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From: tpbpd/PLAND <tpbpd@pland.gov.hk>
Sent: Thursday, April 25, 2024 10:02 AM
To: fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>
Cc: Phoebe Hiu Ching TSUI/PLAND <phctsui@pland.gov.hk>
Subject: Fw: Planning Application No. A/YL-MP/359 - Departmental Comments

From: kelvinhung@wlahk.com <kelvinhung@wlahk.com>
Sent: Thursday, April 25, 2024 9:49 AM
To: Ryan Long Yin CHAN/PLAND <rlychan@pland.gov.hk>
Cc: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: RE: Planning Application No. A/YL-MP/359 - Departmental Comments

Dear Ryan,

Attached please find the FI for FSD and TD.

Please feel free to contact me at [REDACTED] for any further discussion.

Best regards,
For and on behalf of Mass Concept Limited
For and on behalf of Wilson Lee & Associates Limited
Kelvin Hung
Assistant Building Surveyor
[REDACTED]

Email: kelvinhung@wlahk.com
Address: Rm A, 9/F, Heng Shan Centre, 145 Queen's Road East, Wanchai, Hong Kong

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RESPONSES TO DEPARTMENTAL COMMENTS

Item	Comments	The Applicant's Responses
Comments from Transport Department Date received: 9 October 2023 (Contact Person: Mr. LAM Tel: 2399 2716)		
1)	<p>The subject site is connected to the public road network via a section of a private road which is not managed by Transport Department. The land status of the local access road should be clarified with the Lands Department by the applicant. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly.</p>	<p>As clarified with the Lands Department (Mr. Tsang, Tel: 2443 3224), the section between the public road and the lot DD104 2261 S.S RP is not a private land.</p>
2)	<p>As there is no information about the vehicular access at the private lot(s) to the concerned site, the applicant should seek the relevant land owner(s) on the right of using the vehicular access.</p>	<p>Please refer to Appendix A.</p>
3)	<p>Please clarify the ingress and egress point with clear width indicated on the layout plan drawings. Please confirm whether the proposed ingress and egress point complies with the land lease condition of the subject site. Please also clarify whether the provided headroom of the ingress/egress point is adequate.</p>	<p>Please Refer to Appendix B.</p>
4)	<p>Please clarify the type and the dimension of the school buses to adopted.</p>	<p>6,990mm x 2,080mm x 2,700mm, 24 seats school bus will be used.</p>

Item	Comments	The Applicant's Responses																											
5)	Please provide detailed site plan indicating the location and dimension of the parking spaces. Please supplement the outstanding site photos.	Please refer to Appendix A.																											
6)	Please supplement the swept path of school buses moving from Castle Peak Road - Tam Mei to/from the site and demonstrate that the maneuvering of the school buses is adequate and sightline is unobstructed.	Please refer to Appendix B.																											
7) 8)	The operating hours of the kindergarten cum child care centre and supplement a breakdown of estimated trip generation and attraction rates. The number of students from Fairview Park and nearby villages in Section 7.2 and the number of students using the compulsory school bus.	<p>The estimated trip generations to be induced by the proposed new CCC (max 28 places) are summarized in Table 1.</p> <p style="text-align: center;">Table 1 Estimated AM / PM Trip Attractions to be induced by the Proposed CCC</p> <table border="1" data-bbox="896 1018 2051 1361"> <thead> <tr> <th data-bbox="896 1018 1137 1114">Area</th> <th data-bbox="1137 1018 1339 1114">Proportion⁽¹⁾</th> <th data-bbox="1339 1018 1487 1114">No. of Students</th> <th data-bbox="1487 1018 1733 1114">Mode</th> <th data-bbox="1733 1018 1904 1114">No. of Students</th> <th data-bbox="1904 1018 2051 1114">veh/hour</th> </tr> </thead> <tbody> <tr> <td data-bbox="896 1114 1137 1177">Other districts</td> <td data-bbox="1137 1114 1339 1177">60%</td> <td data-bbox="1339 1114 1487 1177">17</td> <td data-bbox="1487 1114 1733 1177">School Bus⁽²⁾</td> <td data-bbox="1733 1114 1904 1177">17</td> <td data-bbox="1904 1114 2051 1177">1</td> </tr> <tr> <td data-bbox="896 1177 1137 1299" rowspan="2">Fairview Park/nearby areas</td> <td data-bbox="1137 1177 1339 1299" rowspan="2">40%</td> <td data-bbox="1339 1177 1487 1299" rowspan="2">11</td> <td data-bbox="1487 1177 1733 1241">Private Car/ Taxi⁽³⁾</td> <td data-bbox="1733 1177 1904 1241">10</td> <td data-bbox="1904 1177 2051 1241">10</td> </tr> <tr> <td data-bbox="1487 1241 1733 1299">PT/walk⁽³⁾</td> <td data-bbox="1733 1241 1904 1299">1</td> <td data-bbox="1904 1241 2051 1299">-</td> </tr> <tr> <td data-bbox="896 1299 1137 1361">Total</td> <td data-bbox="1137 1299 1339 1361">100%</td> <td data-bbox="1339 1299 1487 1361">28</td> <td data-bbox="1487 1299 1733 1361"></td> <td data-bbox="1733 1299 1904 1361">28</td> <td data-bbox="1904 1299 2051 1361">11</td> </tr> </tbody> </table>	Area	Proportion ⁽¹⁾	No. of Students	Mode	No. of Students	veh/hour	Other districts	60%	17	School Bus ⁽²⁾	17	1	Fairview Park/nearby areas	40%	11	Private Car/ Taxi ⁽³⁾	10	10	PT/walk ⁽³⁾	1	-	Total	100%	28		28	11
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- Notes: (1) based on the distribution profile of students in the existing kindergarten
(2) based on 24-seater school bus
(3) To provide conservative estimates, it is assumed 90% of students from Fairview Park and nearby areas use private car/taxi and only 10% by public transport/walk modes.

