

Response to Comments

PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) WITH ANCILLARY ELECTRIC VEHICLE CHARGING FACILITY FOR A PERIOD OF THREE YEARS AND ASSOCIATED FILLING OF LAND IN “AGRICULTURE” ZONE

LOTS 665 S.A., 666 S.A., 667, 669, AND 685 OF D.D. 90, MAN KAM TO, NEW TERRITORIES

Departmental Comments	Applicant’s Response
<p><u>Comments from the Chief Town Planner/ Urban Design and Landscape, Planning Department</u></p> <p>(i) Based on our site record taken on 27.6.2023, the site is mostly inaccessible and covered by self-seeded vegetation. A small portion of the site to the southeast near Lin Ma Hang Road is hard paved. Some trees of common species are observed within the site and along the northeastern and southwestern site boundary. According to the Supplementary Statement (Appendix Ia) and Tree Survey (Appendix Id), all 8 nos. of existing trees within the site would not be retained and 8 nos. of new trees (i.e. Bauhinia blakenna/ Ficus benjamina) with a continuous planting strip of not less than 1m wide would be provided. Significant adverse impact on the existing landscape resources within the site arising from the proposed use is not anticipated. With reference to the aerial photo of 2023, the site is located in an area of rural inland plains landscape character comprising of woodland within the “Green Belt” (“GB”) zone at the immediate north, clusters of tree groups, vegetated areas, temporary structures and open storages. There is a concern that approval of the application may alter the landscape character and degrade the landscape quality of the surrounding area, where the “GB” zone is in close proximity to the north of the site.</p>	<p>Noted. The applicant will reinstate the landscape conditions upon the expiry of the temporary application. As the application is only on a temporary basis, no long term impact on the landscape quality is expected.</p>

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<p>(ii) 8 nos. of new trees are proposed within the site according to Para. 3.9 of the Supplementary Statement, however, only 7 nos. of new trees are illustrated on Site Layout Plan (Plan 3). Please rectify.</p>	<p>Noted, please find below in Figure 1 the revised layout plan.</p>
<p>(iii) The applicant should review the proposed layout plan to preserve the existing trees within the site as far as practicable. Setting back of the proposed structures (e.g. 2.5 high solid metal fencing) around the site should be considered to avoid damages to existing trees along the site boundary.</p>	<p>Noted. 2.5m high solid metal fencing would be erected along the site boundary to protect the existing trees along the site boundary.</p>
<p>(iv) The applicant is advised to ensure sufficient growing space would be provided for tree growing. Tree species with less extensive roots are recommended to replace <i>Ficus benjamina</i> 垂葉榕 which requires relatively large growing space. The applicant is also advised to propose native species to enhance the biodiversity.</p>	<p>Noted. The applicant proposes to plant <i>Bauhinia blakenna</i>/<i>Celtis sinensis</i> instead</p>
<p>(v) The applicant is advised to illustrate the proposed planting strip of 1m wide on the Site Layout Plan for TPB's consideration.</p>	<p>Noted, please find the proposed planting strip of 1m wide on the revised Site Layout Plan.</p>
<p>(vi) <i>Macaranga tanarius</i> (T1 & T2) is not invasive species. Appendix II under Tree Survey should be corrected.</p>	<p>Noted, please find revised Tree Survey Appendix II.</p>
<p>Comments from Commissioner for Transport (i) The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site; and</p>	<ul style="list-style-type: none"> - The staff on site will manage vehicles entering and exiting the subject site to ensure that there will be no queuing of vehicles outside the subject site. - Sufficient space will be provided for maneuvering within the site, and departing vehicles will wait inside the site and give way to vehicles entering the site
<p>(ii) The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety.</p>	<p>The applicant will install "TS460" and "5KM/H" signs at the site access to alert drivers to slow down and be aware of pedestrians.</p>
<p>Comments from the Director of Agriculture, Fisheries and Conservation (i) The subject site falls within the "AGR" zone and is generally abandoned. The agricultural activities are active in the vicinity, and agricultural infrastructures such as road access and water source are also available. The subject site can be used for agricultural activities such as open-field cultivation, greenhouses, plant nurseries, etc. As the subject site possesses potential for agricultural rehabilitation, the</p>	<p>Noted. The applicant will reinstate the site conditions upon the expiry of the temporary application, and as the application is only on a temporary basis, it would not affect the potential for agricultural rehabilitation in the long term.</p>

