

Application for Amendment of Plan Under Section 12A of the Town Planning Ordinance (Cap.131), to Rezone the Application Site from “Open Storage”, “Agriculture” Zones and an area shown as ‘Road’ to “Other Specified Uses” annotated “Mixed Use” Zone, for Proposed Mixed Use Development at Lots 796 and 1008 RP in D.D. 77 and Adjoining Government Land in Ping Che, Ta Kwu Ling, New Territories  
Response to Departmental Comment

**Comments from Related Departments**

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1.	<b>Development Bureau, dated 10 July 2024</b>	
	<p>The application site lies within the boundary of the on-going New Territories North (NTN) New Town study. The on-going study carries out a holistic planning of the land use in the NTN New Town to create synergy and enhance development potential with the various land parcels.</p> <p>The irregular shape of the planning application would reduce the development potential of the adjacent sites and this piecemeal rezoning would pre-empt the on-going study, and thus the final land use recommendations. Furthermore, it is noted that the application site may affect the planning and design of the proposed Northern Link Eastern Extension and the Northeastern New Territories Line mentioned in the “Hong Kong Major Infrastructure Development Blueprint” issued in December 2023 with the possible railway alignments / stations passing through Ping Che and Ta Kwu Ling areas. Approving the current application would unduly compromise the comprehensive planning for the area. Therefore, we do not support the application.</p>	<p>Noted.</p> <p>With a consolidated ownership of private lots in the Application Site, it’s the genuine intention of the Applicant to facilitate early implementation of a sizeable site of about 17,821.2m<sup>2</sup> located along Ping Che Road by private initiatives.</p> <p>The Amendment Proposal is for a comprehensive mixed-use development including residential, retail office, hotel uses with Child Care Centre, Day Care Centre for the Elderly and a Public Transport Terminus (PTT), with a development scale fully compatible with the planning intention the NTN New Town as evident in various policy papers published by the Government.</p> <p>Technical assessments submitted with this planning application also confirmed that the Indicative Scheme at the Application Site is feasible and will not be generating adverse impact to the surrounding in both existing and future scenario. For instance, flexibility has also been reserved for the connection to the future Ping Che Station of planned Northern Link Eastern Extension (NOLE) and the Northeastern New Territories Line (NENTL).</p> <p>Therefore, agreement of the Amendment Proposal, which has paid full respect to the planning intention of the NTN New Town, will not compromise the future planning of the area, but rather provide certainty for early implementation of a comprehensive and desirable scheme by mobilizing private sector resources, to offer immediate planning gains and local improvement for the Ping Che area by year 2032.</p>