As indicated in the table, it is estimated that the proposed CCC would attract and generate around 11 vehicles in each direction during the AM and PM school peak hours. As the additional traffic flows are not significant, the potential traffic impact would be minimal.

Table 2 shows the total nos. of school bus trips per day for the existing Kindergarten and the proposed Kindergarten cum CCC. As indicated in Table 2 above, 60% of the students are expected to use school bus services and hence a total of 84 students would use school bus services for the kindergarten. Hence a total of 4 school buses will be hired (capacity = $24 \times 4 = 96$) in each session serving for the 3 bus routes. The actual no. of bus trips to be deployed for each route will be decided based on the actual distribution of the students. Hence, a total of 16 bus trips per day would be required for the kindergarten students.

With the additional 28 students from the proposed CCC in each AM and PM session, a total of 101 students would use school bus services and hence one more school bus will be required. As a result, the no. of bus trips per day will be increased by 4 to a total of 20 bus trips as summarized in Table 2 below.

Table 2 Total Nos. of School Bus Trips Per Day

		Existing Kindergarten (140x60% = 84 students)		Proposed Kindergarten cum CCC (168x60% = 101 students)		
		Before School	After School	Before School	After School	
		AM Session (09:00 – 12:00)	4 trips	4 trips	5 trips	5 trips
		PM Session (13:00 – 14:00)	4 trips	4 trips	5 trips	5 trips
		Total Daily Trips	16 trips		20 trips	
9)	How the 2 parking spaces be allocated to the 3 bus routes as 3 bus routes are proposed in Section 7.1.	As indicated in Table 2, a maximum of 5 school buses will be deployed before and after the school hours. As indicated in Appendix 2, a total of 5 school bus lay bys are available and hence are sufficient to cope with the demand.				
10)	The number of children in Section 7.1 does not tally with the number of children in Section 2.4.	The total number of children in the site should be 168.				

11)	How the 6 bus-run each day will be adequate.	Please refer to the demonstration in part 7 and 8 respond.
12)	The number of half-day session for kindergarten and sessions for child care center. The trip generation/attraction should be based on the mode of operation of the kindergarten cum child care center.	Please refer to the demonstration in part 7 and 8 respond.
13)	The traffic impact base on the above clarification in particular the peak hour traffic for the nearby road network and key junction, including but not limited to the Fairview Park Interchange.	Please refer to the demonstration in part 7 and 8 respond.
14)	Please advise if parking or loading/unloading provisions for parents pick up/drop off, delivery and other purpose.	The temporary kindergarten is permitted to provide a maximum of 140 places with 5 nos. of classrooms and the proposed CCC will provide 28 places with a play area of around 71m ² as shown in the attached Layout Plan. The parking and loading/unloading provisions required by HKPSG for the kindergarten cum CCC are shown in Table 3. Table 3 also shows the proposed parking and loading/unloading provisions which comply with the relevant HKPSG requirements.

		Table 3 Required and Proposed Parking and Loading/unloading Provisions				
		Type	HKPSG Requirement	Required Provision	Proposed Provision	Size
		Parking Space	0-1 car parking space per 4-6 classrooms	1	1	5m x 2.5m
		Lay-by for taxis and cars	1 lay-by for every 5-8 classrooms	1	4	5m x 2.5m
		Lay-by for School buses	Minimum 5 lay-bys for mini-bus / nanny van	5	5	8m x 3m
		As shown in Appendix 2, one parking space, 3 school bus laybys and 4 car/taxi laybys are provided at the car park exclusively for the proposed kindergarten cum CCC under the Tenancy Agreement of the Application Site. Students will be escorted by teachers/nannies or parents to/from the car park and the kindergarten which is around 1 min walking distance as shown in the figure.				
15)	Please demonstrate that sufficient space has been reserved for school buses and other vehicles (if applicable) turning inside the site. Please be reminded that no vehicle is allowed to queue back to or reverse onto/from public roads at any time during the planning approval period.	Please refer to Appendix B.				

From: tpbpd/PLAND <tpbpd@pland.gov.hk>
Sent: Thursday, April 25, 2024 12:06 PM
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Subject: Fw: Planning Application No. A/YL-MP/359 - Departmental Comments

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Sent: Thursday, April 25, 2024 12:04 PM
To: Ryan Long Yin CHAN/PLAND <rlychan@pland.gov.hk>
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Subject: RE: Planning Application No. A/YL-MP/359 - Departmental Comments

Dear Ryan,

Attached please find the FI for DSD.

Please feel free to contact me at [REDACTED] for any further discussion.

Best regards,
For and on behalf of Mass Concept Limited
For and on behalf of Wilson Lee & Associates Limited
Kelvin Hung
Assistant Building Surveyor
[REDACTED]

Email: kelvinhung@wlahk.com

Address: Rm A, 9/F, Heng Shan Centre, 145 Queen's Road East, Wanchai, Hong Kong

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R-to-C

1. The chart for the rapid design is revised accordingly.
2. Revised accordingly, 300mm freeboard is considered in the capacity checking calculation of the open channel.
3. All the discharge outlets have been named and details of desilting facility is provided.