



DeSPACE (International) Limited

Date: 5th August 2024

Page(s): 17 + Attachments
BY HAND & EMAIL
(tpbpd@pland.gov.hk)

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Dear Sir/Madam,

**SECTION 16 APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)**

**APPLICATION FOR PERMISSION UNDER SECTION 16 TOWN PLANNING APPLICATION
FOR PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PERMITTED
FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL
CARE HOME(S) FOR THE ELDERLY) IN “RESIDENTIAL (GROUP A)” ZONE IN LOT NO.
3678 in D.D. 120, YUEN LONG, NEW TERRITORIES**

Town Planning Application No. A/YL/319 – Submission of Further Information (4)

References are made to the emails dated 14th June 2024, 27th June 2024, 3rd July 2024, 4th July 2024, 5th July 2024, 9th July 2024, 24th July 2024 and 25th July 2024 respectively from the Planning Department in relation to the opposing public comments and the technical comments from various departments. We would like to supersede the replies to the Urban Design & Landscape, Planning Department, which was the submission of Further Information (3) as at 10th July 2024.

In order to address the comments above, attached please find 4 copies of the response-to-comment table and the following attachments: -

- Attachment 1: Replacement of S16 Application Form (p. 9 and 16)
- Attachment 2: Replacement of Supplementary Planning Statement (p. 11 and Replacement of Appendix 2 (Drawing Nos. GBP001 and GBP002)
- Attachment 3: Landscape Proposal
- Attachment 4: Revised Sewerage Impact Assessment Report
- Attachment 5: Revised Traffic Impact Assessment Report
- Attachment 6: The Existing Condition Along the U-turn Arrangement of Yuen Long Pau Cheung Square
- Attachment 7: Highways Department’s Comments on the Location of Run-in/out
- Attachment 8: Submission of the Traffic Forecast Data to the Transport Department
- Attachment 9: Photomontages
- Attachment 10: Replacement of Revised Environmental Assessment Report

We should be most grateful if you notify us of any queries on the application for our corresponding action in due course.

Should there be any queries, please do not hesitate to contact Mr. Calton HEUNG at [REDACTED] or the undersigned at [REDACTED]

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED

Greg Lam



Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in “Residential (Group A)” Zone at Lot 3678 in D.D. 120, Yuen Long, New Territories (Application No. A/YL/319)

Departmental Comments (Email from Planning Department dated 14.6.2024, 27.6.2024, 3.7.2024, 4.7.2024, 5.7.2024, 9.7.2024, 24.7.2024 and 25.7.2024)

Departmental Comments	Response
<p><u>1. Chief Town Planner/Urban Design & Landscape (CTP/UD&L), Planning Department (14.6.2024)</u></p>	
<p>a) Item 4(b) and attachment 2 - according to the revised proposed streetscape plan, noting that large portion of the proposed paving area and the illustration of the existing trees at Fook Tak Sheet and Yuen Long Pau Cheung Square are located outside the application site boundary. In this connection, please provide a landscape proposal within the site boundary (instead of proposed streetscape plan) as required under the Guidance Notes for s.16 planning application in the submission and remove the proposed paving area and existing trees information located outside the application site boundary.</p>	<p>Please refer to the Landscape Proposal (Attachment 3).</p>
<p>b) Please indicate the location of the proposed vertical greening on the landscape plan.</p>	<p>Please find the location of the proposed vertical greening in Appendix 3 of the Landscape Proposal (Attachment 3), subject to detailed design stage.</p>
<p>c) The applicant should provide at-grade planting areas at the proposed paving area facing to</p>	<p>The proposed paving area is constrained by the congested site functions, to accommodate vehicle maneuverability, leaving insufficient space to</p>

<p>Yuen Long Pau Cheung Square, otherwise please provide reasonable justification.</p>	<p>provide an at-grade planting area. Please refer to a swept path analysis in Appendix 3 of the Landscape Proposal (Attachment 3). As such, greening for the site is provided in the form of vertical greening.</p>
<p><u>2. District Lands Officer/Yuen Long, Lands Department (27.6.2024)</u></p>	
<p>a) According to our desktop checking, the Application Site falls entirely within the private lot, Lot No. 3678 in D.D.120, which is governed by New Grant Nos. 380-387 dated 4.7.1995 ("the New Grant") and GN 364 of 1934 which restricts the lot to 2-storey development.</p>	<p>Noted. The Applicant will apply for lease modification or other relevant land application to seek permission for constructing more than 2-storey development.</p>
<p>b) The actual site area, site boundary and lease details and restrictions etc. of the Application Site involved will be subject to survey and further verification at the stage of lease modification, if applied.</p>	<p>Noted with thanks.</p>
<p>c) In the event that the planning application for the proposal is approved by Town Planning Board, the land owner is reminded that they should obtain the necessary policy support for the proposal and apply to LandsD for lease modification to implement the proposal. Every application submitted to LandsD will be considered on its own merits by LandsD at its absolute</p>	<p>Noted. The Applicant will obtain necessary policy support for the proposal and apply to LandsD for lease modification to implement the proposal.</p>