		<p>We therefore seeks support on our Amendment Proposal which is a win-win example of partnership between public and private sector to deliver the vision of Ping Che area and to upgrade local amenities.</p>
2.	<p><b>Planning Department, Studies and Research Section, dated 10 July 2024</b></p>	
	<p>The application site falls within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&amp;E) Study for NTN New Town and Man Kam To commenced on 29 Oct 2021. The P&amp;E Study will guide the detailed planning and implementation of the future developments of the proposed NTN New Town. The public will be consulted on the proposals under the P&amp;E Study in due course.</p> <p>Based on the Northern Metropolis (NM) Action Agenda 2023, the Northern Link Eastern Extension (NOLE) and the Northeastern New Territories Line (NENTL) would be proposed to promote the development of the eastern part of the NM with the possible railway alignments / stations passing through Ping Che and Ta Kwu Ling areas. The proposed NOLE and NENTL connecting to NTN New Town (including Lo Wu and Man Kam To) have also been announced in TLB’s “Hong Kong Major Transport Infrastructure – Development Blueprint” released in Dec 2023. From the studies and research perspective, the development potential of Ping Che and Ta Kwu Ling areas including the subject site, supporting transport and other infrastructures and community facilities should be holistically reviewed under the P&amp;E Study given Ping Che and Ta Kwu Ling areas would be the key development nodes within the proposed NTN New Town and their strategic location along possible railway corridors. Approval of the rezoning application would pose major constraints in formulating land use proposals under the P&amp;E Study and undermine the development potential for the area. Moreover, RDO should be consulted on any possible interfacing issues of the rezoning proposal with the possible railway alignments / stations.</p>	<p>Noted.</p> <p>With a consolidated ownership of private lots on the Application Site, it’s the genuine intention of the Applicant to facilitate early implementation of a sizeable site of about 17,821.2m<sup>2</sup> located along Ping Che Road by private initiatives.</p> <p>The Amendment Proposal is for a comprehensive mixed-use development including residential, retail office, hotel uses with Child Care Centre, Day Care Centre for the Elderly and a Public Transport Terminus (PTT), with a development scale fully compatible with the planning intention the NTN New Town as evident in various policy papers published by the Government.</p> <p>Technical assessments submitted with this planning application also confirmed that the Indicative Scheme at the Application Site is feasible and will not be generating adverse impact to the surrounding in both existing and future scenario. For instance, flexibility has also been reserved for the connection to the future Ping Che Station of the planned NOLE and the NENTL.</p> <p>Therefore, agreement of the Amendment Proposal, which has paid full respect to the planning intention of the NTN New Town, will not compromise the future planning of the area, but rather provide certainty for early implementation of a comprehensive and desirable scheme by mobilizing private sector resources, to offer immediate planning gains and local improvement for the Ping Che area by year 2032.</p> <p>We therefore seek support on our Amendment Proposal which is a win-win example of</p>

		<p>partnership between public and private sector to deliver the vision of Ping Che area and to upgrade local amenities.</p> <p>The Applicant is also willing to discuss with relevant Government departments ensure the interface issue between the Indicative Scheme and the wider NTN New Town development is properly dealt with in detailed design stage.</p>
3.	<b>Highways Department, Railway Development Office, dated 16 July 2024</b>	
	<p>1) The captioned site would encroach into the preliminary alignment of NOLE and is located in the vicinity of the preliminary alignment of the NENTL, both railways are now under planning as mentioned in the Hong Kong Major Transport Infrastructure Development Blueprint (The Blueprint) which was promulgated by the Government in December 2023. Please review the rezoning application by taking into account of the Blueprint and keep this office update of the development of the subject site regarding the interface issues.</p> <p>2) Please review the wording "Northern Link (NOL) Eastern Extension" mentioned in the rezoning application documents and update to "Northern Link Eastern Extension (NOLE)" and/or "Northeast New Territories Line (NENTL)" as appropriate to be in line with the Blueprint.</p>	<p>Noted. We have already taken into consideration the latest railway alignments published by the Government while formulating our Amendment Proposal.</p> <p>For instance, flexibility has already been reserved in the layout of the Indicative Scheme for connection to the future Ping Che Station of the planned NOLE and the NENTL.</p> <p>Since this is an Amendment of Plan application (S12A application) to agree on the future land use and development intensity of the Application Site, there are flexibility for adjustment of the development layout as illustrated in the Indicative Scheme should a more detailed railway alignment and station location are determined.</p> <p>The Applicant is open to discuss with relevant Government departments ensure the interface issue between the Indicative Scheme and the planned railway is properly dealt with in detailed design stage.</p> <p>Please refer to Para. 3.5.3, 4.2.3, Executive Summary and Figure 3.5 of <b>Annex A – Replacement Pages of Supporting Planning Statement</b> for the revised wordings of railway lines.</p>
4.	<b>Transport Department, dated 22 June 2024</b>	
	A) Bus Development Division	

**General Comment**

- The consultant is required to indicate clearly that a comprehensive transport plan will be studied and provided, covering but not limited to, the assessment of the existing public transport, the estimated demand on public transport and the modal split of different modes of transport. The plan should be further supplemented with relevant utilization surveys, recommendation on enhancement of existing services and/or proposed new services, etc.
- The transport plan should meet the growing demand with concrete service details (e.g. PT mode, frequency, fleet size, origin-destination, etc) and recommendation on the availability of terminating facilities (e.g. provision of charging-enabling facilities, spaces for ancillary facilities, kiosks, toilets, etc according to Transport Planning & Design Manual (TPDM)) and reflect in the TTIA report.
- For any service proposal, the consultant should consider spare capacity of relevant PT facilities at the proposed terminating points to cater the new service. If the proposed new service is to serve as railway feeder, relevant spare capacity of the relevant rail lines should be indicated.

