

Table A

Responses-to-Comments (“R-to-C”) Table dated 14.6.2024

Table A Applicant’s Responses to Departmental Comments

Departmental Comments	Applicant’s Responses
A.	Comments from UD&L, PlanD (Received on 20.3.2024)
	<i>(Urban Design) Comments on Annex G – Replacement Pages of the VIA</i>
1.	<p>It is noted from Item 7 of the R-to-C Table that the appraisals of the VIA have largely been revised, which would presumably supersede the relevant sections of the VIA and Para. 9.4 of the Planning Statement in the original submission. Notwithstanding, visual obstruction to the sky view by the proposed development at VPs 2, 3 and 5 shall be included/reflected in the relevant discussions of the VIA as per the revised photomontages.</p> <p>Noted, relevant paragraphs of the VIA and paragraph 9.4 of the planning statement has been revised accordingly. Please find the replacement pages of the VIA in Appendix X.</p>
2.	<p>In response to our previous comments on the accuracy of the photomontages, it is noted that the photomontages have been adjusted. As observations, the proposed development should appear to be higher at VPs 2 & 3 (Plans 9 & 10 refer), and appear to be higher and wider (blocking majority of the open sky view) at VP4 (Plan 11 refers).</p> <p>Noted. The photomontages of VPs 2 – 4 has been revised accordingly. The revised pages are provided in Appendix X.</p>
3.	<p>Despite our observations to the VIA above, the summary of the VIA in Para. 6 above remains generally applicable.</p> <p>Noted with thanks.</p>
	<i>(Landscape)</i>
4.	<p>RtoC item 16 & 17:- Due to 2m level difference between the planter TOS level and public footpath, the greening effect at the edge planter mainly serves for the residents. Information on design enhancement of public footpath along the western site boundary is not observed. Besides, the landscape section 01 (DWG no. LMP_004) shows the opportunity to set back the boundary wall for provision of planting strips along the public footpath. The applicant is advised to improve the landscape treatment for the boundary wall along the western site boundary (e.g. architectural feature, shrubs and vertical greening, etc.) to enhance the quality of public realm.</p> <p>As shown in previously submitted TRPR <i>Drawing No. LD_04 in Appendix 3 of Appendix III</i>, sufficient space for natural granite wall pattern or architectural feature will be provided at the detailed stage.</p>
5.	<p>DWG no. LMP_002:- the soil depth for the shrub planting area along the western boundary should be revised to 600mm.</p> <p>Due to the concern of minimum headroom of the basement carpark, further sunken of the planter bottom slab is not available. On the other hand, the increment of the planter wall height is not preferred as the current wall height is approx. 2m from the public footpath. We opine that climber can be planted at the back for climbing the back wall and vine can be planted along the boundary edge to allow overhanging to soften the boundary planter wall. Please refer to <i>Drawing No. LD_04 in Appendix 3</i></p>

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		of Appendix III.
6.	It is observed that the crown of some new trees are overlapped with/ in close proximity to proposed buildings. The applicant is reminded to ensure sufficient growing space is provided for future growth of tree canopy.	Noted.
7.	For any identified trees/tree treatments outside application boundary, the relevant paragraphs/supporting information should be indicated as” for reference only”.	“Approval of the application does not imply approval of tree works such as pruning, transplanting and felling under lease. The Applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works.” Thus, for any trees outside the site, TPRP will be submitted to relevant Government Departments for technical comments according to DEVB TCW6/2015 and LAO PN 6_2023.
8.	It is noted in this FI that the numbers of small trees species (i.e. Podocarpus macrophyllus 羅漢松) have been increased to about 50% of the proposed new trees. The applicant is encouraged to explore opportunity for tree planting within the site as far as practicable where sufficient growing space can be identified. In situations where compensatory planting ratio of 1:1 in terms of aggregated DBH cannot be achieved, the difficulties should be demonstrated in the planning statement.	Due to the site constraint, the planter space for heavy standard sized trees is limited, so that the quantity of small trees is closed to 50% of the total quantity of new trees. This constraint was included in the revised report, Para. 3.5 highlighted in red.
9.	The applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling under lease. The Applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works.	Noted.
B.	Comments from SWD (Received on 20.3.2024)	
	<i>Comments on the RCHE</i>	
1.	Our previous comments in November 2023 which have not yet been addressed by the applicant remain valid.	-
2.	It is observed in the revised layout plan that some essential rooms including laundry and kitchen were removed after adding the DCU. Such arrangement seems not able to cater for the caring needs of the elderly residents from the service point of view.	The Laundry and kitchen are now being added at G/F accordingly (see Figure 19b). All layouts for this planning application are indicative. Details of the RCHE-cum-DCU shall comply with relevant licensing and statutory requirements will be provided at the detailed design stage.

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<p>3. We would like to reiterate that the proposed RCHE should be private / self-financing in nature with no financial implication, both capital nor recurrent to the Government. The applicant should also ensure that the design and construction shall comply with all relevant licensing and statutory requirements including but not limited to the i) Residential Care Homes (Elderly Persons) Ordinance (Cap. 459) and its subsidiary legislation and ii) the latest version of the Code of Practice for Residential Care Homes (Elderly Persons).</p>	<p>Noted.</p>
<i>Comments on the DCU</i>	
<p>4. <u>DCU attaching to RCHE</u></p> <ul style="list-style-type: none"> As confirmed by the Consultant, the applicant intended to operate a private RCHE cum DCU. We then made our comments in respect of DCU. 	<p>Noted.</p>
<p>5. <u>Layout Design</u></p> <ul style="list-style-type: none"> Since the DCU attaching to the RCHE, it is suggested to use different color to demarcate the area for DCU. For better management, it is suggested to group all function rooms of the DCU together and on the same floor. 	<p>Area for DCU has been colored accordingly (see Figure 19b).</p>
<p>6. <u>Openable Window for Medical Consultation/ Nurse Duty / Sick Room</u></p> <ul style="list-style-type: none"> Openable windows shall be provided in the Medical Consultation/ Nurse Duty Room / Sick Room for natural ventilation and infection control. Please clearly mark "O.W" on the layout plan. To meet the operational need, the Medical Consultation/Nurse Duty Room/Sick Room should be located near an accessible toilet cum shower facilities for easy access by the frail elderly service users. 	<p>Openable window provided to Medical Consultation/ Nurse Duty Room / Sick Room and all openable windows is marked "O.W." on Figure 19b accordingly.</p> <p>Accessible toilet cum shower facilities are now being added in front of Medical Consultation/ Nurse Duty Room / Sick Room (see Figure 19b)</p>
<p>7. <u>Parking spaces</u></p> <ul style="list-style-type: none"> For a 30-place DCU attaching to RCHE, 2 parking spaces with the dimension of 8m L x 3m W x 3.3m for public light buses (PLBs) are required. 	<p>Two parking spaces with the dimension of 8m L x 3m W x 3.3m for public light buses (PLBs) are now provided accordingly (see Figure 7b).</p>
<p>8. <u>Loading and Unloading (L/ UL) Bay</u></p> <ul style="list-style-type: none"> (1) In Figure 13a, there are 3 loading / unloading bays. Please indicate which one is reserved for RCHE cum DCU. (2) Please note that a loading / unloading bay with the dimension of 11m (l) x 3.5m (w) x 4.7m (h) is required and it 	<ul style="list-style-type: none"> (1) loading / unloading bays For RCHE cum DCU are now indicated in Figure 13b accordingly. (2) loading / unloading bay with the dimension of 11m (l) x 3.5m (w) x 4.7m (h) has been relocated close to the entrance of RCHE cum DCU (see Figure 7b and 13b).

