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Table | 1  
Response-to-Comments

**Section 12A Planning Application No. Y/NE-LYT/16**

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22.9.2023	Transport Department (TD)	<p><b>Comments from TENT:</b> <b><u>Traffic Impact Assessment Report</u></b> Table 4.1 and Table 4.2 – Please further substantiate the trip rates adopted which are suitable and conservative for the proposed development. Please provide supporting data for reference.</p>	<p>Please refer to <b>Enclosure 3</b> for the revised Traffic Impact Assessment.</p> <p>Further substantiations on the trip rates adopted are provided in Chapter 4 of the Revised TIA.</p>
		<p><b>Comments from TONT:</b> <b><u>Traffic Impact Assessment Report</u></b> Para. 2.22, 2.23 and Table 2.6 – Please advise if the population has taken into account all parameters of the planned housing developments in North District, especially the intensification of FLN and KTN NDA.</p>	<p>Please refer to <b>Enclosure 3</b> for the revised Traffic Impact Assessment.</p> <p>The population data presented in Table 2.6 of the Revised TIA is referenced to the latest “2019-based Territorial Population and Employment Data Matrix” for Northeast New Territories published by the Planning Department available on its website: <a href="https://www.pland.gov.hk/pland_en/resources/info_serv/statistic/tpe dm19.html">https://www.pland.gov.hk/pland_en/resources/info_serv/statistic/tpe dm19.html</a></p>
		<p><b>Table 2.8 and Table 2.9 –</b></p> <p>Ø Apart from presenting the overall situation. Please present the figure by route number so as to facilitate our review on the availability of public transport services.</p> <p>Ø Taking into account the latest government policy on</p>	<p>Table 2.8 and Table 2.9 have been revised to present the information by route number.</p>

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		<p>promoting the use of electric / new energy buses, it is foreseeable by the completion time of the proposed development; the bus fleet would be gradually replaced by these new buses, of which their carrying capacity is lower than the existing buses. Similar to other studies, the carrying capacity of a franchised bus should be 120 for assessment in the TIA in order to reflect the above-mentioned government policy. In addition, in accordance with relevant guidelines on service improvement in bus route planning programme, if the occupancy rate of any bus route reaches 75% during any one hour, frequency enhancement shall be considered. In this regard, the carrying capacity of 90 (i.e. <math>120 \times 0.75</math>) should be adopted in your assessment.</p>	<p>In addition, the carrying capacity of double-decker bus is also revised to become 90 passengers per vehicle. Please refer to the Revised TIA.</p>
		<p><b>Para. 2.28, 2.29, 4.22, Table 2.10 and Table 4.7–</b> Please also seek comments from Railway Monitor Division of TD for railway service related matters.</p>	<p>Noted.</p>
		<p><b>Table 4.3 –</b> While we noted that PlanD’s comments have been sought, it seems that some of the new developments are found missing in the list concerned. For instance, Fanling Area 48, Tong Hang, etc., which we mentioned in the last round of comments, were not incorporated.</p>	<p>It is opined that Table 4.3 of the Revised TIA included a comprehensive list of other new developments identified within the AOI and the surrounding area, e.g. the Fanling North NDA, and various public housing developments (including Fanling Area 48) etc.</p>

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		<p><b>Para. 4.17 to 4.25 and Table 4.7 –</b></p> <p>Similar to other studies, instead of making use of the data from Population By-census 2016, you should make use of the latest mode share from Population By-census 2021 (Table B203 and C204) to conduct assessment in order to better reflect the latest situation. Suitable adjustments should be made by taking into account the geographical location of the proposed development, type of housing development, etc, when estimating the mode share of transport services. You should provide a detailed breakdown of each transport mode for our information and review.</p>	<p>The relevant estimation on mode of transport to be associated with by the Proposed Development have been updated to in reference with the latest Population By-census 2021 (Table B203 and C204), and adjusted to take into account geographical location of the Proposed Development, such as access to public transport services and other nearby developments etc. The detailed breakdown is presented in Paragraphs 4.21 to 4.22 of the Revised TIA.</p>
		<p><b>Para. 4.19 to 4.21 and Table 4.8 –</b></p> <p>We disagree with your conclusion in para. 4.20 that the existing local road-based public transport services from / to Fanling or Sheung Shui Station is sufficient. You should conduct further analysis regarding the passenger split to / from Fanling / Shung Shui based on the survey results of different feeder services, instead of simply comparing the overall surplus capacity and aggregated passenger demand arising from the proposed development. In addition, it is noted that the occupancy of existing services has already reached above 70%. As mentioned in the above comments, frequency enhancement or introduction of new service should be considered when the hourly occupancy rate of any bus route reaches 75%. Therefore, we disagree with your conclusion in this section.</p>	<p>A comprehensive plan on public transport services associated with the Proposed Development is included in Paragraphs 4.23 to 4.36 of the Revised TIA, which includes review on new feeder service to MTR Station, and enhancements to existing local and regional bus routes. Please refer to the Revised TIA for detail.</p>

