發火警危機，影響村民安全、生活質數及生態環境。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211226-125450-36092

提交限期

Deadline for submission:

31/12/2021

提交日期及時間

Date and time of submission:

26/12/2021 12:54:50

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-KTN/791

「提意見人」姓名/名稱

Name of person making this comment:

北圍人

意見詳情

Details of the Comment :

現時北圍交通已很繁重，水頭路的私家路開通後，水頭路單線雙程，已有數次對頭車擠塞。

治河路單線雙程段對頭車擠塞次數也多左。

治河路單線單程段已親身經歷數次有車於單程路非法掉頭，非常危險。

這次project再加80幾戶，車位加逾100個，車流量肯定恐怖。

再者，不能只睇呢個位置，錦上路地鐵站停車場轉乘亦必要考慮，眼見上水站為例，缺少了轉乘配套，政府不能口說環保轉乘，盲批增建房屋，但環保轉乘措施上無配合，長遠令錦田居民貴貴接近地鐵站泊車轉乘。

反對

5-6



長春社

Since 1968

The Conservancy Association

會址: 香港新界葵青貨櫃碼頭路 77-81 號 Magnet Place 一期

13 樓 1305-6 室

Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.

網址 Website: www.cahk.org.hk

電話 Tel.: (852) 2728 6781 傳真 Fax.: (852) 2728 5538

電子郵件 E-mail: cahk@cahk.org.hk

28th December 2021

Town Planning Board
15/F North Point Government Offices
333 Java Road
North Point
Hong Kong

By e-mail: tpbpd@pland.gov.hk



Dear Sir/Madam,

Comments on the Section 16 Application No. A/YL-KTN/791

The Conservancy Association (CA) would like to express concerns on the captioned application.

Potential cumulative impacts brought by Northern Link (NOL)

Regarding various environmental concerns brought by the proposed development such as ecological impacts on reconstructed wetland underneath Tuen-Ma Line, noise, etc., the project proponent has the following responses in the Response to Comment Table:

"The current application involves further revision to the MLP with major development parameters comply with the respective "R(E)1" zone, therefore the same ecological mitigation principles including provision of landscape area/tree planting/solid fence wall for screening purpose building setback, no use with potential disturbance nearby the reconstructed wetland, avoidance of any flood light and façade lighting affecting the reconstructed wetland, orientation of dwelling away from the reconstructed wetland have been adopted in the MLP. In addition to the aforementioned, a 9.8m height solid barrier will be erected to further isolate the residential area from the reconstructed wetland in this proposal. With the proposed ecological mitigation measures in place, no significant impact during operation of the



長春社

Since 1968

The Conservancy Association

會址：香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期

13 樓 1305-6 室

Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.

網址 Website: www.cahk.org.hk

電話 Tel.: (852) 2728 6781 傳真 Fax.: (852) 2728 5538

電子郵件 E-mail: cahk@cahk.org.hk

proposed development is anticipated."

"In addition, during construction of the project, there will be no percussive piling allowed. Best management practice with respect to water quality and site surface runoff control, dust and noise pollution control will be implemented..."

Despite the above measures, we are still very concerned that the construction of NOL will be very close to the subject site in future. Potential cumulative impact brought by NOL would further pose additional or intensify adverse environmental impacts in the subject site and its surrounding area. Whether the proposed measures are still effective in mitigating various environmental nuisances during both construction and operation phase is still questionable.

While the environmental condition near the subject site, especially the ecological condition of those reconstructed wetlands, can no longer be compared to the past condition, we opine that an updated environmental assessment should be complied to ensure no adverse on-site and off-site environmental impacts would be resulted in future.

Yours faithfully,

Ng Hei Man

Campaign Manager

The Conservancy Association



錦田鄉事委員會
Kam Tin Rural Committee

地址：

電郵：

本檔編號：KTRC/056

致：城市規劃委員會秘書

反對錦田錦泰路丈量約份第 109 約地段第 2206 號擬議住宅發展

規劃署(申請編號：A/YL-KTN/791)

本會就上述申請作出強烈反對。上述發展項目會影響區內交通。錦田人口密集，近年每日早晚繁忙時間的交通都十分擠塞及混亂，由錦田至元朗大馬路長期塞車。如在上址發展住宅將令人口大大增加，屆時將對錦田的公共配套設施及交通造成更大的負擔。