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	<p>should be accessible conveniently and close to the entrance of RCHE cum DCU.</p> <ul style="list-style-type: none"> (3) Please also indicate the access route between the L/UL bay and the lift lobby once confirmed. To protect the safety of the frail elderly persons, the access route should avoid crossing of transportation road. 	<ul style="list-style-type: none"> (3) Access route for L/UL indicated in Figure 13b.
<i>Comments on the YOT</i>		
9.	<p>We would like to stay put our bid at the captioned site in view of the longstanding difficulty in identifying suitable premises for reprovisioning of the Youth Outreaching Team (YOT) within its service boundary either through site bidding or PoP scheme in the past years. In this connection, the YOT has been temporarily attached to the NGO's Integrated Children and Youth Services Centre since its operation in 2013. It would be desirable for the applicant to reconsider incorporating this YOT in the captioned site as far as possible for meeting the operational need and facilitating the service delivery to the needy youth in the district unless we have other option.</p>	<p>Due to substantial site constraints and limited land area within the Subject Site, the Applicant can only offer to provide limited social welfare support for the area. Noting that there is a much urgent need in fulfilling the shortfall of RCHE bed spaces in Ma On Shan when compared to the YOT within the same district.</p> <p>However, the Applicant would like to draw your attention to the sizeable land area (about 7,000m²) to the north of the Subject Site, as marked 'Site C' in Figure 2 of the Planning Statement, is readily available for developing into one new integrated social welfare complex to meet the needs of the community, including the YOT and others, if the Government has agreed to carry out a non-in-situ land exchange proposed by the Applicant, or, via other land administration procedure(s) that to be accepted by the Applicant during the lease exchange application process.</p> <p>The Applicant has no objection to building this new social welfare complex at Site C to the satisfaction of the SWD, provided that all design and construction costs can be premium deductible from the rezoning project at Site A.</p>
<i>Comments on the SHOS (PMR)</i>		
10.	We have no further comment on the rejection of SHOS(PMR).	Noted.
C. Comments from AMO (Received on 20.3.2024)		
<i>Clause (g) of Annex B - Revised Draft Schedule of Use under the OZP</i>		
1.	Please consider to revise as '...and an archaeological investigation within the subject site should be conducted to the satisfaction of relevant Government departments before any site engineering excavation work commences.'	Revised accordingly, please refer to Appendix II .
D. Comments from LandsD (Received on 20.3.2024)		

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<p>1.</p>	<p>Regarding the Applicant's responses on Item B(4), E(25), H(5) and I(2) of their "Response to Comment" in Table A ("R-t-C"), please be advised that:</p> <p>a) Item B(4) We will defer to SWD to advise on the revised proposal for RCHE and Day Care Centre.</p> <p>b) Item E(25) and I(2) The applicant should liaise with the relevant department and identify the management and the maintenance party of the widen access road for processing the proposed land exchange (if the planning application approved).</p> <p>c) Item H(5) Site C comprising Site B (the private lot of 2,465m²) and Government Land (2,400m²) both fall outside the boundary of the proposed development and will not be considered for the surrender under the land exchange of the development (if the planning application approved) under the prevailing land practice. LandsD's previous comment as stated in Item H(2) of the R-t-C is applicable to Site C as well.</p>
<p>E. Comments from AFCD (Received on 20.3.2024)</p>	
<p>1.</p>	<p>The proposed site covers a mature coastal woodland with some mangrove species recorded along the coastal area, which is just 35m away from the subject site. As such, the applicant should supplement an ecological assessment to demonstrate that the proposed development would not result in adverse ecological impacts on the coastal habitats and the species of conservation importance therein.</p> <p>Noting that some mangrove species are located about 35m away southwest of the Subject Site and are physically separated by a group of existing land uses, including paved footpaths frequently used by local residents and visitors, sand beaches, stormwater drainage open channel, commercial watersports facilities, sports ground, vacant land and vegetations, as shown in Figure A. Many of these existing uses are already being occupied by substantial and regular human activities.</p> <p>According to the Hong Kong Biodiversity (AFCD Newsletter between 2012 and 2023), two additional species (i.e. one is <i>Cynopterus sphinx</i> about 800m southwest of the Subject Site and</p>

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	<p><i>Orthetrum poecilops poecilops</i> larva in Che Ha, i.e. outside the Planning Area of Ma On Shan OZP) were identified in the Ma On Shan area, as shown in Figure B.</p> <p>Furthermore, with reference to the results of the Ecological Impact Assessment (“EIA”) (conducted in 2013) provided in previous planning application (Application No. A/MOS/96), the Subject Site was classified as Open Field and Secondary Woodland as shown in Figure C. No rare or protected plant species were recorded within these two habitats.</p> <p>For the proposed rezoning scheme,</p> <p>(i) the Applicant has taken at least 1 to 2m, and 3m setbacks from the existing footpaths to its west and southwest respectively, as shown in Figure 3a;</p> <p>(ii) the actual proposed site formation level at Ground Floor is about 5mPD, which will be about 2m higher than those in its surrounding footpaths, as shown in Drawing No. LD_04 in Appendix III (Landscape Proposals) attached to the Planning Statement;</p> <p>(iii) all on-site surface runoff will be collected and conveyed into the proposed manholes, and eventually to discharge to Tolo Harbour to the satisfaction of relevant Government departments;</p> <p>(iv) An on-site interim sewage treatment plant (“STP”) with equalization tank is proposed and to be implemented in accordance with all statutory requirements and to the satisfaction of relevant Government department. This STP will be disused once adequate public sewer capacity is available for connection; and</p> <p>(v) a row of new trees will be planted alongside the western and southwestern boundaries, as shown in Figure 21b. All these peripheral plantings are purposely acted as a soft screening measure</p>