**Specific Comment**

Table 2.1

- Please advise the intake year and population of the proposed site.

Para. 5.1.1

Noted. At present, there are only 1 bus route and 1 mini-bus route serving Ping Che area. As a result, a public transport terminus is proposed to cater for the proposed development. The public transport terminus will include 1 double width bus bay and 1 double width GMB bay. The proposed layout is shown in the attached **Figure T1**.

Assessment on public transport facilities is conducted and presented Sections 4.8 to 4.10 in **Chapter 4 of Annex B – Revised Traffic Impact Assessment**. A comprehensive transport plan will be provided during detailed design stage.

Noted. The comprehensive transport plan will be provided during detailed design stage.

Noted. Railway patronage assessment is conducted to demonstrate the railway service will operate satisfactorily after accommodating the demand induced by the proposed development. Please refer to Section 4.9 of **Chapter 4 of Annex B** for details.

Please note that the proposed development is anticipated to be completed by 2032. The anticipated population of the proposed development is 6,174.

<ul style="list-style-type: none"> <li>• The carriageway road design should be able to accommodate the 12.8m bus manoeuvring with swept path analysis conducted.</li> </ul> <p>Para. 5.1.3</p> <ul style="list-style-type: none"> <li>• Please advise the walking distance and walking time from the residential development to the Public Transport terminus (“PTT”) as reference.</li> <li>• Please provide us the layout of PTT.</li> </ul> <p>Section 5</p> <ul style="list-style-type: none"> <li>• The consultant should project the estimated PT demand for the population intake and conduct PT plan under Section 5 in the TTIA report, including but not limited to assessment of the existing public transport (if appropriate), the estimated demand on public transport, peak hour factor, the modal split of different modes of transport. The plan should be further supplemented with relevant utilization surveys, recommendation on enhancement of existing services and/or proposed new services, etc. The number of bus routes should then be based on the above assessment and the sufficiency of bus terminus should be assessed in conjunction with the above assessment and TPDM.</li> </ul> <p>B) Rail Team of Bus &amp; Railway Branch</p> <p>Please provide a preliminary assessment on the demand for Ping Che Station and the impact to the connecting railway lines (i.e. EAL &amp; TML via NOL).</p> <p>C) Transport Operations NT Division</p>	<p>Noted. The PTT can accommodate 12.8m bus. Please refer to the attached <b>Figure T2</b> of <b>Annex B</b> for the swept path analysis.</p> <p>The PTT is located within the proposed development and the average walking distance between the residential towers and the PTT is about 100m only.</p> <p>Please refer to the attached <b>Figure T1</b> of <b>Annex B</b> for details.</p> <p>Assessment on public transport facilities is conducted and presented in <b>Chapter 4</b> of <b>Annex B</b>. The comprehensive transport plan will be provided during detailed design stage.</p> <p>Please note that NOL is excluded from the report for conservative assessment purpose. Preliminary assessment is conducted for East Rail Line. Please refer to <b>Chapter 4</b> of <b>Annex B</b> for details.</p>
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	<ul style="list-style-type: none"> <li>• The responses provided by the applicant on our previous comments are general one, of which the requested Traffic and Transport Impact Assessment is not found. The applicant needs to submit the Transport Impact Assessment for their application for the proposed development with significant upsurge of public transport services demand, especially the over 2,200 flats residential development and the commercial tower with retail, office, hotel and G/IC facilities. They are reminded to take into account of the public transport service demand in the nearby developments including new Ping Che Transitional Housing with population intake of about 1000 in Q1 2024 in their transport impact assessment.</li> <li>• The general layout of the proposed new public transport terminus (PTT) is a schematic one of which the new bus bays and GMB bays quoted in the report are not found. The applicant needs to provide a detailed design of the PTT for the comment of TD</li> <li>• Please advise the construction, management and maintenance agent of the proposed transport terminus.</li> </ul>	<p>Assessment on public transport facilities is conducted and presented in <b>Chapter 4</b> of <b>Annex B</b>.</p> <p>Please note that new public transport routes are provided within the proposed PTT to cater for the travel demand from the proposed development.</p> <p>The public transport service demand induced by the nearby developments including new Ping Che Transitional Housing should be catered by the existing facilities along Ping Che Road.</p> <p>Please refer to the attached <b>Figure T1</b> of <b>Annex B</b> for details.</p> <p>As a usual practice, the project proponent will be responsible for the construction cost of the PTT. The project proponent’s intention is to hand-over the management and maintenance to the government. (client to note)</p>
5.	<b>Transport Department, dated 8 July 2024</b>	
	<p>D) Traffic Engineering</p> <p><u>TE’s Comments (3.1.2024)</u></p> <ul style="list-style-type: none"> <li>• Given that the scale of this proposed development is large, the assessment area presented in the TIA is considered not sufficient. The applicant shall justify the area of influence (AOI) conducted in the study or revised AOI appropriately.</li> </ul> <p><u>Responses (16.4.2024)</u></p> <ul style="list-style-type: none"> <li>• Noted. The AOI has been reviewed and updated accordingly. Please refer to Chapter 3 and Figure 3.1 of the Annex H – Revised Traffic Impact Assessment for details.</li> </ul> <p><u>TE’s Comments (5.7.2024)</u></p> <ul style="list-style-type: none"> <li>• The Area of Influence (AOI) due to the proposed development should have been</li> </ul>	

