

# *Attachment 1*

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RESPONSES-TO-COMMENTS TABLE

**Proposed Public Utility Installation (Fresh Water Pumping Station) and Associated Filling of Land in Government Land at Tong Hang, Fanling (TPB REF: A/NE-LYT/842)**

**Responses to Comments Table**

<b>Comments/ Suggestions</b>		<b>Applicant/ Consultant's Responses</b>
<b>A.</b>	<b>Comments from Transport Department received from Planning Department on 07.02.2025: (Contact person: Mr. LAM To Lun, Jeffrey, Tel no.: 2399 2549)</b>	
1.	Please advise the sight lines at bends on the proposed realigned cycle track, the proposed realigned footpath and the proposed internal road. Please also advise their gradients.	<p>The visibility of the proposed realigned cycle track at bends is around 17m to 23m as presented in <b>Attachment 2 – SK1</b>, which complies with TPDM's standards (i.e. minimum 15m visibility).</p> <p>For the proposed realigned footpath, taking into considerations that there is no specific sightline requirement for footpath at bends as required by TPDM and there would be no physical obstruction around the above footpath section, pedestrians would be able to see each other on footpath at bends and there shall be no sight line issue after realignment.</p> <p>The visibility of the proposed internal road at bends is around 32m to 48m as shown in <b>Attachment 2 - SK2</b>. Taking into consideration the speed limit of the internal road is around 8km/hr (i.e. much lower speed than other public roads of which the visibility requirement is 50m for 50km/hr), it is thus considered acceptable.</p> <p>The gradient of the footpath, cycle track and the internal road would be designed to comply with TPDM's standard and match with the existing / future finishes level of the surrounding during detailed design stage.</p>
<b>B.</b>	<b>Public Comments:</b>	
1.	Three (3) public comments were received during the formal publication period of the S16 Planning Application. Two (2) of them have no comments on the S16 Planning Application and the remaining comment is summarised below:  The layout design should minimise the requirement of an extensive EVA.	Please be advised that the design layout of the Proposed Development is limited by specific site constraints. The use of nearby roads as potential EVA for the Site has been explored. Nevertheless, the nearby roads do not comply with relevant fire services requirements and hence the EVA is required to be designed and constructed in a way to comply with the minimum fire services requirements and guidelines.
2.	No parking spaces are provided within the Site.	Please be noted that no parking spaces will be provided within the Site. The EVA has been designed and reserved for the access and manoeuvring of engineering vehicles.

