

## **Appendix I**

### Consolidated Responses to Comments

## 1. INTRODUCTION

In support of this section 16 planning application, pre-submission was submitted to the Planning Department on 24.6.2024. Valuable comments from relevant Government departments have been received, and based on the departmental comments, the proposed scheme has been further revised and incorporated into the Planning Statement and technical assessments. The following chapter has consolidated relevant Government department's comments and responses from the Applicant.

## 2. CONSOLIDATED RESPONSES TO DEPARTMENTAL COMMENTS

During the departmental circulation stage of the planning enquiry, the Applicant had received a number of comments from the following Government departments:-

- Building Department (BD)
- Fire Services Department (FSD)
- Tsuen Wan and West Kowloon District Planning Office (DPO)
- Urban Design and Landscape Section of Planning Department (Urban Design Unit) (UD)
- Urban Design and Landscape Section of Planning Department (Landscape Team) (LT)
- Transport Department (TD)
- Highways Department (HyD)
- Environmental Protection Department (EPD)
- Drainage Services Department (DSD)
- Water Supplies Department (WSD)
- Civil Engineering and Development Department (CEDD)
- Lands Department (LandsD)

A consolidated table of the Applicant's responses to departmental comments has been provided in **Table 2.1** to **Table 2.12** in the following page.

## 2. RESPONSES TO DEPARTMENTAL COMMENTS

### 2.1 Responses to Comments from Buildings Department (BD)

Item	Departmental Comments	The Applicant's Responses
BD (1)	Please remind the applicant that under the BO, no person shall commence or carry out any building works without having first obtained approval and consent from the Building Authority before commencement of works unless they are exempted under s.41 of the BO, or fall within minor works under the Building (Minor Works) Regulation.	Noted.
BD (2)	Please remind the applicant that any proposed building works should comply with the prevailing requirements under the BO and allied regulations and Code of Practices.	Noted.
BD (3)	The site does not about a street of not less than 4.5m wide, the development intensity including the building height, site coverage, plot ratio shall be determined by the Building Authority under Regulation 19(3) of the Building (Planning) Regulations (B(P)R) upon formal submission of building plans.	Noted.
BD (4)	The site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulation 5 and 41D of the B(P)R respectively.	Noted.
BD (5)	Detailed comments will be given in the building plan submission stage.	Noted.

## 2.2 Responses to Comments from Fire Services Department (FSD)

Item	Departmental Comments	The Applicant's Responses
FSD (1)	Detailed fire safety requirements will be formulated upon receipt of a formal submission of STT/STW, general building plans or referral of application via relevant licensing authority. Furthermore, the EVA provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department	Noted.



### 2.3 Responses to Comments from Tsuen Wan and West Kowloon District Planning Office (DPO)

Item	Departmental Comments	The Applicant's Responses
DPO(1)	<p><u>Planning Statement</u></p> <p><b>Table 3.1</b> – The plot ratio of about 0.748 cannot be derived by the site area of about 722.92m<sup>2</sup> and total GFA of about 578.66m<sup>2</sup>. Please check the calculation and revise as appropriate.</p>	<p>Typo. The site area should be about 772.92m<sup>2</sup> instead of about 722.92m<sup>2</sup>. Table 3.1 has been amended accordingly.</p>
DPO(2)	<p>Sections 4.3(b) and 4.7(b) – Please check if the BHs of the surrounding low-density residential developments should be 2 to 3 storeys instead of “2 to 6 storeys”.</p>	<p>Agreed. The BHs of surrounding residential developments, i.e. The Wonderland, Vodana Court, etc., are 2 to 3 storeys. Section 4.3(b) and Section 4.7(b) (to be re-named as Section 4.8(b)) have been amended accordingly.</p>
DPO(3)	<p><u>Appendix II – Traffic Impact Assessment</u></p> <p>1. <b>Table 3.1</b> – The site area is different from the site area of about 722.92m<sup>2</sup> as stated in Table 3.1 of the planning statement. Please review and revise as appropriate.</p>	<p>The site area should be about 772.92m<sup>2</sup> instead of about 722.92m<sup>2</sup>. Thus, the site area of approximately 773 m<sup>2</sup> as shown in Table 3.1 of the TIA, which is the round up figure of 772.92m<sup>2</sup>, is correct.</p>
DPO(4)	<p>2. <b>Table 4.5</b> – Regarding Item G, the section 12A application No. Y/TWW/5 to rezone the site from “Government, Institution or Community” to “Residential (Group A) 5” (“R(A)5”) was agreed by the Metro Planning Committee of the Town Planning Board on 12.3.2021. The site was subsequently rezoned to “R(A)5” under the approved Tsuen Wan West Outline Zoning Plan No. S/TWW/21. Please check and revise as appropriate.</p>	<p>Table 4.5 is renumbered to Table 4.6 in the updated TIA report, and the information for Item G is updated.</p>