<p>discretion acting in its capacity as a landlord and there is no guarantee that the lease modification will eventually be approved by LandsD. If the application for lease modification is approved by LandsD, it will be subject to such terms and conditions as may be imposed by LandsD at its absolute discretion, including payment of premium and administrative fee.</p>	
<p>d) The applicant proposed to have car park provision and access to Yuen Long Pau Cheung Square. Comments from Transport Department/Highways Department shall be sought.</p>	<p>Noted. Comments will be sought from the Transport Department/Highways Department.</p>
<p><u>3. Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) (3.7.2024)</u></p>	
<p>a) The SIA report needs to meet the satisfaction of Environmental Protection Department, the planning authority of sewerage infrastructure.</p>	<p>Noted. The SIA report will seek the satisfaction of the Environmental Protection Department.</p>
<p>b) Section 3.4 - Pursuant to the Sewerage Manual (Part 1), the min. pipe size of a public sewer is DN 200. Please review the upgrading proposal.</p>	<p>The proposed pipe works for Pipe FWD1019560 and Pipe FWD1062247 will be upgraded to 200mm and 225mm respectively. Please refer to the replacement pages of the revised Sewerage Impact Assessment (SIA) report (Sections 3.4, 4 and Appendix 7 in Attachment 4).</p>

<p>c) Appendix 4 - Please double check the downstream pipe size of FMH1048046. Please provide photos to elaborate the existence and details of unknown manhole FMH-G01. Please ensure this manhole is connected to public sewers in downstream and upstream.</p>	<p>The diameter of the existing downstream pipe size of FMH1048046 is revised to 0.15. Please refer to the replacement page of the revised SIA Report (Appendix 7 in Attachment 4). Please note that manhole FMH-G01 has been removed in the revised SIA Report.</p>
<p>d) Appendix 8 - Please review the upgrading proposal of DN300 as both the upstream and downstream pipes are DN450.</p>	<p>The diameter of the pipes has been updated according to the Drainage Services Department's drainage record plans. Thus, the diameter for the upgrading proposal has been updated accordingly. Please refer to the replacement pages of the revised SIA Report (Sections 3.4, 4 and Appendix 7 in Attachment 4).</p>
<p>e) Appendix 8 - Please provide the hydraulic check of the proposed connection sewer.</p>	<p>Please find the hydraulic check of the proposed connection sewer in Appendix 7 of the revised SIA Report (Attachment 4). The proposed connection sewer will have sufficient capacity to cater to the sewage generated from the proposed site.</p>
<p>f) Appendix 8 - Please double check the ADWF column, in which the figures shown are not correct.</p>	<p>The figures for column "Accumulated ADWF" have been revised. Please refer to Appendix 7 in the revised SIA report (Attachment 4).</p>
<p>g) Appendix 4 - The drawing is illegible. Please provide a clear version for reference.</p>	<p>The approved drainage plan (BD reference no. 4/9020/21) has been removed from the revised SIA report (Attachment 4). The existing manholes and pipes are based on the Drainage Services Department's drainage record plan.</p>
<p>h) Please advise the proposed cover level of terminal manhole. Please be reminded that the cover</p>	<p>Please note that the proposed cover level of the terminal manhole will be subject to detailed design</p>