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		<p><b>Para. 4.23 to 4.25 and Table 4.9 –</b> Similar to the comments above, you should conduct further analysis regarding the passenger split to / from different destinations based on the survey results of different long-haul routes, instead of simply comparing the overall surplus capacity and aggregated passenger demand arising from the proposed development.</p>	<p>A comprehensive plan on public transport services associated with the Proposed Development is included in Paragraphs 4.23 to 4.36 of the Revised TIA, which includes review on new feeder service to MTR Station, and enhancements to existing local and regional bus routes. Please refer to the Revised TIA for detail.</p>
		<p><b>Addition comments to Para. 4.17 to 4.25 –</b> Instead of simply reviewing the availability of existing PT services, you should also conduct analysis on the availability of PT facilities, such as spaces for bus pick-up/ drop-off, passenger queuing spaces, etc. According your preliminary estimation on passenger demand (based on 2016 Population-by-Census) which needs to be further revised to address our comments above, it is noted that there will be about 1,500 passengers during the peakiest one hour. Please demonstrate how the existing passenger facilities could accommodate these 1,500 passengers, if no public transport terminus will be provided in the boundary of the proposed development.</p>	<p>Chapter 4 of the Revised TIA is referred. The Proposed Development will provide a 26m long layby to serve as bus terminus for the new feeder service to and from Kwu Tung MTR Station.</p> <p>The analyses on the passenger queuing area of the proposed bus terminus within the Proposed Development, and the existing bus laybys at Sha Tau Kok Road considered in the Revised TIA, found that the new and existing facilities have capacity to cope with the expected passenger demand associated with the Proposed Development.</p>
		<p><b><u>Supporting Planning Statement</u></b> <b>General comments</b> - The supporting planning statement should be further revised by taking into account the above comments in the TIA Report.</p>	<p>Noted.</p>

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29.9.2023	Antiquities and Monuments Office (AMO)	<p>Section 5.11.1</p> <p>(1) Although there is a buffer distance of about 10m between SAI and the proposed development, please still provide the works details near the SAI, such as the construction of emergency vehicular access (EVA) and the triangular area between the EVA and Dao Yang Road; and confirm there would be no disturbance to the SAI.</p>	<p>While it is reiterated that no building works or constructions of the proposed development would be erected on the SAI, and the small portion of application site encroaching the SAI will remain as existing public road without any additional building or construction works. Please be advised that the 10m buffer distance between the SAI and the proposed development will be utilized for the EVA, landscape area, loading and unloading bay, and bicycle parking area as shown in the Master Layout Plan. The buffer area is already paved and currently used as maneuvering and planting area. Only minor furnishing works are required for constructing the proposed EVA, landscaping, parking and L/UL area. The construction works will ensure no disturbance to the adjacent SAI.</p> <p>Regarding the triangular area between the EVA and Dao Yang Road, four trees will be transplanted onto the area, and landscape treatment will be implemented. It is also confirmed that there would be no disturbance to the SAI.</p> <p>The applicant is committed to maintaining the encroached area to preserve its existing use. Furthermore, the applicant is willing to allow access to staff from the AMO at any time for investigation and</p>