## 2.4 Responses to Comments from Urban Design Unit (UD)

Item	Departmental Comments	The Applicant's Responses
UD(1)	The applicant may wish to indicate whether the proposed scheme complies with requirements under SBDG.	Elaboration on whether the proposed scheme complies with requirements under SBDG has been added in Section 3.1(a).
UD(2)	Executive Summary, Section 1 and Table 3.1 – Discrepancy in the site area is noted under these sections and table. Please clarify and ensure consistency across the submission.	Typo. The site area should be about 772.92m <sup>2</sup> instead of about 722.92m <sup>2</sup> . Table 3.1 has been amended accordingly.
UD(3)	<p>Section 4.3(b), 2nd para. –</p> <p>(a) It seems that this para. discussed how the proposed development “blends in well with the surrounding areas” from visual and landscape aspects instead of air ventilation aspect. Please consider deleting the last sentence of this para.</p> <p>(b) As indicated in para. 9.5.2 of the Explanatory Statement of the OZP, “the design of the residential buildings within the “R(C)” zones should ... blend in well with the surroundings in particular with due regard to ... fresh air ventilation in the development proposals.”. The applicant may wish to elaborate how the design of the proposed development has taken into account the above.</p>	<p>Agreed. The last sentence of the 2<sup>nd</sup> para. of Section 4.3(b) has been deleted.</p> <p>Noted. Elaboration on the fresh air ventilation aspect has been added in 4<sup>th</sup> para. of Section 4.3(b).</p>
UD(4)	Section 4.7(b), 1 <sup>st</sup> para. – Please review if this para. should be revised as “...It provides opportunities to <b><u>maintain</u></b> the site’s visual characteristics...”.	Agreed. The 1 <sup>st</sup> para. of Section 4.7(b) (to be re-named as Section 4.8(b)) has been amended accordingly.

Item	Departmental Comments	The Applicant's Responses
UD(5)	Section 4.7(b), 2nd para. – Similar to Ting Kau Village Playground and Ting Kau Beach, please supplement if views from Ting Kau Garden would also be visually obstructed by the existing villages houses and vegetation.	Noted. Elaboration on the visual aspect has been added in 2 <sup>nd</sup> para. of Section 4.7(b) (to be re-named as Section 4.8(b)).
UD(6)	Plans D and P to P4 –  (a) Please indicate the BHs (in mPD) of the proposed development on all the photomontages for easy reference.  (b) Please annotate all readily noticeable existing and/ or planned developments with BHs (in mPD) as shown on the photomontages.	Noted. The BHs (in mPD) of the proposed development are added on the photomontages.  Noted. The BHs (in mPD) of all readily noticeable existing and/ or planned developments are added on the photomontages.
UD(7)	Plan E – Please annotate the proposed vertical greening along the car ramp as shown on Plan D in this plan, and ensure consistency of the all plans/figures.	Noted. The proposed vertical greening along the car ramp is added on <b>Plan E</b> .
UD(8)	Plan P – Please annotate the assessment area on this plan with reference to TPB PG No. 41 for completeness.	Noted. Assessment Area with reference to TPB PG No. 41 has been added in <b>Plan P</b> (to be re-named as <b>Plan R</b> ).
UD(9)	Plan P1 – Please consider adjusting the location of this VP along the footpath along Castle Peak Road – Ting Kau to the southeast of the Site	Noted. The location of VP along the footpath along Castle Peak Road – Ting Kau to the southeast of the Site has been adjusted on <b>Plan P-1</b> (to be re-named as <b>Plan R-1</b> ).
UD(10)	Our comments provided herein are not intended to be exhaustive and further comments may be provided upon formal submission.	Noted.

## 2.5 Responses to Comments from Landscape Unit

Item	Departmental Comments	The Applicant's Responses
LU(1)	With reference to the aerial photo of 2023, some existing tree(s) are located at the application site, the applicant is advised to provide the broad brush tree survey with proposed tree treatment of the area within in the planning application boundary.	According to the topographic survey updated by Henry Chan Surveyors Ltd. on 17.9.2024, there are 7 existing trees identified within the site and they are situated at the southeastern corner of the site on the slope area. The remaining surveyed trees fall outside the site boundary. Tree information and the proposed tree treatment within the site are added in Section 3.2.
LU(2)	<p>Plan O: Landscape Master Plan</p> <p>a. The entrance for vehicles and pedestrian, vertical greening and the spot levels should be indicated;</p> <p>b. Some legend(s) were shown in the drawing, but no legend was provided in the table. Please clarify; and</p> <p>c. Landscape proposal / treatment within the Planning Application Boundary should be indicated.</p>	<p>Noted. The entrance for vehicles and pedestrian, vertical greening and the spot levels have been indicated on <b>Plan O</b>.</p> <p>Noted. The legend table has been updated.</p> <p>Noted. Landscape proposal / treatment within the application site boundary have been indicated on <b>Plan O</b>.</p>
LU(3)	Landscape elevations and sections should be provided to illustrate the spatial quality of the landscape area and the relationship with the surroundings.	Noted. Landscape elevation and section are provided (see <b>Plan P</b> and <b>Plan Q</b> ).
LU(4)	With reference to "Slope Maintenance Responsibility Information System" (SMRIS), there are some registered slopes within the Applicant Site (6SE-D/FR154(1), 6SE-D/CF178(1), 6SW-D/CR424, 6SE-D/C423(2) & 6SE-D/R137). Please indicate the slope boundary and proposed treatment on the relevant plan(s), figure(s) and paragraph(s).	Noted. The registered slopes within the application site have been indicated on <b>Plan O</b> . The proposed tree protection measures during the construction process are added in Section 3.2.