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		<p>to minimise the potential impact on the subject mangrove area although there are already many substantial human activities being occupied in between.</p> <p>Having considered the above, the Applicant is still willing to commit to conduct an updated EIA to the satisfaction of relevant Government departments, including AFCD, before submission of a land exchange application to the Lands Department as specified in the revised Schedule of Use in the Notes of the OZP for "R(B)6" zone (Appendix II).</p>
F. Comments from FEHD (Received on 20.3.2024)		
1	<p>No Food and Environmental Hygiene Department's (FEHD) facilities will be affected.</p> <p>In accordance with Section 4 of Food Business Regulation, Cap. 132X, the expression "food business" means, any trade of business for the purpose of which any person engages in the handling food or food is sold by means of a vending machine. But it does not include any canteen in workplace (other than a factory canteen referred to in section 31) for the use exclusively of the persons employed in the workplace. As such, a staff canteen that exclusively used by the staff members of that working place does not require a food business licence from this department. However, if the said canteen provided foods to the outsiders with payment, a food business licence is required. Furthermore, pursuant to section 4 of the Food business regulation (Cap. 132X) (FBR), the expression of "food business does not include any club.</p> <p>Proper licence/ permit issued by this department is required if there is any food business. Catering service/ activities regulated by the Director of Food and Environmental Hygiene (DFEH) under the Public Health and Municipal Service Ordinance (Cap. 132) and other relevant legislation for the public:</p>	<p>Noted. The Applicant would like to clarify that the proposed rezoning scheme does not involve in any food businesses.</p>

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<p>a) Under the Food Business Regulation, Cap. 132X, a food business licence is required for the operation of the relevant type of food business listed in the Regulation. For any premises intended to be used for food business (e.g. a restaurant, a food factory, a fresh provision shop), a food business licence from the FEHD in accordance with the Public Health and Municipal Services Ordinance (Cap. 132) shall be obtained. The application for licence, if acceptable by the FEHD, will be referred to relevant government departments such as the Building Department, Fire Service Department and Planning Department for comment. If there is no objection from the departments concerned, a letter of requirements will be issued to the applicant for compliance and the licence will be issued upon compliance of all the requirements.</p>	<p>Noted with thanks.</p>
<p>b) Depending on the mode of operation, generally there are three types of food business licence that the operator an an outdoor barbecue site may apply for under the Food Business Regulation (the Regulation):</p> <ul style="list-style-type: none"> i. If food is sold to customers for consumption on the premises, a restaurant licence should be obtained; ii. If food is only prepared for sale for consumption off the premises, a food factory licence should be obtained; iii. If fresh, chilled or frozen meat is sold, a fresh provision shop licence should be obtained. 	<p>Noted.</p>
<p>c) The operation of the eating place must not cause any environmental nuisance to the surrounding. The refuse generated by the proposed eating place are regarded as trade refuse. The management or owner of the site is responsible for its removal and disposal at their expenses. The operation of any business should not cause any obstruction or environmental nuisance in the vicinity.</p>	<p>Noted.</p>
<p>Proper licence issued by this Department is required if related place of entertainment is involved. Any person who desires to</p>	<p>Noted.</p>

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<p>keep or use any place of public entertainment for example a theatre and cinema or a place, building, erection or structure, whether temporary or permanent, on one occasion or more, capable of accommodating the public presenting or carrying on public entertainment within Places of Public entertainment (PPE) Ordinance (Cap. 172) and its subsidiary legislation, such as a concert, opera, ballet, stage performance or other musical dramatic or theatrical entertainment, cinematograph or laser projection display or an amusement ride and mechanical device which is designed for amusement, a Place of Public Entertainment Licence (or Temporary Place of Public Entertainment Licence) should be obtained from FEHD whatever the general public is admitted with or without payment.</p> <p>There should be no encroachment on the public place and no environmental nuisance should be generated to the surroundings. Its state should not be a nuisance or injurious or dangerous to health and surrounding environment. Also, for any waste generated from such activities/ operation, the applicant should arrange disposal properly at their own expenses.</p> <p>If provision of cleansing services for new public roads, streets, cycle tracks, footpaths, paved areas etc. is required, FEHD should be separately consulted Prior consent from FEHD must be obtained and sufficient amount of recurrent cost may have to be provided to us.</p> <p>If domestic waste collection service of FEHD is required in future, prior comments from this Department on the waste collection plan, including the accessibility and maneuverability of RCV to RCP should be sought.</p>	
G.	Comments from EPD (Received on 26.3.2024)
1.	According to the information provided, we understand that the Applicant has proposed to rezone various lots in D.D. 206 and Noted.

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<p>adjoining Government Land, west of Wu Kai Sha Road, Ma On Shan, from "Government, Institution or Community" (G/IC) zone to "Residential (Group B)6" (R(B)6) zone with a "Social Welfare Facility" (Residential care homes for the elderly (RCHE) cum daycare centre for the elderly ("DE")) and a 'public vehicle park' ("PVP") on the draft Ma On Shan OZP (No. S/MOS/27). The subject site covers a total land area of 4,325 sq.m and the proposed rezoning scheme comprises a total of 4 building blocks, i.e two 16-storey residential tower, one 2-storey clubhouse and one 7-storey RCHE cum DE on top 3 levels of basement carpark. It is also noted that apart from "Flat", the applicant has proposed "PVP" (excluding container vehicle) and "Social Welfare Facility" to be Column 1 uses which are always permitted under the R(B)6 zone.</p>	
<p>2. According to the revised EA and SIA, we note that:- (a) the distance between the proposed development and the nearby roads comply with the relevant HKPSG requirements. There is no industrial chimney identified within 200m radius of the site. Hence, no adverse air quality impact on the proposed development is anticipated. (b) the proposed development will comply with the relevant traffic noise standards stipulated in HKPSG. The predicted fixed noise levels of all NSRs would comply with the fixed noise standard under the Noise Control Ordinance (Cap. 400). No adverse noise impacts to the proposed development are anticipated. An on-site Sewage Treatment Plant (STP) is proposed for treatment of the sewage generated from the proposed development before discharged to the stormwater system. The sewage will be treated to acceptable standards under Water Pollution Control Ordinance (WPCO) (Cap. 358) prior to discharge. Requirements of WPCO and relevant guidelines will be followed when designing the on-site STP in the later detail design stage. Hence, no adverse sewerage impact is anticipated from the proposed development.</p>	Noted.
<p>3. In view of the above, please be advised that we have no objection to the captioned rezoning application from the environmental planning perspective.</p>	Noted.
<p>4. Besides, we also understood from DLO that should the subject S.12A application be approved by the TPB, the applicant or her representative is required to apply to DLO for lease exchange and relevant departments will be consulted accordingly on the land</p>	Noted.