<p>assessed, discussed, justified and figured before the discussion of Chapter 3 Existing Traffic Situation within the AOI.</p> <ul style="list-style-type: none"><li>• Apart from the key junctions and road links connecting the strategic/truck road for cross-district movement (i.e. via Sha Tau Kok road and via Heung Yuen Wai Highway to route 9), the key junctions and road links should have covered all junctions along the route to rail stations (i.e. Fanling and Sheung Shui), and major PTIs. The key junctions and road links should be further reviewed.</li></ul> <p><u>TE's Comments (3.1.2024)</u></p> <ul style="list-style-type: none"><li>• The applicant should further advise and substantiate the traffic generation from and attraction to the site and the traffic impact to the nearby road links and junctions, also the reasons on mean trip rates from TPDM were adopted.</li></ul> <p><u>Responses (16.4.2024)</u></p> <ul style="list-style-type: none"><li>• Please note that the traffic generation from and attraction to the site and the traffic impact to the nearby road links and junctions have been reviewed and updated. In view of the remoteness of the area, upper limit trip rates from TPDM are adopted. Please refer to Chapter 4 and 6 of Annex H for details.</li></ul> <p><u>TE's Comments (5.7.2024)</u></p> <ul style="list-style-type: none"><li>• Thanks. We may offer further comments thereafter.</li></ul> <p><u>TE's Comments (3.1.2024)</u></p> <ul style="list-style-type: none"><li>• The applicant shall illustrate on layout plans and justify the adequacy of the parking spaces and loading/unloading spaces so provided by relating to the number of vehicles visiting the subject site.</li></ul> <p><u>Responses (16.4.2024)</u></p> <ul style="list-style-type: none"><li>• Noted. Please note that internal transport facilities will be provided to meet the high-end requirement of HKPSG. Please refer to Appendix C of Annex H for the car park layout plan.</li></ul> <p><u>TE's Comments (5.7.2024)</u></p> <ul style="list-style-type: none"><li>• Thanks. We may offer further comments thereafter.</li></ul>	<p>Noted. A paragraph is added to discussed about the area of influence. Please refer to <b>Section 3.2</b> of the <b>Annex B</b> for details.</p> <p>Noted. Additional assessment is conducted at the key junctions and road links along the route to MTR Fanling Station. Please refer to <b>Chapter 3</b> and <b>Chapter 4</b> of <b>Annex B</b> for details.</p> <p>Noted.</p> <p>Noted.</p>
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TE's Comments (3.1.2024)

- The applicant should advise the width of the vehicular access leading to the site.