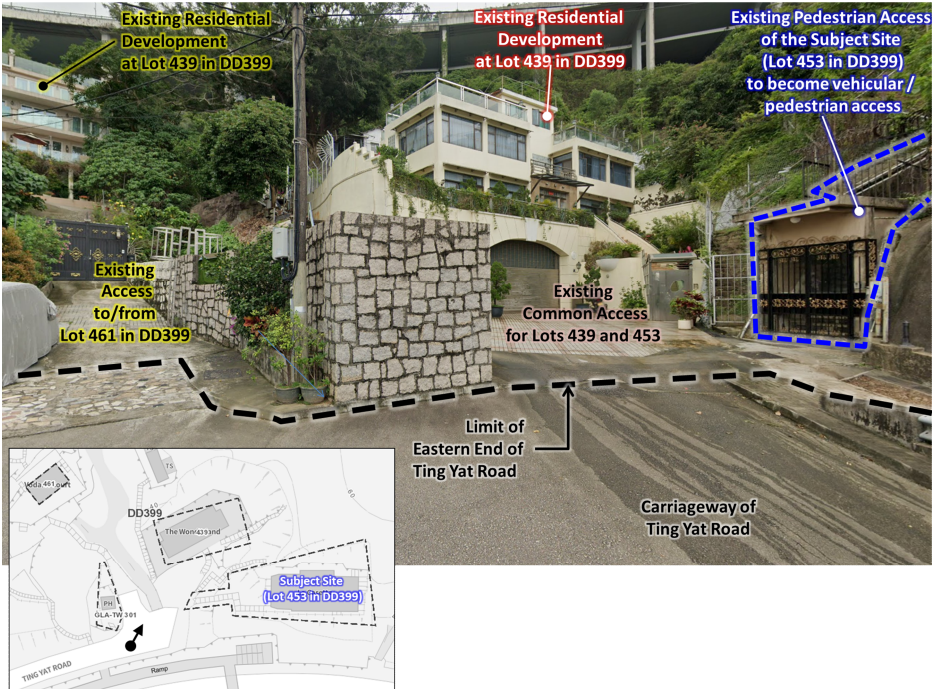
## 2.6 Responses to Comments from Transport Department (TD)

Item	Departmental Comments	The Applicant's Responses
TD(1)	<p><u>General Comments</u></p> <p>The proposed use of car lift including the structure, electrical and mechanical part and construction works of car lift on the slope and retain structure shall be reviewed and approved by suitable department.</p>	Noted.
TD(2)	Construction TIA is missing from the report to assess the traffic impact during construction stage.	Construction TIA is added to Chapter 4 of the Updated TIA.
TD(3)	Assessment for pedestrian impact of this development is missing from the report.	Pedestrian impact assessment is added to the Chapters 2 and 4 of the Updated TIA.
TD(4)	<p><u>Specific Comments</u></p> <p>Table 3.2 - Please advise the location for loading/unloading activities for this development. The loading/unloading bay should be provided within the development as far as practicable in order to avoid the loading/unloading activities to be carried out on public roads.</p>	<p>Location for loading / unloading is added to Table 3.2 and detailed in Chapter 3.6 and Figure 3.2.</p> <p>Feasibility on provision of a goods vehicle loading / unloading was reviewed, but was found impractical. This is due to severe site constraints, including narrow and small site area at Ting Yat Road level, and significant level difference between the carport level (+44mPD) and the access at Ting Yat Road level (+29.6mPD). Hence, use of the new private internal driveway for occasional loading / unloading is found to be the most suitable solution to avoid loading / unloading activities to be carried out on public roads.</p>