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			inspection purposes. Any necessary follow-up actions as determined by the AMO will be undertaken.
		Section 5.11.2 (2) Please cite the source of the “previous Archaeological Review Report” quoted in this section.	Noted. Please refer to <b>Enclosure 1</b> , section 5.11.
		(3) Please provide a plan to show the assessment area and archaeological works conducted of the “previous Archaeological Review”, the subject application site, and Queen’s Hill SAI.	Noted. Please see <b>Illustration 7</b> for the assessment areas of the archeological study.
		(4) The 2nd and 3rd sentences mentioned the “previous Archaeological Review Report” concluded the structures surrounding Queen’s Hill SAI with no distinct architectural merits or values, and some of them have already been demolished, demonstrating that their relatively low historical importance. Apart from the architectural structures, please also supplement with an evaluation on the archaeological impact to the SAI, if any, and recommend appropriate measure(s) with reference to the findings and recommendations of the previous archaeological review.	As all the three stages of the aforesaid CEDD’s archaeological review have identified no archaeological material nor cultural layer, it is believed that the archaeological potential within the study area is small. Besides, considering the small portion of the application site encroaching the SAI and there will be no buildings works/constructions erected on the SAI, the proposed development is unlikely to damage valuable antiquities. Given the application site is located at the fringe of the previous assessment areas, it is believed that the findings from the study are also applicable to the current application and the proposed development is considered unlikely to have significant impact on the SAI.
		(5) Please make reference to the archaeological report, “古物古蹟辦事處：《粉嶺皇后山考古調查報告》· 2000年” , and supplement the findings and suggestions for the area between Ma Liu Shui San	According to the archaeological report conducted by AMO in 1999 for facilitating the drainage channel works at Ma Liu Shui Sun Tsuen, no archaeological relics were identified in the surveyed area. Hence,

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		<p>Tsuen and Queen’s Hill, which are within Queen’s Hill SAI as the application site is close to the SAI.</p>	<p>no mitigation measure was suggested in the report. Another AMO’s field survey in 2001 surrounding the Queen’s Hill Camp also reflected that no archaeological material was found in the area. The survey suggested further archaeological investigation by future project proponent if potential development fall within the identified area.</p>
		<p>Section 5.11.4 and Illustration 6-III (6) Regarding the “areas / villages with archaeological potential”, please clarify whether they are archaeological resources identified by the archaeological study/ survey. If negative, revise this section and the legend of the plan where appropriate.</p>	<p>Section 5.11.4 and Illustration 6-III are removed to avoid confusion.</p>
		<p>Section 5.11.5 (7) Pursuant to the Antiquities and Monuments Ordinance (Section 11(1), Cap.53), “Any person who discovers, or knows of the discovery of an antiquity or supposed antiquity shall forthwith report the discovery to the Authority or to a designated person”. The reporting of discovery of antiquities / supposed antiquities should not be confined to 50m of Queen’s Hill SAI. Please revise.</p>	<p>Noted. The 50m buffer is referred to recommendations made in the Infrastructures for Housing Development at Queen’s Hill – Feasibility Study, which suggested that AMO should be informed in case of discovery of antiquities or supposed antiquities in the course of excavation works in proposed works falling within 50 meters from the SAI boundary. Nonetheless, the applicant is willing to promptly report any discovery of antiquities or supposed antiquities to AMO during the whole span of the proposed development.</p>



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6.10.2023	Lands Department (LandsD)	<p><u>For the 1<sup>st</sup> Further Information</u></p> <p>i. Given it aims at addressing comment from departments other than LandsD, this office has no particular comments.</p> <p><u>For the 2<sup>nd</sup> Further Information</u></p> <p>ii. It is noted that the applicant proposed to provide a footpath with a minimum width of 1.6m for access to and from Lot No. 782 RP in D.D.83 (“the Access”). The Access should be uninterrupted and free of charge at all times. The alignment and width of the Access should also be clearly delineated on the Master Layout Plan. PlanD should impose suitable planning conditions for the implementation of the Master Layout Plan including the provision, management, and maintenance of the Access.</p> <p>iii. Please request the applicant to confirm whether a public pedestrian and vehicular (including emergency vehicles) access road(s) will be provided within the application site connecting the existing local track, Hai Wing Road and Sha Tau Kok Road – Lung Yeuk Tau and advise its absolute or minimum width which should not derive the development rights of the adjoining lots. The public access road(s) to be provided by the applicant shall be uninterrupted and free of charge and its./their alignment and width should be clearly delineated on the Master</p>	<p>Noted.</p> <p>Noted. The proposed pedestrian footpath with a minimum width of 1.6m for access to and from Lot No. 782 RP would be uninterrupted and free of charge at all times (please refer to <b>Illustration 4</b>), and detailed alignment and implementation conditions will be subject to further liaison with Lands Department during the land exchange stage.</p> <p>It is clarified that the existing public pedestrian access with a minimum width of 1.6m would be maintained (<b>Illustration 4 refers</b>), the detailed alignment and implementation conditions will be subject to further liaison with Lands Department during the land exchange stage.</p>