Responses (16.4.2024)

- Please be advised that the width of the vehicular accesses would be 7.5m. Please refer to Appendix C of the Annex H for the car park layout plan.

TE's Comments (5.7.2024)

- Please indicate the vehicular accesses and its width on drawings.

Noted. Please refer to Appendix C of **Annex B** for details.

TE's Comments (3.1.2024)

- The applicant shall demonstrate the satisfactory maneuvering of the vehicles entering and exiting the subject site, maneuvering within the subject site and into/out of the parking and loading/unloading spaces, preferably using the swept path analysis;

Responses (16.4.2024)

- Noted. Swept path analysis is conducted to demonstrate sufficient spaces are provided for the maneuvering of vehicles entering and exiting the subject site, maneuvering within the subject site and into/out of the parking and loading/unloading spaces. Please refer to Section 5.3 and Appendix C of Annex H for the details of swept paths analysis.

TE's Comments (5.7.2024)

- Thanks. We may offer further comments thereafter.

Noted.

TE's Comments (3.1.2024)

- The applicant shall demonstrate the satisfactory maneuvering of the vehicles entering and exiting the subject site, maneuvering within the subject site and into/out of the parking and loading/unloading spaces, preferably using the swept path analysis;

Responses (16.4.2024)

- Noted. Swept path analysis is conducted to demonstrate sufficient spaces are provided for the maneuvering of vehicles entering and exiting the subject site, maneuvering within the subject site and into/out of the parking and loading/unloading spaces.

<ul style="list-style-type: none"> <li>• Please refer to Section 5.3 and Appendix C of Annex H for the details of swept paths analysis. <u>TE’s Comments (5.7.2024)</u></li> <li>• Thanks. We may offer further comments thereafter. <u>TE’s Comments (3.1.2024)</u></li> <li>• Especially on J4, are there any traffic improvement measures proposed by the applicant. <u>Responses (16.4.2024)</u></li> <li>• Please note that there are improvement measures at J4 and details have been discussed in Section 4.6 of Annex H. <u>TE’s Comments (5.7.2024)</u></li> <li>• What is the estimated DFC after the proposed improvement measures at J4?  <u>TE’s Comments (5.7.2024)</u></li> <li>• The major ingress and egress routes for vehicular traffic approaching and leaving Application Site should be elaborated and detail discussed.</li> <li>• The planned and committed developments should be confirmed with PlanD.</li> <li>• The applicant should submit a traffic improvement scheme to eliminate or mitigate for the adverse impacts identified on Ping Che Road (between Sha Tau Kok Road and Hung Leng North Road) which has a design V/C ratio of 0.92.</li> </ul>	<p>Noted.</p> <p>Please note that the improvement measures have been incorporated in the future junction assessment and the results are presented in <b>Table 4.5 of Annex B</b>. The DFC after the proposed improvement measures at J4 would be 0.85 and 0.47 during AM and PM peak hour, respectively.</p> <p>Please refer Figure 3.1 of <b>Annex B</b> for details.</p> <p>PlanD was consulted and the reply is attached in <b>Annex T1 of Annex B</b>.</p> <p>Based on the updated calculation, the V/C ratio at the section of Ping Che Road (between Sha Tau Kok Road and Hung Leng North Road) is estimated to be 0.93. The applicant will study the feasibility to upgrade the road to a 10.3m carriageway upon obtaining the planning approval. <b>(client to note)</b></p>
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(Last Updated: 2 Aug 2024)