Item	Departmental Comments	The Applicant's Responses
TD(5)	<p>Para. 3.9 - Please advise the length of proposed car ramp and demonstrate the maximum numbers of vehicles accommodated to queue for the car lifts. Please provide emergency plan if the car lift is accidentally breakdown.</p>	<p>The proposed car ramp is about 13m long, and can accommodate 2 private cars in a queue.</p> <p>Emergency plan for mechanical breakdown of the proposed car lift is added to Chapter 3 of the Updated TIA.</p>
TD(6)	<p>Para 4.1 - Please provide the implementation programme including the time of planning, administration and construction, T&amp;C to demonstrate the Development completion in 2028 with design year in 2031.</p>	<p>A project programme prepared by the Project Architect is included in Annex D of the Updated TIA, which show project completion in 2028.</p>
TD(7)	<p>Table 4.5 - The Applicant should clarify the Area of Influence (AOI) for the assessment and should demonstrate that committed and planned development identified within the AOI have been adequately included in assessment.</p>	<p>Table 4.5 is renumbered to Table 4.4 in the Updated TIA.</p> <p>AOI of the Proposed Development for reconstruction of an existing single-family house is shown in Figure 1.1 of the Updated TIA, and is found to be sufficient in view the associated traffic generation is expected to be negligible.</p> <p>The committed and planned development identified and included in the assessment are located beyond the AOI, within about 2km radius from the Subject Site. Traffic generations of these identified developments are expected to bypass the AOI, and hence, included in the assessment. Table 4.6 of the Updated TIA presents the expected traffic generation of these identified developments.</p>

Item	Departmental Comments	The Applicant's Responses
TD(8)	Para. 4.8 - Please check the AM peak generation and attraction rates against the TPDM. It is appeared that the quoted figures are not tally with the TPDM.	Para. 4.8 and Table 4.4 are renumbered to Para. 4.10 and Table 4.6 respectively, and the typos are corrected.
TD(9)	Comments from Transport Operations (NT) Division /NTRO will be provided separately later.	Noted. Impact on public transport services associated with the Proposed Development is reviewed and included in Chapter 4 of the Updated TIA.

**2.7 Responses to Comments from Highways Department (HyD)**

Item	Departmental Comments	The Applicant's Responses
HyD(1)	<p>Please be advised that we have no comment on the pre-submission from highways maintenance point of view. Yet, the connection between the site access and the carriageway of Ting Yat Road which is a public road maintained by HyD is not clearly shown in the submission. I assume the applicant will submit the detailed design in a later stage and our comments will be provided upon receipt of the relevant design drawing.</p>	<p>Noted. Detail design of the access for the proposed development will be submitted in the General Building Plan submission.</p> <p>Nevertheless, the proposed access will connect to the Government land fronts the application site, of which is a common access also being used to serve the adjacent residential development at Lot 439 in DD399. The said Government land then connects with the eastern end of Ting Yat Road. Hence, the proposed access does not connect directly with the carriageway of Ting Yat Road. A photo showing the existing condition is provided below for reference.</p>  <p>The photograph includes the following labels:         <ul style="list-style-type: none"> <li>Existing Residential Development at Lot 439 in DD399 (yellow arrow)</li> <li>Existing Residential Development at Lot 439 in DD399 (red arrow)</li> <li>Existing Pedestrian Access of the Subject Site (Lot 453 in DD399) to become vehicular / pedestrian access (blue dashed line)</li> <li>Existing Access to/from Lot 461 in DD399 (yellow arrow)</li> <li>Existing Common Access for Lots 439 and 453 (black arrow)</li> <li>Limit of Eastern End of Ting Yat Road (black arrow)</li> <li>Carriageway of Ting Yat Road (black arrow)</li> </ul> </p> <p>The site plan diagram includes the following labels:         <ul style="list-style-type: none"> <li>DD399</li> <li>The Work 439/399</li> <li>Subject Site (Lot 453 in DD399)</li> <li>GLA-TD 381</li> <li>TING YAT ROAD</li> <li>Ramp</li> </ul> </p>



## 2.8 Responses to Comments from Environmental Protection Department (EPD)

Item	Departmental Comments	The Applicant's Responses
EPD(1)	<p>From AQ perspective</p> <p>Section 3.2.1: Please revise "fugitive dust impact" in line 1 to "fugitive dust and gaseous emissions" and delete the subtitle of "Fugitive Dust".</p>	<p>Noted and revised accordingly.</p>
EPD(2)	<p>Section 3.2.3: TSP is no longer a criterion under the updated EIAO-TM for assessment. Please remove this section.</p>	<p>Noted and context of <b>Section 3.2.3</b> removed accordingly.</p>
EPD(3)	<p>Sub-section title before Section 3.2.5: Please revise "Fugitive Dust" to "Construction Air Quality".</p>	<p>Noted and revised accordingly. (Section renumbered to <b>Section 3.2.4</b>)</p>
EPD(4)	<p>Section 3.2.6: Please revise "Fugitive dust" in line 1 to "Fugitive dust and gaseous emissions".</p>	<p>Noted and revised accordingly. (Section renumbered to <b>Section 3.2.5</b>)</p>
EPD(5)	<p>Please provide estimates for the amount of excavated materials to be handled, number of construction trucks and mechanical equipment to be used per time over the work site. Please identify any concurrent projects within 500 m from the project site boundary and address their cumulative air quality impacts.</p>	<p>Based on estimation by the engineer, there is 1,260 m<sup>3</sup> of estimated exaction material which will be delivered off-site. According to the tentative programme, construction period is planned from January 2027 to December 2028, i.e. 24 months. There is tentatively 12 months (Jan 2027 to Dec 2027) for tree removal, foundation and slope works. Based on 7m<sup>3</sup> per truck and 12 working hour per day, there will be less than 1 truck per time over the work site. <b>Section 3.2.4</b> is supplemented.</p> <p>Concurrent projects within 500 m from the project site boundary are identified and their cumulative air quality impact is addressed and supplemented in <b>Section 3.2.6 to Section 3.2.8</b>.</p>