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<p>proposed development is not supported from agricultural perspective.</p>	
<p>(ii) It is noted from our previous field inspection that the majority of Lot 666 S.A in D.D. 90 is a seasonal marsh where aquatic plants were recorded. As loss of marsh is not desirable from nature conservation perspective, I have reservation on the subject application.</p>	<p>Noted. The applicant will reinstate the site conditions upon the expiry of the temporary application, and the application is only on a temporary basis.</p>
<p><u>Comments from the Chief Engineer/Mainland North, Drainage Services Department</u> (i) Please advise if existing streamcourse is within the application site and clarify the existing site condition with photos. Photos should be submitted clearly showing the current condition of the area around the site, the existing drainage/flowpaths around the site, the proposed drainage from the site to the downstream existing watercourse and the existing watercourse.</p>	<p>Although an existing streamcourse is shown beginning at the Southern border of the application site and discharging into the streamcourse to the north of the site, photos taken on 2/11/2023 and 18/3/2024 show that there is no running water at the indicated streamcourse within the application site. Moreover, the drainage proposal demonstrates that flooding susceptibility of the site and adjoining areas would not be adversely affected by the proposed development.</p> <p>Photos of the current condition of the area around the site are also attached.</p>
<p>(ii) A drainage plan should clearly indicate the size, levels and routes if the proposed drainage. The details (invert level, gradient, general sections, etc.) of the proposed drain/surface channel, catchpits and the discharge structure shall be provided.</p>	<p>A drainage plan is included in the drainage proposal to include details of the drain/surface channel, catchpits, and discharge structure.</p>
<p>(iii) The applicant shall be required to place all the proposed works at least 3m away from the top of the bank of the streamcourse to the north of the application site. All the proposed works in the vicinity of the streamcourse should not create any adverse drainage impacts, both during and after construction. Proposed flooding mitigation measures, if necessary shall be provided at the resources of the applicant to my satisfaction.</p>	<p>Noted. Fencing will be erected along the site boundary to avoid any disturbance to the streamcourse during and after construction. At least 3m set back and sandbags will be placed along the watercourse at the northern portion of the application site. At the resources of the applicant, the applicant also proposes to remove the vegetation along the streamcourse to the north of the site, and help maintain the streamcourse and ensure normal flow and that there will be no blockage along the portion of the streamcourse adjacent to the site.</p>
<p>(iv) Please provide details of the discharge path from the CP6 to the existing streamcourse.</p>	<p>Details of the discharge path from the CP5 (Revised) to the existing streamcourse are attached</p>
<p>(v) Please elaborate how the overland flow from external catchment can be collected by the proposed U-channel with consideration of the ground level after the proposed development.</p>	<p>Levels of the external catchment is higher than the application site, even after the proposed site formation. Thus, the overland flow from can be collected by the proposed U-channel at the site boundary. If actual site conditions deem necessary, peripheral channels will be provided to intercept</p>