level(s) of terminal manhole(s) should be higher than that of the downstream public manhole(s).	and approval from the Drainage Services Department and other relevant departments.
<u>4. Director of Environmental Protection (DEP), Environmental Protection Department (4.7.2024)</u>	
Sewerage Impact Assessment Report	
a) Please state the downstream SPS & STW to which the proposed development will discharge its sewage.	The downstream SPS and STW will be Ping Shun Street Sewage Pumping Station and San Wai Sewage Treatment Works respectively. Please refer to Section 2.2 in the revised SIA report (Attachment 4).
b) Please refer to Drainage Services Department's drainage record plans for the existing manholes and pipes, especially those mentioned in Remarks (3) in Appendix 8.	The existing manholes and pipes have been revised according to the Drainage Services Department's drainage record plans. Please refer to the Appendix and the remark (3) in Appendix 7 in the revised SIA report (Attachment 4).
c) P. 3-4, Table 3.1 & Appendix 5 – Please include the sewage generated from the employees of clubhouse, kitchen/canteen for the RCHE and management office for residential unit, if any.	The sewage generated from the employees of clubhouse, kitchen/canteen for the RCHE and management office for residential unit have been incorporated into Table 3.1 and Appendix 4 in the revised SIA report (Attachment 4).
d) P. 3-4, Table 3.1 & Appendix 8 – Please check the material of the existing pipes and the ks value.	The material of the existing pipes and the ks value are revised in Table 3.1 and Appendix 7 in the revised SIA report (Attachment 4).
e) P. 6, paragraph 3.4 & P.7, paragraph 4 – The proposed upgrading works for the 2 pipes involved instead of 2 manholes should be stated, please revise.	Noted. The proposed upgrading works has been stated as pipes instead of manholes. Please refer to Section 3.4 on page 7 and Section 4 on page 8 of the revised SIA report (Attachment 4).

<p>f) Appendix 4 – Please provide a clear and readable plan for our comment.</p>	<p>The approved drainage plan (BD reference no. 4/9020/21) has been removed from the revised SIA report (Attachment 4). The existing manholes and pipes are based on the Drainage Services Department’s drainage record plan.</p>
<p>g) Appendix 8 – Please check and revise the column "ADWF" to "accumulated ADWF" to show the accumulated ADWF generated from all the catchments of the concerned pipes, instead of the ADWF generated from the site.</p>	<p>The column “ADWF” is revised to “Accumulated ADWF” in Appendix 7 of the revised SIA report (Attachment 4) to show the accumulated ADWF generated from all the catchments of the concerned pipes.</p>
<p>h) Appendix 8 – Please check the % of capacity.</p>	<p>The percentage of capacity was revised and was shown in Appendix 7 in the revised SIA report (Attachment 4).</p>
<p>i) Appendix 8 – Please clarify what (A) and (B) stand for in FWD1019560 (A) and FWD1019560 (B).</p>	<p>Pipes FWD1019560 (A) and FWD1019560 (B) have been revised to FWD1019560 in Appendix 7 in the revised SIA report (Attachment 4).</p>
<p>j) Appendix 8 – Please check the diameter of pipe FMH1018372-FMH1018371.</p>	<p>The existing diameters of Pipes FWD1019560 and FWD1062247 are revised from 0.45 to 0.15m, please refer to Appendix 7 in the revised SIA report (Attachment 4).</p>
<p><u>5. Assistant Commissioner for Transport/New Territories (AC for T/NT), Transport Department (4.7.2024)</u></p>	
<p>Car Lift Assessment</p>	
<p>a) Para. 2.4.3 & Table 2.3: Please provide the source of the rates for trip generation and attraction, and elaborate how to derive the “predicted” value. The unit of</p>	<p>The source of the rates for trip generation and attraction are mainly from our in-house survey. The locations include:</p> <ul style="list-style-type: none"> • 49 King Yip Street (Commercial use)

<p>arrival rate calculated is not the same as the unit of rates.</p>	<ul style="list-style-type: none"> • Salvation Army Kam Tin Residence for Senior Citizens at 103, Kam Tin Road (RCHE use) • Sol City 1 Ma Wang Road, Yuen Long, New Territories (Residential use) <p>To derive the “predicted” value, the formula is presented in the revised Traffic Impact Assessment report (Attachment 5).</p> <p>Furthermore, Table 2.3 of the revised TIA report (Attachment 5) is updated to present the units of trip rate/trips more clearly to avoid misunderstanding.</p>
<p>b) R-to-C (c) & Para. 2.4.4: The serving rate of 6.6veh/15min appears to be more suitable than the 7.110veh/15min adopted to represent the worst case scenario.</p>	<p>Assessment for both 7.110veh/15min and 6.595veh/15min are included in Para. 2.4.4 and Para. 2.4.9 in the revised TIA (Attachment 5) respectively for your reference.</p>
<p>Traffic Generation/Attraction</p>	
<p>c) Table 4.3 & Table 4.4: Please check with Planning Department whether all the adjacent developments are being considered. Please also provide the target completion year of developments, the growth factor should also be applied to those developments which will be completed before year of 2030.</p>	<p>All the adjacent developments are taken into account in the revised TIA report (Attachment 5), and their development parameters and target completion years have been consulted with the Planning Department.</p> <p>As shown in Table 4.4 of the revised TIA report (Attachment 5), all the OP years of those listed adjacent developments will be completed before 2030.</p> <p>It is noted that the growth factor is only applied to the background traffic because it represents the growth in the population and employment in the Area of Influence due to the new/redeveloped developments. Therefore, the growth factor should not be applied to those adjacent developments.</p> <p>The estimated trip generation and attraction of the adjacent developments are based on the trip rates listed in TPDM Vol.1 Appendix, Annex C, Table 1.</p>