Item	Departmental Comments	The Applicant's Responses
EPD(6)	Sub-section title before Section 3.2.7: Please revise "Fugitive Dust Emission" to "Fugitive Dust and Gaseous Emissions".	Noted and revised accordingly. (Section renumbered to <b>Section 3.2.9</b> )
EPD(7)	Section 3.2.7: <ul style="list-style-type: none"> <li>• Please revise "fugitive dust emission" in line 3 to "fugitive dust and gaseous emissions".</li> <li>• Please delete "dust" in line 1 and the second last line.</li> <li>• Please revise "dust reduction" to "control" in line 8.</li> </ul>	Noted and revised accordingly (Section renumbered to <b>Section 3.2.9</b> )
EPD(8)	Section 3.2.8: Please revise the first sentence to "To mitigate potential air quality impacts, all control measures recommended in..." and delete "dust" in line 3.	Noted and revised accordingly. (Section renumbered to <b>Section 3.2.10</b> )
EPD(9)	Section 3.2.9: Please consider including "Exempted NRMMS shall be avoided" as a mitigation measure.	Noted. Recommendation of the mitigation measure is supplemented in <b>Section 3.2.11</b> .
EPD(10)	Section 3.2.11: Please delete "dust" in line 1.	Noted and revised accordingly (Section renumbered to <b>Section 3.2.13</b> )
EPD(11)	Section 3.2.18: Please revise "emission of construction fugitive dust can be kept to an acceptable level" to "adverse air quality impact during the construction stage is not anticipated".	Noted and revised accordingly (Section renumbered to <b>Section 3.2.20</b> )
EPD(12)	Section 3.3.1: Please add "as confirmed by the Transport Department (Appendix 3.1)" after "Ting Yat Road" in line 3.	Noted and revised accordingly

Item	Departmental Comments	The Applicant's Responses
EPD(13)	Section 3.3.2: The last sentence stating that HKPSG requires a ">5 m" buffer distance for rural roads is factually incorrect. It is suggested that a ">10 m" buffer distance should be allowed for rural roads as a conservative approach, unless justifications (e.g. the traffic flow per time) can be provided to support classifying the concerned road as a local distributor or an endorsement from TD can be obtained.	Noted. Buffer distance of >10m from Castle Peak Road – Ting Kau Section (Rural Road) is allowed as a conservative approach.  <b>Section 3.3.2, Figure 3.1a to Figure 3.1c</b> are updated accordingly.
EPD(14)	Section 3.3.3: Please clarify whether the proposed development includes any other air-sensitive use (e.g. recreational uses in open space). If affirmative, the buffer distance shall not be measured from the road kerb to the <u>residential house</u> . Please supplement and show the recreational uses in open space in a map.	<b>Figure 3.1a to Figure 3.1c</b> are updated. The minimum buffer distance from the kerb side of Tuen Mun Road and Castle Peak Road to the application boundary are about 50m and 15m respectively. A part of private access (at the entrance from Ting Yat Road) on the western edge of application boundary is located within 5m buffer zone of Ting Yat Road. This area is solely used as private access, no air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area would be location within the buffer zone. The HKPSG recommended buffer distance requirements are fulfilled. <b>Section 3.3.3</b> is also revised.
EPD(15)	Section 3.3.5: Please show the potential location of fresh air intake in a map.	Please be clarified that the basement carport will be natural ventilated, and no fresh air intake would be provided in the proposed development. Design synopsis of carport is supplemented in <b>Appendix 3.4</b> .  <b>Section 3.3.5</b> is updated accordingly, and <b>Section 3.3.6</b> (discussion on ProPECC PN2/96) is removed.