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	overland flow from external catchment and discharge into catchpit CP10 of the drainage proposal, as it is the lower point along the Southern border of the site.
(vi) Please advise the utilization of proposed drainage collection system.	The proposed drainage collection system is to collect overland flow from adjoining area and runoff from the site only. The drainage collection system will not be used to collect other fluids. A separate sewerage system with septic tank with soakaway system will also be provided for sewage collection
(vii)The applicant is reminded that where walls are erected or kerbs are laid along the boundary of the same, peripheral channels should be provided on both sides of the walls or kerbs, and/or adequate openings should be provided at the walls/kerbs to allow existing overland flow through the Site to be intercepted by the drainage system of the Site with details to be agreed by DSD, unless justified not necessary.	Walls erected at the site boundary will have an opening of 10cm at the bottom of the wall to allow existing overland flow through the site to be intercepted by the drainage system of the Site.
(viii) The applicant should check and ensure that the existing drainage downstream to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional discharge from the Site. He should also ensure that the flow from the Site will not overload the existing drainage system.	Included in the attached drainage proposal are calculations that demonstrate that the existing drainage downstream have the adequate capacity and satisfactory condition to cater for the additional discharge from the site.
(ix) The proposed drainage works, whether within or outside the Site boundary, should be constructed and maintained properly by the applicant and rectify the system if it is found to be inadequate or ineffective during operation at his/her own expense.	Noted. The invert levels and elevations will be verified on site before the commencement of work to ensure drainage works are constructed properly. The applicant will continue to monitor and maintain the system to ensure it is adequate and effective. The applicant will also rectify any parts of the system if it is found to be inadequate or ineffective during the operation. At the resources of the applicant, the applicant also proposes to remove the vegetation along the streamcourse to the north of the site, and help maintain the streamcourse and ensure normal flow and that there will be no blockage along the portion of the streamcourse adjacent to the site.
(x) The applicant should be reminded to minimize the possible adverse environmental impacts on the existing streamcourse in his design and during construction.	Noted. Fencing will be erected along the site boundary to avoid any disturbance to the streamcourse. At least 3m set back and sandbags will be placed along the watercourse at the northern portion of the application site.

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<p><u>Comments of the Director of Environmental Protection</u> (i) What are the number and output power of the proposed EV charges to be installed for each type of the parking spaces?</p>	<p>A total of 36 parking spaces for private cars/ taxis will all be equipped with charging facilities at the site. The output power is detailed below.</p> <table border="1" data-bbox="1173 318 1892 552"> <thead> <tr> <th>EV Charging Output</th> <th>No. of Space</th> <th>Type of Parking Space</th> </tr> </thead> <tbody> <tr> <td>7kw AC Charger</td> <td>32</td> <td>Private Car/ Taxi</td> </tr> <tr> <td>Over 100kw DC Chargers</td> <td>4</td> <td>Private Car/ Taxi</td> </tr> <tr> <td>Total</td> <td>36</td> <td></td> </tr> </tbody> </table>	EV Charging Output	No. of Space	Type of Parking Space	7kw AC Charger	32	Private Car/ Taxi	Over 100kw DC Chargers	4	Private Car/ Taxi	Total	36	
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<p>(ii) Whom will the EV chargers serve for (open to public for charging and/or internal staff use or others)? Please provide breakdown of the EV chargers if they will serve for different groups.</p>	<p>Charging facilities are shared among private cars, and taxis; there are no designated parking space or charging facilities for Taxi charging only. All EV chargers will be open for public charging.</p>												
<p>(iii) Will fee-charging payment be required for using these EV chargers? If affirmative, any smart systems (e.g. display boards showing the EV charging space availability information, occupancy sensors, etc.) including payment system will be installed?</p>	<p>Fee-charging payment will be required for using the EV charges. Smart systems are proposed, which will allow payment through mobile application, and for users to check the availability of charging stations in real-time.</p>												
<p>(iv) The proposed location of the EV chargers and different types of parking spaces shall be indicated on a site layout plan.</p>	<p>The proposed location of the EV chargers and different types of parking spaces are indicated in the below revised layout plan.</p>												
<p><u>Comments from Environment and Ecology Bureau</u> (i) Please clarify if all the private car/taxi parking spaces of the subject site will be equipped with EV chargers of output power not less than 7kW.</p>	<p>Yes, all the private car/taxi parking spaces of the subject site will be equipped with EV chargers of output power not less than 7kw.</p>												
<p>(ii) Please advise the output power of the 32 AC EV chargers and 4 DC EV chargers respectively.</p>	<p>The output power of the 32 AC EV chargers are all 7kw and the output power of the 4 DC EV chargers are 100kw</p>												
<p>(iii) The applicant is advised to consider installing EV chargers for the coach and light bus parking spaces of the subject site to meet the future EV charging demand for e-CVs.</p>	<p>Noted. The applicant will leave ample space for the possibility of installing EV chargers for coach and light bus parking spaces.</p>												