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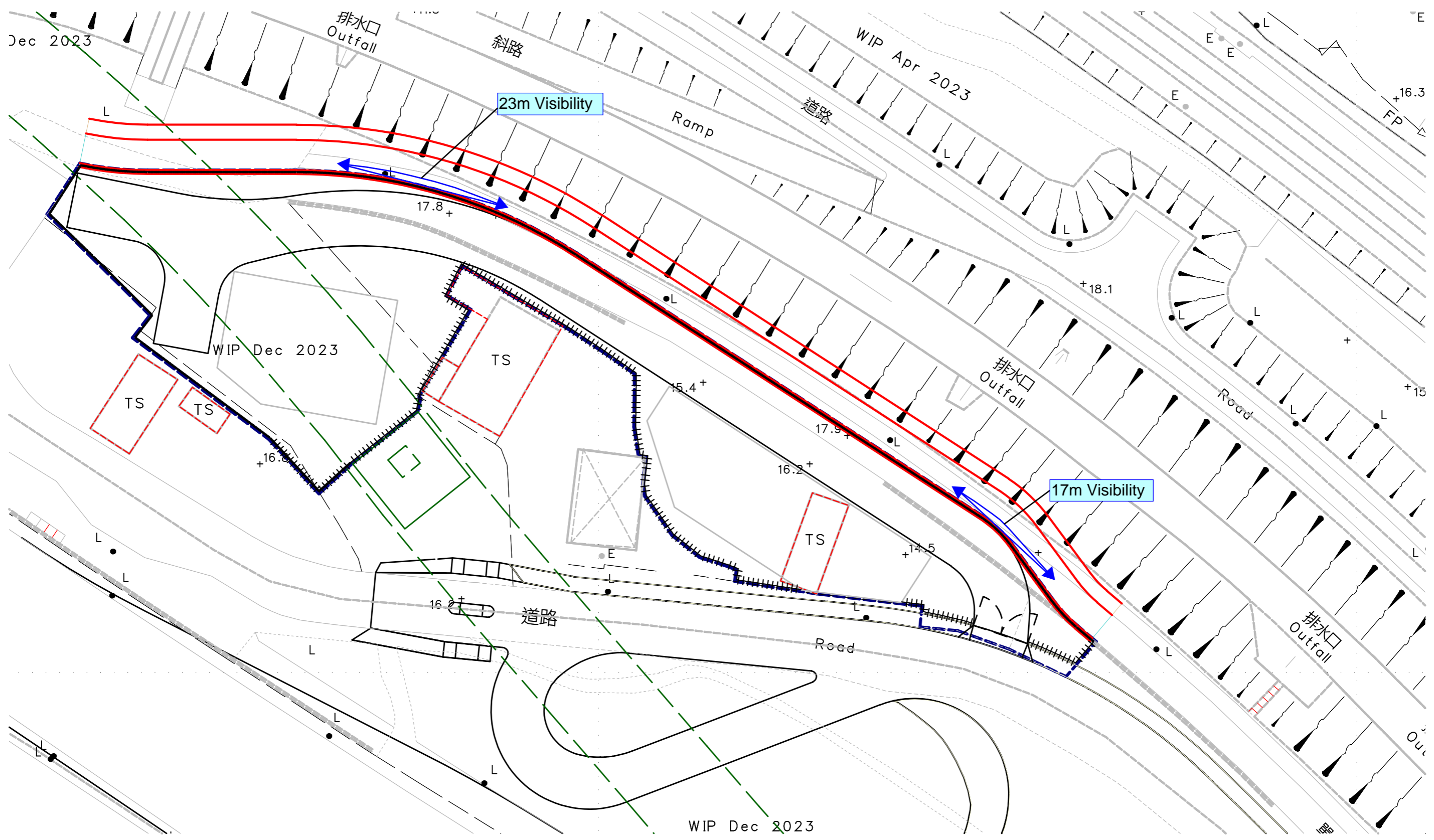
<b>Comments/ Suggestions</b>		<b>Applicant/ Consultant's Responses</b>
3.	The Applicant should explore the installation of solar panels at the rooftop and vertical greening at the façade of the buildings.	<p><u>Solar Panel:</u> The installation of solar panels for the Proposed Development is not feasible due to the Site's close proximity to the Fanling Bypass. The effectiveness of solar panels may be limited and may also result in glare to traffic.</p> <p><u>Vertical Greening:</u> The Proposed Development contain gates and louvre openings that limit the growth of vertical greenings at the façade of the building, as such, vertical greening has been proposed at the continuous fencings instead.</p>
4.	Local tree species should be proposed to compensate the felled trees.	<p>The species of <i>Garcinia subelliptica</i> is proposed with the considerations listed below:</p> <ol style="list-style-type: none"> <li>1. Evergreen to provide year-round greening effect;</li> <li>2. Tolerance to roadside pollution and wind makes <i>Garcinia subelliptica</i> suitable for planting next to the Fanling bypass and close adjacent to the pump building with numbers of ventilation louvers;</li> <li>3. The species selected is also tolerance to shade, which can cater the shading cast by the Fanling Bypass;</li> <li>4. The ornamental character could also provide visual interest as the project site's northern periphery is close to the future public pedestrian walkway and cycle path;</li> <li>5. Listed in the recommended tree list for North District GMP based on "Street Tree Selection Guide", matching the North District's overall planting character; and</li> </ol> <p>The site also has limited on grade planting area.</p>