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	lease conditions. Please be advised that we are of the view that submission of NIA to determine the necessary noise mitigation measures and implementation of noise mitigation measures identified in the NIA to the satisfaction of EPD would be necessary under lease.	
5.	In addition, we have the following observations on the revised EA and SIA for the applicant's information, which would not affect our above consideration to the captioned rezoning application:-	Noted.
<u>Revised NIA</u>		
	(a) S.6.3.6 & Appendix 6.1 - Please consider supplementing the record of TD's endorsement on the traffic forecast data or methodology for completeness. (b) Table 6-2 - The max. predicted noise level in the table do not tally with that in Appendix 6.2 (e.g. result for the sickbay). Please ensure consistency.	(a) Noted. TD's endorsement on the traffic forecast data will be provided upon receipt. (b) Noted, the max predicted level in Table 6-2 has been revised accordingly.
<u>Revised SIA</u>		
	(c) Please consider standardising the short form for the Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Water (e.g. TMES vs. WPCO-TM vs. TMDSS). (d) S.5.8.2 – Please consider revising as "... will be undertaken constructed prior to construction...". (e) S.5.8.3 - Please consider clarifying whether stream diversion and excavation works would be undertaken in dry conditions.	(c) Noted, the short form is standardized to TM-DSS (d) Noted, S. 5.8.2 has been revised accordingly. (e) The option of deck over has been proposed, the installation works of deck over will be undertaken during dry season. Please refer to S5.8.4.
6.	Having said the above, it is also noted in S.5.8 of the current revised SIA that there is an existing seasonal channel identified at the southern part of the site, which part of the channel is proposed to be diverted and running along the southwestern outside of the site boundary and reconnected to the existing channel at the southern part of the site. Meanwhile, an area zoned "conservation area" under the draft MOS OZP is located in the vicinity of the site (i.e. less than 100m).	Noted.
7.	Please be reminded that according to Item I.1(b)(vii) of Schedule 2 of Part I of the EIAO (Cap. 499), " <i>a drainage channel or river training and diversion works located less than 300 m from the nearest boundary of an existing or planned conservation area</i> " is a designated project (DP) under the EIAO. If the proposed drainage diversion works constitute as a DP, an environmental permit (EP) is	Noted.

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	required for its construction and operation.	
8.	With limited information provided, it is unable at this stage to determine whether the proposed drainage diversion works would constitute a DP under the EIAO. The applicant should examine and clarify with us whether the proposed drainage diversion works would have any EIAO implications as early as practicable. In addition to the proposed drainage diversion works, please clarify any stream diversion works.	The option of deck over of the open channel are studied and considered feasible and thus proposed in updated DSIA. The construction works of the deck over will be involved the covering of the approximately 33m of the channel, constructed undertaken prior to the construction stage of the proposed project. No drainage channel or river training and diversion works will be involved with the option of decking adopted.
H.	Comments from HyD (Received on 11.6.2024)	
1.	We have no further comment from highways maintenance point of view on the subject application.	Noted.
2.	Re RtC I 2, please note that HyD would only take up road maintenance provided that (i) TD agreed to be its management department and (ii) the road is designed and constructed up to HyD's standard.	Noted.
J.	Comments from TD (Received on 25.03.2024)	
	Major Comments	
1.	Figure 6.1 (Access Arrangement) –	
	(a) The applicant's R-to-C did not address our comment and we maintain our reservation on the proposed access arrangement. The applicant failed to demonstrate your proposed access road would be compatible to the planned new road between Wu Kai Sha Road and On Chun Street as shown in OZP no. S/MOS/27.	(a) Without any details about the future junction traffic arrangements of the planned new extension of On Chun Street and Wu Kai Sha Road, an indicative elaborated access arrangement, including both roundabout controlled and signal-controlled schematic layouts, for the proposed rezoning development is now attached on Figure T1 and T2 .
	(b) The applicant's response to our comment regarding the management and maintenance responsibility seems inconsistent with your response to HyD on similar comment. Please clarify.	(b) The applicant will be responsible for the proposed widening works but his intention is to hand-over the long-term management and maintenance responsibility to the relevant department's upon completion of the proposed widening works.
	(c) If the applicant intends to handover the proposed access road to this department for traffic management:- (i) Please indicate the extent of proposed access road to be handed over; (ii) Please demonstrate the compliance of relevant TPDM's requirements for the proposed access road;	(c) - (i) The extent of the proposed access road to be handed over will be the road section along the frontage of the Site until it's connection to the Roundabout of Wu Kai Sha Road/Yiu Sha Road, including both footpath and carriageway. (ii) The horizontal curvature, sight distance and the gradients of the road

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<p>(iii) Proper U-turn facility should be provided;</p> <p>(iv) Please review the pedestrian connectivity for the proposed development to the existing PT facilities, in particular whether the footpath at Wu Kai Sha Road westbound should be extended to the proposed development;</p> <p>(v) Please review whether the provision of additional general layby for dropping off/picking up of passengers in the vicinity of the proposed development;</p> <p>(vi) In case the provision of footpath at the eastbound of the proposed footpath is infeasible, substantiated with solid justification, an appropriate width of road verge should also be provided to accommodate the necessary street furniture.</p>	<p>will be reviewed at the detailed design stage to ensure compliance with the relevant statutory requirements on the proposed access road.</p> <p>(iii) Adequate manoeuvre space for U-turn will be provided within the development, if and when necessary.</p> <p>(iv) There is an existing grave located next to Wu Kai Sha Road westbound (as shown in Figure 6.1) and there is insufficient space to provide a footpath connecting the existing bus layby and the proposed access road. The pedestrian can follow the existing walking route to the proposed development site.</p> <p>(v) At present, there is no significant dropping off/picking up demand along the existing access road. The provision of additional layby will be possible to invite illegal parking activities there, especially for overnight parking. Therefore, no additional general layby for dropping off/picking up outside the application site is required. Upon completion of the proposed development, the vehicles carrying residents and visitors of the proposed development can pick up/drop off within the development.</p> <p>(vi) Noted. The footpath arrangement will be reviewed in detailed design stage.</p>
<p>(d) The vertical and horizontal alignment of the proposed access road will be reviewed at the detailed design stage to ensure compliance with the relevant statutory requirements.</p>	<p>(d) The vertical and horizontal alignment of the proposed access road will be reviewed at the detailed design stage to ensure compliance with the latest relevant statutory requirements.</p>
<p>Other Comments</p>	
<p>2.</p>	<p>Please provide table of content (TOC) for the TIA.</p>
<p>3.</p>	<p>Para. 3.1.3 – Data ATC 2022 is already available. It should be used instead of the data of ATC 2021. Meanwhile, you quoted AADT of 25120 vehicles in ATC 2021 should be the result of station 5662, which refers to the road section of Sai Sha Road between Nin Wah Road and Nai Chung, instead of Ma On Shan Bypass and Nai Chung. Please revise. The result of this station should be of little relevancy to your proposed development. Please review.</p>
<p>4.</p>	<p>Table 3.4 and other subsequent similar tables with road capacity –</p>
<p>(a)</p>	<p>As stated in section 3.1.3 of you TIA, Sai Sha Road is actually District Distributor. Your adopted capacity for Sai Sha</p>
<p>(a)</p>	<p>Noted. Table 3.3 and other subsequent similar tables have been reviewed and updated accordingly. Please refer to the updated TIA report</p>