Item	Departmental Comments	The Applicant's Responses
EPD(16)	<p>Section 3.3.7: Please clarify the meaning of "and also that the exhaust will be facing away from the nearest NSR (i.e. A01)" in lines 4-5. Please clarify the number of cars to be parked in the proposed carpark and show the location of the carpark exhaust outlet in a map. Please revise "to the proposed development" in the last sentence to "to any nearby ASRs including the proposed development".</p>	<p>Please be clarified that the basement carport will be natural ventilated on 3 sides, and no carport exhaust would be provided in the proposed development. There will be 4 car parking spaces and 1 motorcycle space.</p> <p><b>Section 3.3.5 and Section 3.3.6</b> are updated as follows:</p> <p>“3.3.5 The development will be natural ventilated, and no fresh air intake would be provided. The carport is located on the basement with 4 car parking spaces and 1 motorcycle space. It is naturally ventilated on 3 sides. No fresh air intake or exhaust is provided. Thus, no potential nuisance to any nearby ASRs including the proposed development due to carport ventilation exhaust is anticipated. The design synopsis regarding basement carport is extracted in <b>Appendix 3.4</b>.</p> <p>3.3.6 Ventilation exhaust of Electrical and Mechanical (E&amp;M) room should also be located and directed such that it will not cause a nuisance to occupants in the building or neighbouring buildings, or to the public. In view of minimum separation distance of 12m from the nearest ASR (i.e. A01, The Wonderland) to site boundary, nuisance to neighbourhood ASRs is not envisaged. Exhaust location is tentatively located on the northern façade directed towards northeast to minimize potential nuisance to any nearby ASRs including the proposed development”</p> <p><b>Section 3.6.2</b> is updated as follows:</p> <p>“A carport with 5 parking spaces will be naturally ventilated with no ventilation exhaust. There is no planned odourous nor gaseous emissions from the proposed ancillary plant rooms, ventilation exhaust will be directed away from nearby air sensitive receivers. No adverse air quality impact is anticipated”</p>

Item	Departmental Comments	The Applicant's Responses
EPD(17)	Section 3.4.1: An updated site survey is recommended to verify all the air and odor emission sources in the surrounding environment. Please be reminded that the applicant and their consultants are responsible for verifying the accuracy of the chimney data by their own site surveys. If the information regarding the industrial chimneys is later discovered to be incorrect, the assessment results presented in the planning application will be considered invalid.	Noted.  Updated site survey was carried out on 11 September 2024, no active chimney nor odour emission source identified within 200m from the subject site. <b>Section 3.4.1</b> is supplemented.
EPD(18)	Section 3.6.3: Please delete "In conclusion," in line 1.	Noted and revised accordingly
EPD(19)	Section 6.1.5: Please revise "No insurmountable" in line 3 to "No adverse".	Noted, <b>Section 6.1.5</b> is updated as follows: "A carport with 5 parking spaces will be naturally ventilated with no ventilation exhaust. There is no planned odourous nor gaseous emissions from the proposed ancillary plant rooms, ventilation exhaust will be directed away from nearby air sensitive receivers. No adverse air quality impact is anticipated"
EPD(20)	Figures 3.1a-c: Please add a remark to state that "no air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the buffer zones".	Noted and <b>Figures 3.1a-c</b> are supplemented accordingly.
EPD(21)	<u>From Noise perspective</u> Please supplement details such as noise model file and calculation spreadsheet for our review.	Noted and noise model is supplemented.

**2.9 Responses to Comments from Drainage Services Department (DSD)**

Item	Departmental Comments	The Applicant's Responses
DSD(1)	Please be reminded that the applicant has to demonstrate the drainage and sewerage impact of the proposal is acceptable.	<p>Minimum drainage and sewerage impact of the proposal has been provided in Section 4.7. It is understand that there will be no change in number of Flat (1 unit) and occupant after redevelopment of the proposed house for the family. Besides, as indicated in the Master Layout Plan, there's no facilities of substantial water consumption or sewage generation (e.g. swimming pool, jacuzzi, water fountains, etc) proposed . Therefore, there's <u>no increase</u> in sewage generation under the application.</p> <p>Sewage from the proposed redevelopment will be conveyed to existing public sewerage as of current arrangements. It is envisaged that terminal manhole shall be re-provided, via existing FMH4062142 near Ting Yat Road to the existing sewerage system. The sewage will then be conveyed to the existing downstream 225mm diameter sewer pipe (FWD4062040) towards sewage pump house at Ting Kau and ultimately to Sham Tseng Sewage Treatment Works. The design of future sewer connection shall be planned and implemented under the supervision of appropriately qualified and experienced professionals. The design of sewerage connection works shall be in accordance with DSD Sewerage Manual. The pipeline and manholes shall comply with the General Specifications and DSD standard drawings. With proper design and implementation of future sewerage connection, and that there's no increase in sewage generation, no insurmountable sewerage impact should be anticipated.</p> <p>Separate drainage plan submission shall be made to the BD during detailed design stage. Any drainage connection works or modifications works outside the development lot shall also be made to DSD for approval.</p>