	<p>These trip rates are based on the surveys on completed and mature developments which the trips are already stable and will not grow further. Therefore, the estimated trips of the adjacent developments (including the proposed development) are mature trips which will directly be added to the estimated background flows without growth factor applied.</p>
<p>d) Para. 4.5.2: Please provide the details of the referenced development and justify that they are comparable in terms of the scale, location, scope, etc. It is suggested to make reference to more similar developments.</p>	<p>The reference development is located at 103 Kam Tin Road, Yuen Long New Territories. There are public transport (including GMB and bus stops) along the Kam Tin Road where just within walkable distance. It provides 1 parking space and 1 light bus parking space. Furthermore, the proposed development provides 150 beds and includes 80 staffs. From all the above, the reference development is comparable to the proposed development.</p>
<p>e) Para. 4.4.2 & Figure 4.2: Please provide justification/assumption of the flow pattern of adjacent developments.</p>	<p>It is assumed that the traffic flow will go to other region by the shortest and convenient way. Therefore, the flow will mainly be the Yuen Long On Lok Road and the Long Yip Street.</p>
<p>f) Table 4.6: The unit of trip rate of shops and services is incorrect, please revise.</p>	<p>Noted and revised accordingly.</p>
<p>Planned Improvement Scheme</p>	
<p>g) R-to-C (o), Para. 4.7 & Figure 4.5: The proposed development works are not updated, please review.</p>	<p>Noted. It is confirmed that given the latest circumstances, the improvement works as stated in the previous submission will not be carried out, Figure 4.5 has been removed.</p>
<p>h) Para. 3.2.6 & Table 3.2: Some of lanes in Junction A could not be counted as full lane. Please take into account the flare lane effect.</p>	<p>Noted. The factor has been applied in the calculation and the assessment result has been revised accordingly in Table 3.2 of the revised TIA report (Attachment 5).</p>

i) Please include junction of Yuen Long On Lok Road and Yuen Long Tung Tai Street for assessment.	The junction of Yuen Long On Lok Road and Yuen Long Tung Tai Street is under the same controller of Junction A signalized roundabout which is assessed as a whole junction. Anyway, this junction is also assessed separately. The result is shown in Table 3.2 of the revised TIA report (Attachment 5).
Parking	
j) Table 3.5: Though the number of units is less than 75, please provide 4 visitor car parking spaces, please review.	Noted. 4 visitor car parking spaces have been incorporated in the latest layout plan. Please refer to Figures 2.4 and 2.5 of the revised TIA report (Attachment 5).
k) Table 3.5: The number of L/UL spaces for shops and services should be calculated as 2, please review.	Noted. 2 L/UL spaces for shops and services have been adopted in Table 3.5 in the revised TIA report (Attachment 5).
l) Para. 3.3.4: The provision of HGV as stipulated in HKPSG requirements is to suit the parking demand of proposed development. Please provide required parking spaces for HGV up to parking standard.	<p>HGV cannot be provided within the site due to the site constraint of the road outside the site.</p> <p>In reference to Figure 3.9, HGV cannot maneuver along the Yuen Long Pau Cheung Square, especially when there is frequent illegal parking along the road (Attachment 6). Deadlock will occur and vehicles will tail back to the junction of Yuen Long On Ning Road/ Yuen Long Pau Cheung Square.</p> <p>If the Yuen Pau Cheung Square is widened for improvement works, large spaces will be required to ensure the HGV to maneuver. The layout is shown in Figure 3.11 in the revised TIA report (Attachment 5). Large area of playground will be eliminated and falling of old trees will be required.</p>