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	Road, which were derived from TPDM V2C2.4 for dual 2/3 carriageway, is, however, for primary distributor. Please review the road capacity for each assessed road link.	for details.
(b)	The road capacity for Sai Sha Road (between On Chiu Street and Kam Ying Road) in the order of 5000 pcu/hr should be incorrect as this is just a dual 2 carriageway. Please review.	(b) Noted. Table 3.3 and other subsequent similar tables have been reviewed and updated accordingly. Please refer to the updated TIA report for details.
(c)	For the road capacity of southbound of "Ma On Shan Bypass (between Sai Sha Road and Ma On Shan Road)", the downhill section is only of 2 lanes instead of 3 lanes. A road capacity of 5640 pcu/hr appears to be incorrect. Please review. Please note that the design capacity of a road would be affected by factors such as its horizontal/vertical alignment according to TPDM V2C2.4 para. 2.4.1.3.	(c) Noted. Table 3.3 and other subsequent similar tables have been reviewed and updated accordingly. Please refer to the updated TIA report for details.
(d)	Please specify which slip road for the eastbound and westbound "Ma On Shan Bypass (between Sai Sha Road and Ma On Shan Bypass)" you are referring to as there are actually 3 slip roads at this grade separated junction. As a related matter, please indicate the road links assessed with the aid of drawing.	(d) Noted. Please refer to Figure 3.1 in the updated TIA report for the location of assessed road links.
(e)	The calculation of V/C ratio for the slip roads of Ma On Shan Bypass appears to be incorrect. Please revise.	(e) Noted. Table 3.3 and other subsequent similar tables have been reviewed and updated accordingly. Please refer to the updated TIA report for details.
(f)	Please also specify the road type for each assessed road link.	(f) Noted. Table 3.3 and other subsequent similar tables have been reviewed and updated accordingly. Please refer to the updated TIA report for details.
5.	Para 4.1.1 – The last sentence "... junction capacity analysis..." should be revised as "... traffic analysis..."	Noted. Paragraph 4.1.1 has been updated accordingly. Please refer to the updated TIA report for details.
6.	Table 4.1 –	
(a)	Data from ATC 2022 should also be included.	(a) Noted. Paragraph 4.1.1 has been updated accordingly. Please refer to the updated TIA report for details.
(b)	Data for station no. 5275, 5281, 5913, 6072 and 6078 should	(b) Noted. Table 4.1 has been updated. Please refer to the updated TIA

Departmental Comments		Applicant's Responses
	be included.	report for details.
7.	Table 4.3 and 4.4 – For kindergarten at Cheung Muk Tau Site 1, “class(es)” should be read as “classroom(s)”	Noted. Tables 4.3 and 4.4 have been updated. Please refer to the updated TIA report for details.
8.	Table 4.3 – The planned/committed development for the TIA shall be confirmed and agreed by your department, PlanD.	Subject to no objection from PlanD, Table 4.3 is considered valid.
9.	Table 4.4 footnote (7) – You assumption is not robust as there is, to my understanding, no child care centre in Ma On Shan. There should be trip generation arising from CCC instead of none.	Noted. Footnote (7) of Table 4.4 has been reviewed and updated. Please refer to the updated TIA report for details.
10.	Para. 4.4.2 – “... to collect trip rates of carpark.” Should be revised as”... to collect trip rates of carpark and RCHE.”	Noted. Paragraph 4.4.2 has been updated. Please refer to the updated TIA report for details.
11.	Para. 4.4.5 – You justification of trip split of the development traffic is not robust since:-	Noted. Section 4.4 has been reviewed and updated. Please refer to the updated TIA report for details.
	(a) The definition of “Work in the same district” in the 2021 population Census includes “person who live in a new town and work in the same new town”. This means person who lives in Ma On Shan and work in Shatin would be counted as “work in the same district”. Your proposed trip split ignored the scenario that those work in Shatin and traveled by PC from the proposed development would also use Ma On Shan Bypass which is believed to be a faster route choice towards Shatin.	A sensitivity test is being conducted to demonstrate the scenario that all persons work/study in the same district would use Ma On Shan Bypass, instead of Sai Sha Road, which is considered as a faster route choice towards Shatin. Please refer to Section 4.8 of the updated TIA report for details.
	(a) When looking at the data of Tertiary Planning Unit no. 757 for Ma On Shan district, only 5417 out of 108423 persons (~5%) in working population are work in the same district. This somehow deviates from your proposed trip splits.	
	(c) Working in other districts may also include trips within local Ma On Shan road network. For example, parents working in other districts may drive their children to and from local school.	
	To arrive a conservative result of the traffic analysis, appropriate adjustments should be made to trip split.	

Departmental Comments		Applicant's Responses
12.	Para 4.8.1 – Please review the grammar of the 1 st sentence.	Noted. Paragraph 4.8.1 has been reviewed and updated. Please refer to the updated TIA report for details.
13.	Para. 4.8.2 –	
	(a) Please substantiate why pedestrian traffic generation for the residential element of proposed development the is derived based on the daily mechanized trip rate instead of pedestrian trip generation survey.	Noted. Paragraph 4.8.2 has been reviewed and updated. Please refer to the updated TIA report for details.
	(b) Pedestrian trip generation based on mechanized trip rate is not robust as it ignored the pedestrian trip arising from walking to work/study and other activities. Please critically review.	
14.	Table 4.8 – Noting more vehicle trips would be generated from car park than it would attract in AM peak, I doubt pedestrian trip would follow the same as the car park should attract driver and passenger to drive/ride. Please review.	Noted. Table 4.8 has been reviewed and updated. Please refer to the updated TIA report for details.
15.	Section 4.9 – You explanation in R-to-C item 22 should be included in this section of the TIA report.	Noted. Section 4.9 is being been updated. Please refer to the updated TIA report for details.
16.	Table 6.1 and 6.2 – Your explanation in R-to-C item 32, 33 and 34 should be included in the TIA report.	Noted. Section 6.2 is being updated accordingly to include the explanations. Please refer to the updated TIA report for details.
17.	Table 6.1 – The provision of bicycle parking space should be rounded up to 9 spaces instead of 8 spaces.	Noted. Table 6.1 is being updated. Please refer to the updated TIA report for details.
18.	Car park Layout Drawing No. GP-01, GP- 02 and GP-03 –	-
	(a) It seems that the floor area is not fully utilized, in particular between parking space no. 38 and 39 at B3/F, the space between parking space no. 29 and 30 at B3/F, the space between parking space no. 40 and 44 at B1/F. Please review if more parking spaces including motorcycle parking spaces could be provided.	(a) Noted. The layout has been reviewed and general demonstrates the feasibility to accommodate sufficient space numbers to meet the auxiliary carparking requirements. The layout will be reviewed at the Building Plan Submission stage to fully utilize the space for parking use.
	(b) Please review if the arrangement for parking space no. 31 at B2/F and B3/F is appropriate as it appears that there would be not enough manoeuvre space for vehicle parking. Please also review if	(b) The layout is being reviewed at this area to allow more efficient parking layout.