## 2.10 Responses to Comments from Water Supplies Department (WSD)

Item	Departmental Comments	The Applicant's Responses
WSD(1)	<p>No excavation, drilling or filling shall be carried out within 60 metres on plan (attached) from the centre line of the WSD Tunnel as shown on the plan except:</p> <p>(a) Minor excavation works for lamp post pits, trial pits, trenches for utility laying etc. with depth of excavation less than 2 metres or with minimum clearance of 20 metres on plan from the tunnel;</p> <p>(b) Drilling that involves no blasting or heavy machinery inducing excessive vibration and with a minimum clearance of 20 metres on plan from the tunnel; and</p> <p>(c) Filling works inducing additional vertical and horizontal pressure of not more than 5% of the total overburden pressure on any tunnel.</p>	<p>Based on the as-built drawings, the level of the existing WSD tunnel near the proposed development is approximately +19.8mPD.</p> <p>Although the proposed development will involve excavation and drilling works within the tunnel reserve zone, in order to avoid any adverse impact on the WSD Tunnel, the geotechnical scheme is revised as shown in Appendix D of the GPRR. With the following considerations, the potential impact of the proposed development on the existing WSD Tunnel is relatively insignificant.</p> <p>a. The proposed development, which includes the construction of a car lift by excavating the existing ground, and the re-development of the residential building with same no. of levels, will not introduce additional loadings or increase the hydrostatic pressure to the WSD Tunnel.</p> <p>b. There is sufficient clearance (~7.7m) of more than two times the diameter of the tunnel, which is only 2 m in diameter, between the proposed structure (i.e., the proposed footing structure at +27.5 mPD) and the tunnel crown (at +19.8 mPD).</p> <p>c. Based on the available GI records, the rockhead level above the tunnel is relatively high, approximately +30mPD at the location of the proposed car lift. Hence, there is a significant rock cover above the tunnel, which is about 7.7 m. It is therefore considered that the proposed development will induce minimal impact to the tunnel.</p>

Item	Departmental Comments	The Applicant's Responses
		<p>d. The proposed construction method, without blasting or percussive piling method, will induce minimal vibration to the adjacent ground as well as the tunnel, which is located at about 11.2 m below ground.</p> <p>Practice Note "DSD PN No. 2/2017 - Assessment on the Effects of Construction Activities on Drainage and Sewage Tunnels and their Associated Structures", which is extracted in <b>the following page</b>, has been identified as an additional reference. It is considered that the proposed geotechnical works generally fulfil the requirements specified in the Practice Note.</p> <p>On the other hand, it shall be noted that after the WSD tunnel was completed back in 1950s, there were precedents that nearby developments were approved and constructed, for instance, the original development of La Casetta (1979), the Wonderland (1964), and the Lido Green (1976).</p> <p>Nevertheless, detailed impact assessment on the tunnel shall be carried out in the detailed design stage and construction stage based on more comprehensive geological information and geotechnical data. In addition, instrumentation monitoring shall be carried out during the construction stage to ensure the works would not affect the tunnel.</p>



boundaries of tunnel PZs of the DSD Tunnels are shown in the attached Plan Nos. HKWDT/01, HKWDT/02, KTTSDT/01, LCKDT/01, TWDT/01, NWNTST/01, NWNTST/02, THET/01, THET/02 and TKOST/01. Their detailed alignments shall refer to the drainage record plans kept by the respective District Division of DSD. DSD shall be consulted if there is any query concerning the alignments and/or the extents of the tunnel PZs of the DSD Tunnels.

- 3.2 Each proposal shall be assessed based on its individual technical merits and subject to the requirements as stipulated below.

### **Site Formation or Foundation Works**

- 3.3 Where construction works (including site formation, foundation works or excavation for basements, shafts, tunnels and the like) other than ground investigation are proposed within the tunnel PZs of the DSD Tunnels, the following requirements on the works and the effects of the works shall be followed:

- (a) Changes in vertical or horizontal pressure

The vertical or horizontal pressure on any structure in soil due to the proposed construction works (including filling and dewatering) and due to change of loads transmitted from foundations (including loads arising during construction) shall not be varied by more than 20kPa, or by 5% of the total overburden pressure for structures at depths greater than 20m, whichever is the greater. For structures in rock, where it is not possible to assess the change in ground pressure due to the above operations, the hydrostatic pressure shall not be increased or decreased by more than 50kPa.

- (b) Differential movement

Differential movement resulting from the works shall not produce final distortion in any structures exceeding 0.1% of internal diameter/width and the total movement in any structure shall not exceed 20mm in any plane.

- (c) Limits of peak particle velocities

The peak particle velocities induced to the DSD Tunnels resulting from blasting (where permitted) or from driving or extraction of piles or any similar operation which can induce vibration shall not exceed 25mm/sec for blasting and 15mm/sec for other operations.

- (d) Clearance from Structure

- i. No hole or excavation shall be sunk or excavated within a distance of 3m from any point of the DSD Tunnels without prior agreement by DSD for the works and the method to be employed.