上址屬於濕地，發展成住宅用地必對濕地生態帶來嚴重的破壞。鄰近亦欠缺配套，必須在擬發展項目周邊，增設交通配套、道路等基建設施。

懇請城市規劃委員會及政府相關部門重視居民的意見，聆聽居民的聲音，否決上述申請。



錦田鄉事委員會主席：

鄧賀年

鄧賀年

2021 年 12 月 29 日

Advisory Clauses

- (a) note DLO/YL, LandsD's comments that the Site is located within Lot 2206 in D.D. 109 governed by New Grant No. 22919 for private residential purpose only recently executed on 5.8.2021 ("the New Grant"). The applicant should be reminded that a lease modification would be required to implement the proposal. Upon receipt of the lease modification application, LandsD will consider the application in its private capacity as landlord and there is no guarantee that a lease modification will be approved. The lease modification, if approved, will be subject to such terms and conditions, including payment of premium and other applicable fees, to be imposed by LandsD at its sole discretion. Details of the proposal in the planning application have not been checked at this stage; and there is no implication that such proposal is acceptable under lease even if the planning application is approved by the Board. Details of the proposal will be considered at building plan stage;
- (b) note CHE/NTW, HyD's comments that HyD shall not be responsible for the maintenance of any access connecting the Site and Kam Tai Road. If the proposed run-in is agreed by Transport Department (TD), the applicant should provide the run in/out at Kam Tai Road to the satisfaction of TD and HyD and in accordance with the latest version of Highways Standard Drawing No. H1113 and H114, or H5133, H5134 and H5135, whichever set is appropriate to match with the existing adjacent pavement. If the proposed access point at Kam Tai Road is approved by TD, the applicant should submit the details of road medication works, including modification of street furniture, public lighting and road drainage, at Kam Tai Road for TD and HyD review. No modification works should be implemented unless approval on the modification proposal was obtained from TD and HyD. Adequate drainage measures should be provided to prevent surface water running from the Site to the nearby public roads and drains;
- (c) note CE/RD(2-2), RDO, HyD's comments that the Site falls within the Administrative Route Protection (ARP) boundary and area of influence (AOI) of the Northern Link (NOL). The detailed planning and design of the NOL are still under development. The scheme (including railway alignment, railway structures and the corresponding route protection area, and potential tunnel design and corresponding construction methods, etc.) is subject to further changes. The area within the ARP may be required to be vacated at the time for the construction, operation and maintenance of the NOL, while the area within AOI would be subject to nuisance, such as noise and vibration of the NOL. The applicant should have taken the impacts from NOL, such as vacating the area and the nuisance from the future construction, operation and maintenance of NOL, into consideration. For proper route protection of NOL, it is suggested to incorporate relevant railway reserve, railway protection, access and environmental clauses in the future Land Grant Lease conditions of the Site. As the proposed NOL railway alignment running through the Site, the applicant shall coordinate with MTRCL for the planning and design of the proposed residential development. The planning and design of the proposed residential development should be carried out in compliance with the railway protection requirements as stipulated in the PNAP APP24. The applicant is reminded to provide the construction and occupancy programme of the proposed residential development once available for reference of MTRCL. The applicant is reminded to provide any future submissions such as foundation design submission, basement carpark design submission, General Building Plan (GBP) / application for consents and the associated as-built records to the MTR for review / reference. Any updates on the proposed residential development "R(E)1" zone in the vicinity of the proposed NOL railway shall be provided to the MTRCL if there is further development. The applicant shall assess railway noise impact including Tuen Ma Line and NOL, and also

implement corresponding noise mitigation measures. The construction of NOL may commence in 2025 tentatively, and the ground investigation (GI) works would commence in October 2021. As there may be proposed GI works for the NOL within the application site, MTRCL may contact the applicant for any arrangement for the GI works at the location concerned. The applicant is reminded to coordinate with the associated parties of the GI works. The Site falls within the railway protection boundary of the existing Tuen Ma Line. While the operation of the existing railway system is not under the jurisdiction of his office, with reference to the procedures in PNAP APP24, MTRCL should be consulted with respect to operation, maintenance, safety and future construction of the existing railway network;

- (d) note CTP/UD&L, PlanD's comments that applicant is advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling under lease. Tree removal applications should be submitted direct to DLO for approval;
- (e) note DEP's comment that on-site chlorine generation (OSCG) facility is being installed at Au Tau Water Treatment Works (ATWTW). The risk associated with liquid chlorine and thus the development constraints regarding ATWTW will be eliminated upon completion of the OSCG plant. Please consult WSD regarding the schedule of delisting Au Tau WTW from the PHI Register and include the relevant discussion in the hazard assessment report. An updated HA should be submitted to EPD and CCPHI;
- (f) note D of FS's comments that detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans. The emergency vehicular access (EVA) provision in the Site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Building 2011 under the Building (Planning) Regulations (B(P)R) 41D which is administered by the Buildings Department; and
- (g) note CBS/NTW, BD's comments that if Kam Tai Road is less than 4.5m wide, the development intensity of the Site shall be determined by the Building Authority (BA) under Regulation 19(3) of the B(P)R. In view of the size of the Site, internal private streets may be required under s.16(1)(p) of the Buildings Ordinance (BO) and may have to be deducted from the site area for the purpose of site coverage and plot ratio calculations. The applicant's attention is drawn to the B(P)R 41D and Section 6 of Code of Practice for Fire Safety in Buildings 2011 in respect of provision of EVA. Some of the proposed houses (particularly those at the centre of the site) cannot be served by EVA. The proposed clubhouse, ancillary recreational facilities and car parking areas in basement, unless exempted, should be included in gross floor area (GFA) calculation under the BO. Quarters for watchmen and caretakers should be accountable to domestic GFA calculation under the BO. In accordance with the Government's committed policy to implement building design to foster a quality and sustainable built environment, the sustainable building design requirements on building separation, building set back and site coverage of greenery should be included, where possible, in the conditions in the planning approval. Formal submission under the BO is required for any proposed new works. Detailed checking will be carried out in building plan submission stage.