Departmental Comments		Applicant's Responses
	parking space could be provide in this area at B1/F.	
	(c) According to HKPSG, accessible parking spaces shall be located on horizontal and level ground and closer to accessible entrances. Please review the location of accessible parking spaces at all 3 levels.	(c) The layout is being reviewed at this area to allow more efficient parking layout.
	(d) A total no. of 18 motorcycle parking spaces is provide according to the layout plan (2 in B1/F, 8 each on B2/F and B3/F), which is not consistent with the no. in TIA report. Please clarify. Meanwhile, 3 motorcycle parking spaces could be found at B1/F plan. Moreover, please review if motorcycle parking could be provided next to parking space no. 15 at B2/F and B3/F, similar to the one at B1/F.	(d) Noted. The number of the motorcycle parking spaces in the TIA and the plans are being checked and consistent.
	(e) With reference to PNAP-111, "where space for bicycles is provided in buildings where there is no commercial element, the cycle parks should preferably be located near the residential entrance lobby, and there should be total segregation of the bicycle from other vehicles.". In this regard, please critically review the location of proposed bicycle parking area.	(e) Noted. The location will be reviewed at the Building Plan Submission stage.
19	In short, it is considered that there are rooms for improvement on the car park in the same floor area. Please review.	Noted. The layout is reviewed and general demonstrates the feasibility to accommodate sufficient space numbers to meet the auxiliary carparking requirements. The layout will be reviewed at the Building Plan Submission stage to fully utilize the space for parking use.



Photo A1



Photo A2

The distance between the Mangroves and the Subject Site

(Source: https://www.google.com/maps/contrib/113476076542537131572/-place/ChIJs0L708oIBDQRreg6fcVpNzLI/@22.4320294,114.2390719,3a,75y,90h,90t/data=!3m7!1e1!3m5!1sAF1QipNASVSj2r6VB1c_CrkwzVe9rZ2xhXG6TEnwLor8!2e10!6shttps:%2F%2Fih5.googleusercontent.com%2Fp%2FAF1QipNASVSj2r6VB1c_CrkwzVe9rZ2xhXG6TEnwLor8%3Dw365-h260-k-no-pi-5.4019294-ya312.9421-ro-fo100!7i10000!8i5000!4m6!1m5!8m4!1e2!2s113476076542537131572!3m1!1e1?coh=205409&entry=ttu)

(Source: <https://www.google.com/maps/@22.4306918,114.2377053,3a,90y,30.61h,50.51t/data=!3m8!1e1!3m6!1sAF1QipNSQMIErGalenTm3m7u5n7f47k14bM1LIMIGdx5%3Dw203-h100-k-no-pi-0-ya62.600677-ro-fo100!7i10000!8i5000?coh=205409&entry=ttu>)



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Figure A

N. T. S.

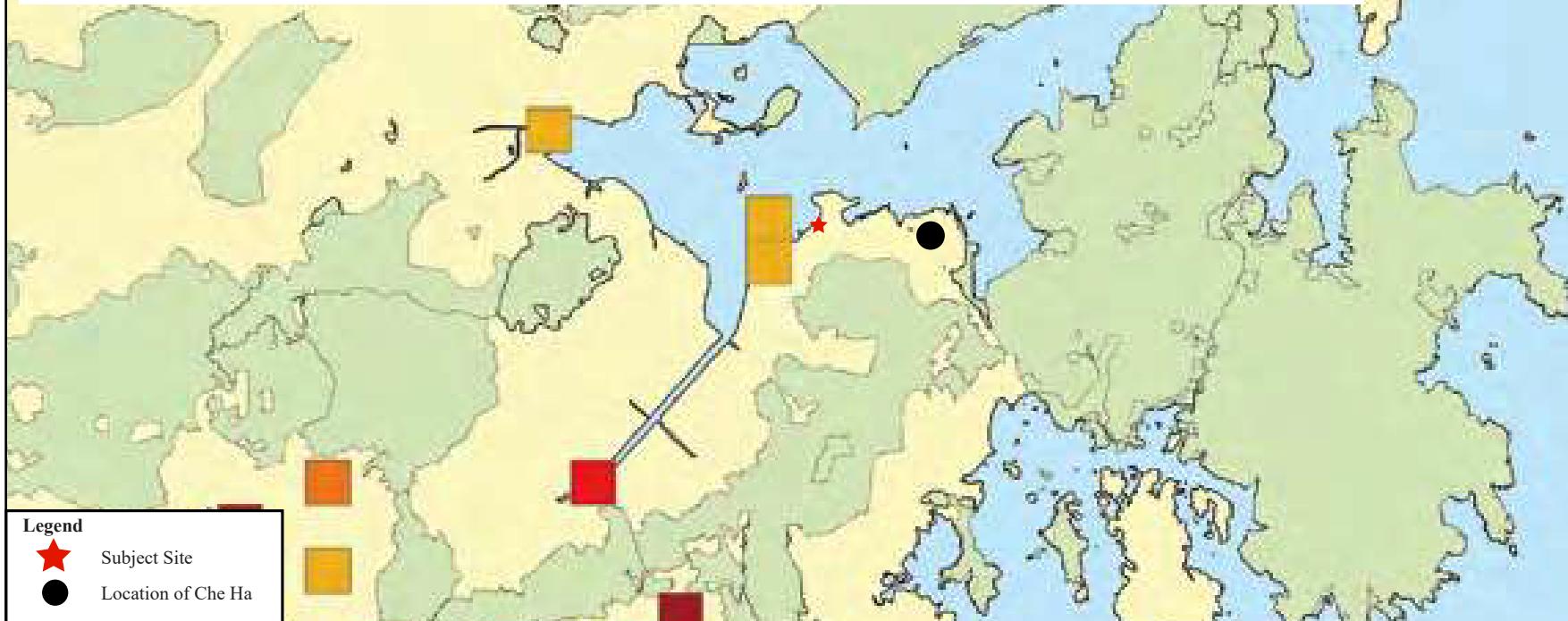
Working Group Column

First Discovery of *Orthetrum poecilops poecilops* Larva

Bill S.K. Ho and Tze-wai Tam
Dragonfly Working Group

漁農自然護理署蜻蜓工作小組於 2021 年 6 月在香港馬鞍山嶺下觀察到斑灰蜻的稚蟲，乃指名亞種稚蟲的全球首次記錄。本文就其稚蟲的生境、特徵和生命週期等作簡短介紹。

(Source: Extracted from AFCD Biodiversity Newsletters, 2023)



Location of *Cynopterus sphinx* and *Orthetrum poecilops poecilops* in Ma On Shan

(Base Plan extracted from Figure 32. Locations of urban parks surveyed presented in 1 km² grids of Biodiversity Newsletter, 2023)