	<p>This is very sensitive to local stakeholders and local consultation will be required. Strong objections from the local community will be expected. Hence, the proposed improvement works is not feasible.</p> <p>Instead of providing HGV, it is proposed to provide 1 additional LGV space to cater to the loading/unloading need.</p>
Pedestrian Impact Assessment	
m) Para. 6.1.3 & Para. 6.2.2: Please provide the exact date and time of survey in main text.	Noted. The exact date and time of the survey have been incorporated into Para. 6.1.3 and Para. 6.2.2 respectively in the revised TIA report (Attachment 5).
n) Please provide a table summarizing the estimated total pedestrian generation and attraction from the proposed development.	The estimated total pedestrian generation and attraction from the proposed development has been incorporated into Table 6.8 in the revised TIA report (Attachment 5).
o) Table 6.1 & Table 6.8: The reference clause of TPDM in Note (3) is incorrect, please review.	Noted and amended accordingly in Table 6.1 and Table 6.9 in the revised TIA report (Attachment 5).
Figures	
p) Figure 2.2: Please mark the dimensions of run-in/out.	Noted. The dimension of the run-in/ out is shown in Figure 2.2 in the revised TIA report (Attachment 5).
q) Figure 2.2: The location of run-in/out is close to the existing lamppost, please seek comment from Highways Department.	Please refer to the email from the Highways Department (HyD) as at 10 July 2024 (Attachment 7), HyD has no major comments on the proposed location of run-in/out and existing lamppost. The Applicant will ensure no disturbance, interference or damage to the public lighting facilities by the proposed works. The Applicant will

	also submit the lighting works proposal if there are any proposed modification works to the existing public lighting system or new lighting works involved in the project.
r) Figure 2.5: The disabled car parking space (no.7) should be located close to the passenger lift.	Noted. The disabled car parking has been located close to the passenger lift. The updated layout is provided and is shown in Figures 2.4 and 2.5 in the revised TIA report (Attachment 5).
s) Figure SP-01 to Figure SP-05: Please provide size and speed of test vehicle for swept path analysis.	Noted. Both vehicle size and speed have been provided and are shown in the legend box of Figures SP-01 – SP-05 in the revised TIA report (Attachment 5).
t) Please provide a development flow diagram.	Noted. The development flow diagram is shown in Figure 4.4 in the revised TIA report (Attachment 5).
u) R-to-C (k), Para. 3.3.4 & Figure SP-06: Noting 11m swept path analysis is failed, please propose improvement works to facilitate the access for 11m vehicles.	Please refer to item (l) of the RtoC table for the matters on HGV provision.
<u>9. Director of Environmental Protection (DEP), Environmental Protection Department (5.7.2024)</u>	
Noise Impact	
a) According to the EA report, the predicted maximum traffic noise level would comply with the noise criteria under HKPSG, and no adverse traffic noise impact is anticipated. In addition, the consultant has qualitatively conducted the fixed noise impact assessment that there is no insurmountable fixed noise	Noted with thanks. The traffic forecast data was revised and has been submitted to TD for their agreement, and will be attached once the confirmation from TD is available. The submission of the traffic forecast can be found in Attachment 8 .

<p>impact is anticipated. Given practicable and feasible noise mitigation measures could be available, from noise planning point of view, we have no objection to this planning application provided that there is mechanism, e.g. approval condition, to require the applicant to submit a proper NIA report to review, explore, demonstrate and implement noise mitigation measures for full compliance with the relevant noise criteria and requirements under HKPSG and NCO.</p> <p>Nevertheless, per the RtoC 7(b) on noise impacts, please document Transport Department (TD)'s agreement on the traffic forecast data in the report.</p>	
<p><u>10. Director of Social Welfare (DSW), Social Welfare Department (9.7.2024)</u></p>	
<p>a) As observed on the layout plan in Attachment 1 of FI(2), each bed of the RCHE located from 3/F to 7 /F is separated by partitions measuring approximately 1.5m tall, and some of the beds are not located at an area with direct view of a window. According to Paragraph 4.9.4 of Code of Practice for Residential Care Homes (Elderly Persons) (CoP), "Every room used for habitation</p>	<p>Noted. The Applicant will review the design and provide openable and prescribed windows for the dormitories to meet the requirements as set out in the Code of Practice for Residential Care Homes (Elderly Persons) after the planning stage.</p>