Date: February 2025  
File Ref: WSD/WHS

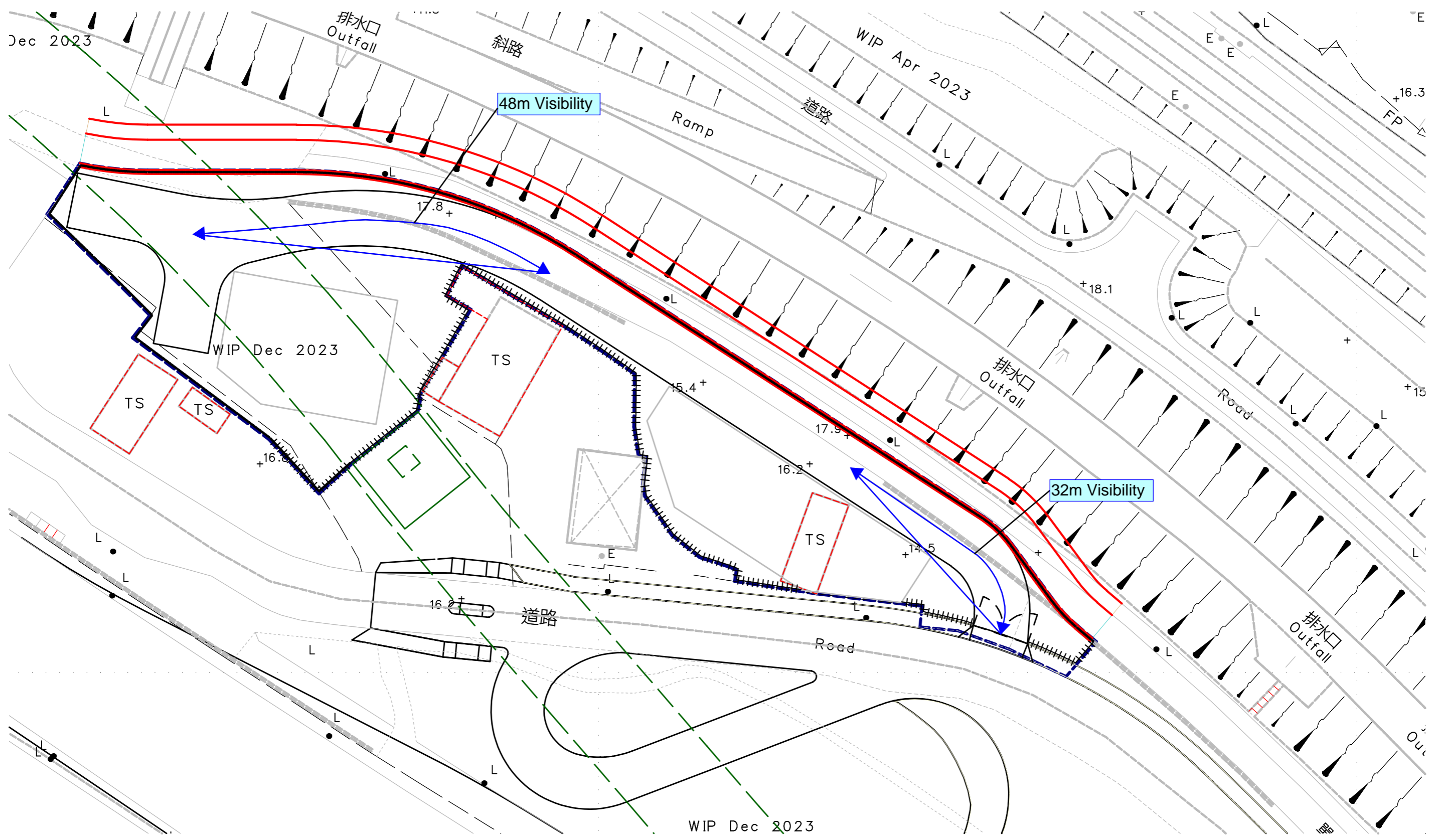
# *Attachment 2*

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SUPPLEMENTARY FIGURES –  
ILLUSTRATION OF VISIBILITY AT BENDS



SK1 - Visibility of the Proposed Re-aligned Cycle Track at Bends



SK2 - Visibility of the Proposed Internal Road at Bends