

Similar Applications

Application No.	Location	Zonings	Date of Consideration	Decision of the RNTPC	Approval Conditions
A/SK-SKT/10 Proposed Flat and House	Lot 1002 in D.D. 215, 6 Hong Ting Road, Sai Kung	“R(E)1” and “Road”	22.1.2016	Approved with conditions	(a) to (d)
A/SK-SKT/14 Proposed Flat and Shop and Services and Minor Relaxation of Plot Ratio (from 2 to 2.036)	Lots 963 (Part), Ext.to 963 (Part) and 991 (Part) in D.D. 215, 7-9 Hong Ting Road, Sai Kung, New Territories	“R(E)1” and “Road”	2.3.2018	Approved with conditions	(a), (c), (e) and (f)

Approval Conditions:

- (a) the provision of fire service installations and water supplies for firefighting
- (b) the provision of sewerage upgrading works as identified in the sewerage impact assessment
- (c) the submission and implementation of landscape proposal
- (d) the submission of land contamination assessment prior to the commencement of any construction/development works
- (e) the submission of traffic review before population intake for the proposed development
- (f) the submission of a land contamination assessment and the implementation of the mitigation measures proposed therein prior to the commencement of the foundation works for the proposed development

Technical comments from DEP

General Comment

- (a) There will be potential industrial and residential (“I/R”) interface problems in this planning application given the close proximity of an existing concrete batching plant to the proposed residential site, i.e., less than 5m for this case. The operation of the concrete batching plant including generation of heavy vehicle traffic would cause dust nuisances, amongst others, to future residents and lead to complaints. This kind of potential dust nuisance pollution problem cannot be accounted for in the quantitative Air Quality Impact Assessment (AQIA) in the current submission, i.e., the potential dust nuisance pollution problem will persist even though there is no adverse air quality impact predicted in AQIA.

Specific Technical Comments on AQIA

- (b) RtC Item (f), it is noted that “Please refer to the enclosed e-mail from Transport Department (TD). No comment regarding the traffic forecast data has been issued by TD”. However, the subject TD's confirmation email is missing. Please provide.
- (c) RtCs Item (e), Annex A of the FI (**Appendix Id**) does not indicate TD's agreement on traffic forecast used in the AQIA. Please check and provide.
- (d) RtCS Item (f), it is noted that all road sections were set as at-grade type in the previous Caline4 model runs. According to the intended model input, the heights of road links and air sensitive receivers (ASRs) should range from 0 to 20m and 1.5 to 7.5m respectively. Setting elevated road sections (e.g. 8m) to at grade level increased their vertical separation from high level ASRs (e.g. 7.5m) and thus under-predicted their impacts at these ASRs.
- (e) RtCs Item (g), it is agreed that landuse with smaller roughness values are more appropriate for the subject site. Hence, the larger roughness values used in the previous AERMOD model runs resulted in under-predicting the impacts at all ASRs.
- (f) RtCs Item (h), it is found that a much larger exhaust velocity was used in the previous AERMOD model runs. The large exhaust velocity led to excessive momentum plume rise and resulted in under-prediction at all ASRs. Please also check and provide source of reference of the proposed flow rate.
- (g) please rectify and re-run all relevant models to avoid under-prediction. Otherwise, the maximum under-predictions due to the aforesaid 3 points should be quantified to justify that the current conclusion of Air Quality Objectives (AQOs) compliance will not be changed.
- (h) Moreover, please be reminded that in case revisiting quantitative AQ assessment, if necessary, will be carried out after the 6-month transitional period, please use the latest version of AQ models including EMFAC-HK (v.4.2). For details, please refer to the following doclink:

EMFAC-HK Vehicle Emission Calculation

http://www.epd.gov.hk/epd/english/environmentinhk/air/guide_ref/emfac-hk.html

- (i) Please highlight all the changes made in future submissions and provide RtC table for case of reference.