<p>or for the purposes of an office or kitchen in RCHEs shall be provided with adequate natural lighting and ventilation for compliance with sections 29, 30, 31, 32, and 33 of the Building (Planning) Regulations), (Cap.123F)..." The applicant is strongly advised to review the design and provide openable and prescribed windows for the dormitories for meeting the requirements as set out in the CoP.</p>	
<p>b) Referring to the layout plan in Attachment 1 of FI(2), the End-of-life (EOL) Care Room is not equipped with an attached toilet/shower room as shown in the layout plan of the 3/F, contrary to the applicant's reply in the R-to-C (Item 4(g)2, Page 12). Since the EOL Care Room is provided for rendering a holistic end-of-life care to the severely sick or terminally-ill service users, an attached toilet/shower room to the EOL Care Room is strongly suggested to cater for the caring need of the residents.</p>	<p>Noted. The Applicant will review the layout of the proposed RCHE and attach a toilet/shower room to the End-of-life Care Room after planning stage.</p>
<p><u>11. District Planning Officer/Tuen Mun and Yuen Long West (DPO/TM&YLW), Planning Department (24.7.2024)</u></p>	
<p>a) With respect to the revised photomontages, the photos seem to be distorted for showing the</p>	<p>Please refer to the revised photomontages in Attachment 9.</p>

<p>wider surrounding context of the Site. The applicant should avoid distorting the photo by showing the entire building block of the proposed development. The applicant should make reference to the “TPB PG-No. 41 - Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board” on photomontage and submissions from other similar applications in the vicinity.</p>	
<p><u>11. Director of Environmental Protection (DEP), Environmental Protection Department (25.7.2024)</u></p>	
<p>Air Quality Impact</p>	
<p>e) Table 2.4 – Please review the PATH data and check any discrepancy with the figures in the table and update as appropriate.</p>	<p>The PATH data is updated accordingly in the revised Environmental Assessment (EA) report (Attachment 10).</p>
<p>f) Section 2.5.4:</p> <p>i. Please "fugitive dust" in line 9 to "cumulative air quality" and "dust" in 2nd last line to "air quality".</p> <p>ii. Please delete “dust” in line 13.</p>	<p>The wording is revised accordingly in the revised EA report (Attachment 10).</p>
<p>g) Section 2.5.5:</p> <p>i. Please "fugitive dust" in line 9 to "cumulative air</p>	<p>The wordings are revised accordingly in the revised EA report (Attachment 10).</p>

<p>quality" and "dust" in 3rd last line to "air quality".</p> <p>iii. Please delete “dust” in line 12.</p>	
<p>h) Sections 2.5.6 and 2.7.1 – Suggest to delete “dust” in line 2.</p>	<p>The wordings are revised accordingly in the revised EA report (Attachment 10).</p>
<p>i) Section 2.6 – It is noted that there is a nullah within the 500m to the west of the Proposed Development, please advise the separation distance and evaluate if it will give rise to any odour impact. Please supplement in this section.</p>	<p>The potential odour issue is discussed in Section 2.6.7 in the revised EA report (Attachment 10).</p>
<p>j) Section 2.6.3 – Please delete "in" in line 6 and "stationary" in 2nd last line.</p>	<p>The wording is removed in Section 2.6.3 in the revised EA report (Attachment 10).</p>
<p>Land Contamination</p>	
<p>a) Table 6.1 – Enquiries and Responses on Land Contamination Related Records:</p> <p>i. Please supplement the date of the visit for checking the register of Chemical Waste Producers and provide correspondence, if available.</p> <p>ii. Please provide the reply letter from FSD in Appendix 6.1.</p>	<p>i) The date of visiting EPD office for Chemical Waste Producers register is supplemented in Table 6.1 in the revised EA report (Attachment 10).</p> <p>ii) The reply letter from FSD is supplemented in Appendix 6.1 in the revised EA report (Attachment 10).</p>

Public Comments (Email from Planning Department dated 24.7.2024)	
Public Comments	Response
<p>反對是項申請:</p> <ol style="list-style-type: none"> 1. 地盤打樁使元朗安樂樓多處跌石屎，完全未有賠償。 2. 安寧路一帶應整體發展，現增加密度，增加人流串流使地區進一步擠擁。 3. 元朗安寧路 5-17 號有嚴重污水渠問題，新地盤勢加重地區排污問題。 	<ol style="list-style-type: none"> 1. It is noted that the piling works on the site had been suspended. For the subject proposal, the future works will comply with relevant statutory and government requirements. 2. A TIA has been conducted for this planning application. The qualitative results of the pedestrian assessment reveal that the surrounding footpaths and pedestrian crossings will operate with ample reserved capacity in future. 3. The sewerage impact has been quantitatively assessed in the submitted SIA. With the proposed sewerage improvement works, no adverse sewerage impact is anticipated.