- ii. No pile, foundation, borehole, well, soil nail, horizontal drain, rock bolt/dowel, part of a ground anchor and/or other geotechnical installation shall be driven or constructed within a distance of 3m from any point of the DSD Tunnels.
- 3.4 The project proponents shall submit proposals for monitoring the effects on the DSD Tunnels to DSD for agreement before commencement of works. Subsequent data together with the interpretation shall be submitted to DSD during construction until completion of the works or movement/ pressure change becomes steady after completion of the works, whenever is later. Where the proposed works or any part of the proposed works shall come within a distance of 10m from any point of the DSD Tunnels, the submission shall also include detailed method statements for constructing the proposed works and for monitoring the alignment/depth of the proposed works.

### **Ground Investigation Works**

- 3.5 Where ground investigations are proposed within the tunnel PZs of the DSD Tunnels, the project proponents are required to submit the following information to DSD.
- (a) Details of the exploration and locations of the proposed exploration holes, trial pits, trenches, field testing or instrumentations.
  - (b) Proposed depth of drillholes, pits, trenches, field testing or instrumentation.
  - (c) A method statement for sinking drillholes, excavating trial pits and trenches including back-filling, conducting field testing or installing instrumentation.
  - (d) A method statement for monitoring and checking the alignment and depth of drillholes when the minimum distance from a drillhole to any point of the DSD Tunnels is less than 10m in any plane.
- 3.6 Proposals will also be examined with reference to the following guidelines:
- (a) Clearance from structure  

No drillhole shall be sunk within a distance of 3m from any point of the DSD Tunnels.
  - (b) Changes in vertical or horizontal pressure  

The vertical and horizontal pressure on any structure in soil due to ground investigation works (including field testing like plate load test, pressure meter test, packer test or any operation) shall not be varied by more than 20kPa, or

## 2.11 Responses to Comments from Civil Engineering and Development Department (CEDD)

Item	Departmental Comments	The Applicant's Responses
CEDD(1)	<p>The GEO has the following comments on the Geotechnical Planning Review Report:</p> <p><b>Section 5.2.3 and Appendix A</b> – It is noted from the location plan that part of Feature no. 6SE-D/F178 falls within the site boundary. Please ask the Consultants to review and clarify if the feature would encroach onto the footprint of the proposed buildings and if any modification works of the slope feature will be required. In addition, Appendix A should be updated to clearly show the location of the man-made features and details of the proposed development including any site formation.</p>	<p>Noted. The location of the man-made features and details of the proposed development are now presented in the schematic layout plan in Appendix C.</p> <p>Although part of Feature no. 6SE-D/F178 falls within the site boundary, the slope feature is located outside the building boundary. It is considered that the proposed development will not affect the feature. Nevertheless, modification or upgrading works of the feature might be required if the existing stability of the feature is found to be below the current geotechnical standard in detailed design stage.</p>
CEDD(2)	<p><b>Figure 1 – Location Plan</b> – “SE-D/CR57” should read “6SE-D/CR47”. Please ask the Consultants to revise the typo.</p>	<p>Noted. The typo in Figure 1 is revised.</p>

## 2.12 Responses to Comments from Lands Department (LandsD)

Item	Departmental Comments	The Applicant's Responses
LandsD(1)	<p>1. The proposed house development contravenes the existing lease conditions. If the subject planning application is approved by the Town Planning Board, the lot owner is required to apply to Lands Department for a lease modification for the implementation of the proposed development. I must emphasize that the proposal will only be considered upon our receipt of a valid application from the lot owner. I would also advise that there is no guarantee that the lease modification application, if received by Lands Department, will be approved and this office reserves our comment on such. The lease modification application will be considered by Lands Department acting in the capacity as the landlord at its sole discretion. In the event that the lease modification application is approved, it will be subject to such terms and conditions as the Government shall deem fit to do so, including, among others, the payment of premium and administrative fee.</p>	<p>Noted.</p> <p>After the planning approval is given by the Board, the lot owner (the Applicant) will submit an application for lease modification to the Lands Department to facilitate the implementation of the proposed redevelopment at the application site.</p>
LandsD(2)	<p>2. There are four SIMAR slopes [i.e. 6SE-D/FR154(2), 6SE-D/F178(2), 6SE-D/C425(1) &amp; 6SE-D/C423(1)] maintained by Lands Department adjoining the Lot and would be affected by the proposed development for which comment of Lands Department should be consulted.</p>	<p>GEO of CEDD has been consulted.</p>

Item	Departmental Comments	The Applicant's Responses
LandsD(3)	3. The proposed development encroaches onto the ER waterworks reserve for Tai Lam Chung Supply Tunnel. The lot owner is advised to consult Water Supplies Department for the details of the waterworks reserve.	WSD has been consulted.
LandsD(4)	4. The subject Lot adjoins the Strategic Cavern Area No. 09 – Ting Kau for cavern development for which the comment of Civil Engineering and Development should be consulted for the proposed development.	CEDD has been consulted.
LandsD(5)	5. This office reserves our comments on the proposed schematic design which would only be examined in detail during the building plan submission stage upon completion of the lease modification. There is no guarantee that the schematic design as presently proposed in the subject planning application if reflected in future building plan submission(s) will be acceptable under lease.	Noted.