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Figure B

N. T. S.

Figure C

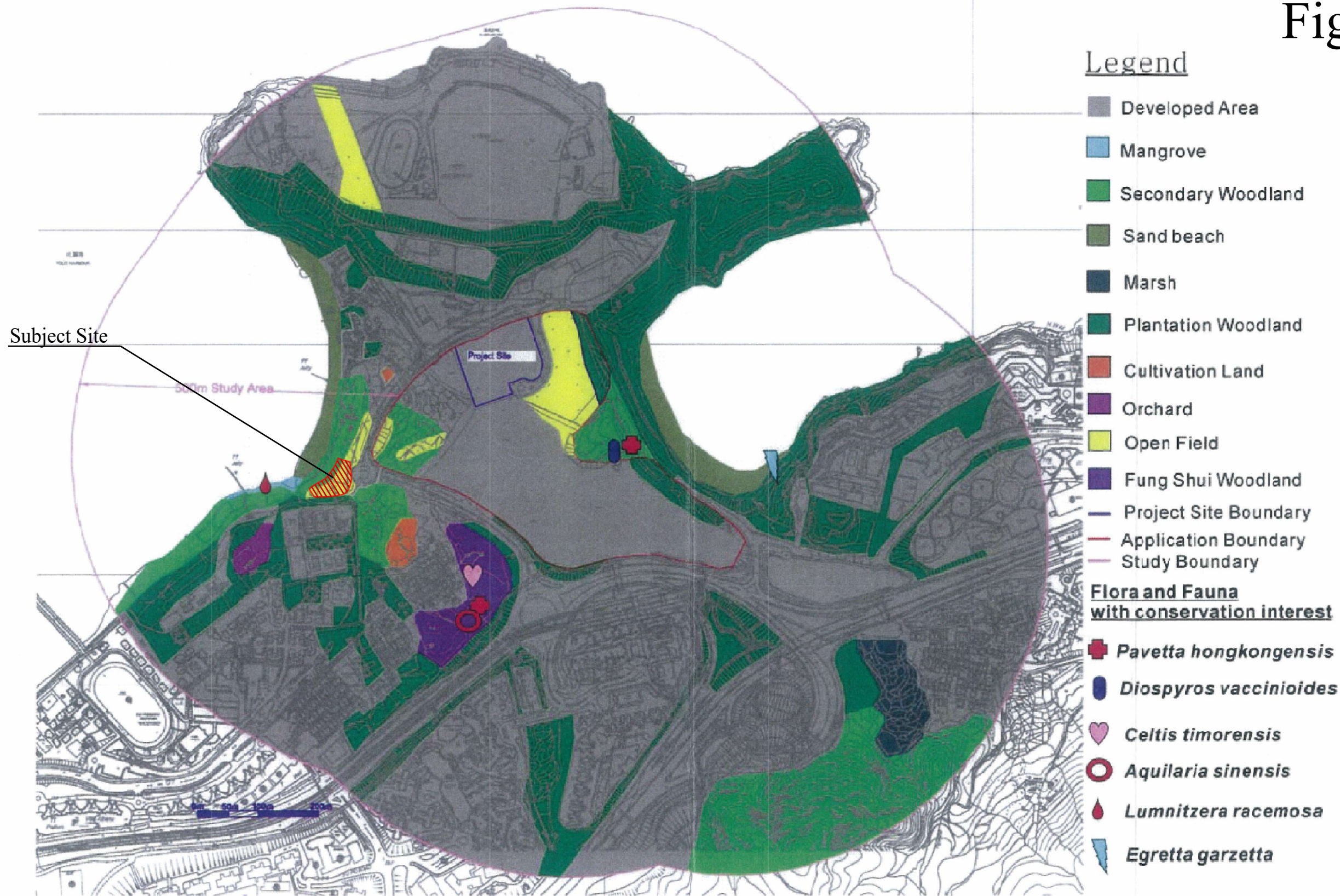
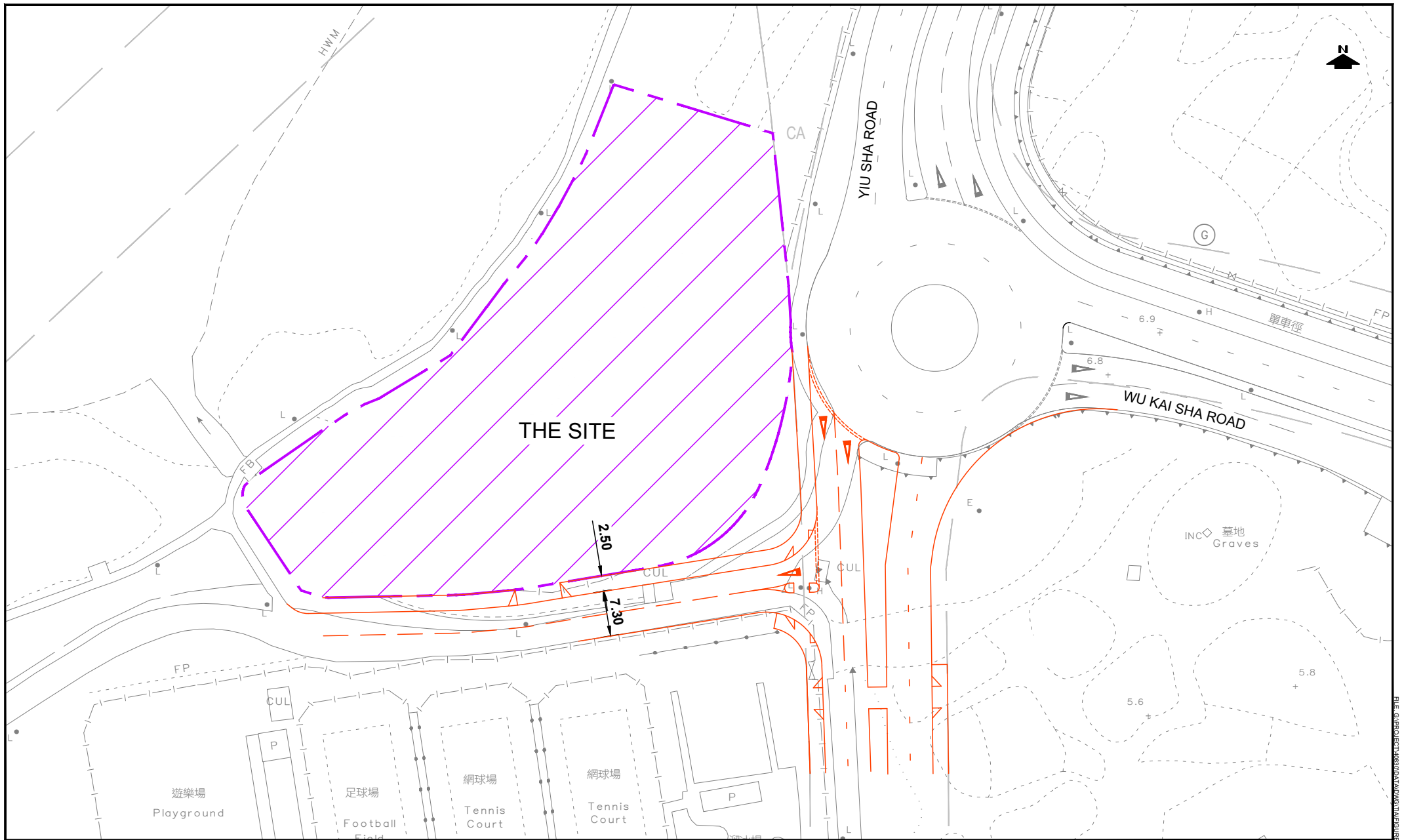