Advisory Clauses

- (a) to note the comments of the District Lands Officer/Sai Kung, Lands Department (DLO/SK, LandsD) that the Site includes some unleased and unallocated government land and encroaches onto the land held under a short term tenancy (STT) running on a quarterly basis for open storage purposes granted to a third party not related to the applicant. As there is no guarantee that the encroached area of this STT could be made available for the development, the applicant may consider to exclude this encroached area from the Site. If the application is approved by the Board, the lot owner will need to apply to his office for a land exchange to effect the proposal. However, there is no guarantee that any land exchange application, with or without government land involved, would be approved by the Government. Such land exchange application, if eventually approved, would be subject to such terms and conditions including the payment of a premium and an administrative fee as the Government considers appropriate at its sole discretion;
- (b) to note the comments of the Commissioner for Transport (C for T) that parking provision for private developments should comply with the requirement under Hong Kong Planning Standards and Guidelines (HKPSG). The number of parking spaces for Type A and Type B Houses (flat size less than 160m²) do not comply with HKPSG;
- (c) to note the comments of the Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD) that the developer/project proponent shall be requested to carry out Drainage Impact Assessment (DIA) in accordance with DSD Advice Note No. 1 "Application of Drainage Impact Assessment Process to Private Sector Process". The DIA process provides a systematic approach in addressing drainage issues associated with the project. The primary objective of the DIA process is to demonstrate that with the implementation of necessary mitigation measures, the project will not cause an unacceptable increase in the risk of flooding in areas upstream of, adjacent to or downstream of the development;
- (d) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that the proposed houses at the western portion of the Site would be in close proximity to an existing operating concrete batching plant. Industrial/residential interface problem is anticipated. The applicant is advised to provide relevant mitigation measures, including but not limited to buffer planting along the western boundary of the Site to alleviate the anticipated industrial/residential interface problem, as well as, providing visual buffer between the proposed development and the surrounding natural environment;
- (e) to note the following comments of the Chief Building Surveyor/New Territories East 2 and Rail, Buildings Department (CBS/NTE2 & Rail, BD):
 - (i) unless the Site abuts on a specified street under Building (Planning) Regulation (B(P)R) 18A(3) of not less than 4.5m wide, its development intensity should be determined by the Building Authority under B(P)R 19(3). In this connection, the applicant should clarify the land status/integrity of the existing access road connecting the lot to Hong Kin Road;
 - (ii) it is noted that the carports are excluded from gross floor area (GFA) calculations. PNAP APP-2, HKPSG and the advice of C for T will be referred to when determining exemption of GFA calculations for the carports;

- (iii) applicant's attention is drawn to the policy on GFA concession under PNAP APP-151, in particular, the 10% overall cap on GFA concession and where appropriate, the Sustainable Building Design requirements including building setback and building separation under PNAP APP-152;
- (iv) Emergency Vehicular Access (EVA) complying with B(P)R 41D shall be provided for all blocks within the Site; and
- (v) detailed comments will be given during general building plans submission stage.
- (f) to note the comments of the Director of Fire Services (D of FS) that detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans. The EVA provision in the Site shall comply with the standard as stipulated in Code of Practice for Fire Safety in Buildings 2011 whenever the building works fall within the ambit of the Buildings Ordinance;
- (g) to note the comments of the Chief Engineer/Construction, Water Supplies Department (CE/Construction, WSD) that for provision of water supply to the development, the applicant may need to extend the inside services to the nearest suitable government water mains for connection. The applicant shall resolve any land matter (such as private lots) associated with the provision of water supply and shall be responsible for the construction, operation and maintenance of the inside services within the private lots to WSD's standards; and
- (h) to note the comments of the Director of Electrical and Mechanical Services (DEMS) that the future developer/consultant/works contractor shall liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of the existing or planned gas pipes/gas installations within/in the vicinity of the proposed development site and any required minimum setback distance away from them during the design and construction stages of the development. The future developer/consultant/works contractor is required to observe the requirements of the Electrical and Mechanical Services Department's Code of Practice on "Avoidance of Damage to Gas Pipes" 2nd Edition.