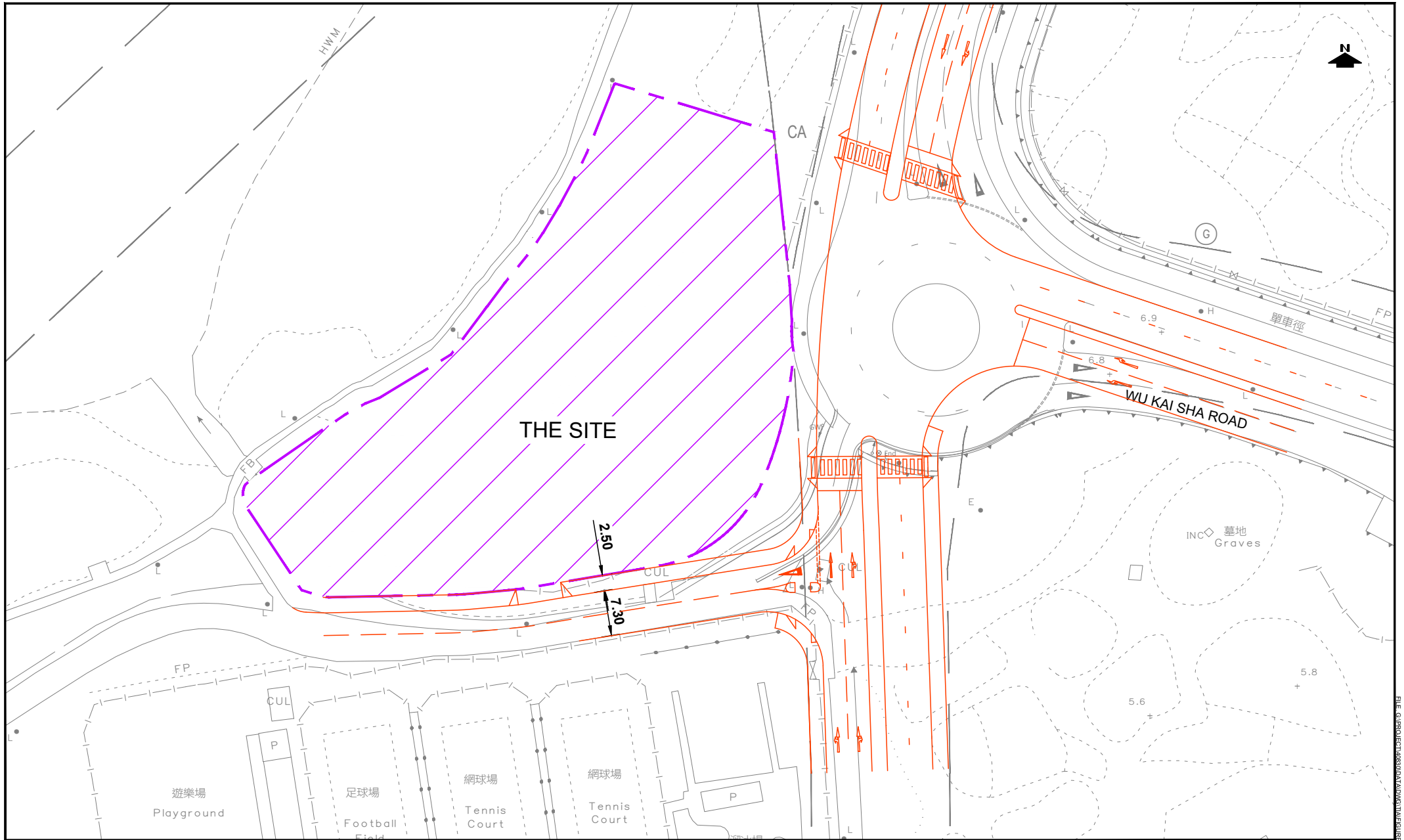
Figure: 2	
Title: Map Showing Various Habitats Within Study Area	Drawn by: ZC
	Checked by: DY
Project: Proposed Student Hostel of the City University of Hong Kong within "CDA(1)" Zone, South of Yiu Sha Road, Whitehead, Ma On Shan, New Territories Ecological Assessment	Rev.: 1.1
	Date: Sep 2013



PROJECT NO.	40830	
DESIGNED	SLN	DATE JUN 2024
DRAWN	CLL	SCALE 1:800@A4
CHECKED	SLN	

PROJECT TITLE	PROPOSED REZONING FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP B)6" ZONE TO INCLUDE SOCIAL WELFARE FACILITIES (RCHE AND DCU ONLY) AND PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) AT LOTS NOS. 148 S.A RP (PART), 148 S.B RP (PART), 149 RP, 150 S.A, 150 S.B AND 151 IN D.D. 206 AND ADJOINING GOVERNMENT LAND, WEST OF WU KAI SHA ROAD, MA ON SHAN, NEW TERRITORIES
DRAWING TITLE	SCHEMATIC ACCESS ARRANGEMENT WITH CONNECTION TO JUNCTION OF WU KAI SHA ROAD / YIU SHA ROAD (ROUNDAABOUT CONTROLLED)

DRAWING NO.	FIGURE T1	REV.	-
LLA 顧問有限公司 Consultancy Limited			



PROJECT NO.	40830	
DESIGNED	SLN	DATE JUN 2024
DRAWN	CLL	SCALE 1:800@A4
CHECKED	SLN	

PROJECT TITLE	PROPOSED REZONING FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP B)6" ZONE TO INCLUDE SOCIAL WELFARE FACILITIES (RCHE AND DCU ONLY) AND PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) AT LOTS NOS. 148 S.A RP (PART), 148 S.B RP (PART), 149 RP, 150 S.A, 150 S.B AND 151 IN D.D. 206 AND ADJOINING GOVERNMENT LAND, WEST OF WU KAI SHA ROAD, MA ON SHAN, NEW TERRITORIES
DRAWING TITLE	SCHEMATIC ACCESS ARRANGEMENT WITH CONNECTION TO JUNCTION OF WU KAI SHA ROAD / YIU SHA ROAD (SIGNALIZED CONTROLLED)

DRAWING NO.	FIGURE T2	REV.	-
LLA 顧問有限公司 Consultancy Limited			