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		Layout Plan. PlanD should impose suitable planning conditions for the implementation of the Master Layout Plan. PlanD should impose suitable planning conditions for the implementation of the Master Layout Plan including the provision, management, and maintenance of the public access road(s).	
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10.10.2023	Environmental Protection Department (EPD)	1. Please highlight the changes in next submission for ease of checking.	Noted.
		<p><b>Environmental Assessment Report</b></p> <p><u>Air Quality Perspective</u></p> <p>2. Table 2-4 Please check all the data for SO2 and NO2.</p> <p>3. Table 2-5 Please check the data for 4th highest 10-min SO2 in both grids.</p> <p>4. Section 2.4.8 Please provide justifications (e.g. making reference to TPDM) for adopting the buffer distance requirement for local distributor for Sha Tau Kok Road (Lung Yeuk Tau).</p> <p>5. Section 2.4.12</p>	<p>Please refer to <b>Enclosure 4</b> for the revised Environment Assessment.</p> <p>2. The SO2 and NO2 data in Table 2-4 has been switched.</p> <p>3. The 10-minute resolution SO2 concentration data is estimated from the 1-hour resolution Path output by assuming a stability class of A and conversion factor of 2.45 (very unstable) in accordance to Guidelines on the Estimation of 10-minute Average SO2 Concentration for Air Quality Assessment in Hong Kong. The Table 2-5 has been revised.</p> <p>4. Sha Tau Kok Road should be classified as primary distributor. A buffer distance of 20m is adopted in Section 2.4.8.</p> <p>5. Temperature, humidity and wind data of Ta Kwu Ling Station has been added.</p>

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		<p>Please supplement the details of the site visits, e.g. time, temperature, route.</p> <p>6. Sections 2.4.15 to 2.4.17 Please discuss whether the design of the sewage treatment plant will follow “Guidelines for the Design of Small Sewage Treatment Plants”. Please also specify the odour removal efficiency of the deodourizing unit.</p> <p>7. Figure 2-2 Please show the location of the ASRs in this figure in order to confirm that no ASRs would fall within the buffer areas.</p>	<p>6. The design of the STP will not follow that guideline because its serving population has exceeded 10,000. The removal efficiency is proposed to be 80%.</p> <p>7. Figure 2-2 has been revised.</p>
		<p><u>Water Quality Perspective</u></p> <p>8. Section 4 Please indicate the water control zone that the Project falls within, and supplement information of baseline water quality in the area with reference to EPD Annual Reports on e.g. river water quality.</p> <p>9. Table 4-1 (a) Please provide the nearest approx. distance of the water sensitive receivers (WSRs) to the Site.</p>	<p>8. Water Quality Objectives for Deep Bay Water Control Zone Indus Subzone has been added in Table 4-1.</p> <p>9. The distant has been added in Table 4-2. That watercourse should be part of W5. To avoid confusion, it is now counted as another water sensitive receiver.</p>

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	<p>(b) Please clarify whether the watercourse above W5 in Figure 4-1 is considered as WSR.</p> <p>10. Sections 4.3.3 to 4.3.5 Please evaluate the water quality impacts associated with accidental spillage of chemicals during construction phase, and provide relevant mitigation measures as appropriate under Section 4.4.</p> <p>11. Sections 4.3.6 to 4.3.8 Please evaluate the water quality impacts associated with surface run-off (including potential application of fertilisers and pesticides at the landscaping area indicated in Figure 3-1 of the SIA Report) during operation phase, and provide relevant mitigation measures as appropriate under Section 4.4.</p> <p>12. Sections 4.3.6, 4.3.7, 4.4.4 and 4.5.3 With reference to Section 2.1.1 of the SIA Report, please review these sections concerning connections to public foul sewers/public sewerage/municipal sewerage system, given that there is no available capacity in the existing sewerage system to cope with the sewage generated from the proposed development.</p> <p>13. Section 4.4.2</p>	<p>10. Impact of accidental spilled chemicals is discussed in Section 4.3.6.</p> <p>11. Water quality impact related to surface runoff is described at Section 4.3.7. Corresponding mitigation measures is discussed at the last bullet point in Section 4.4.3.</p> <p>12. These sections has been deleted as they are no longer relevant.</p> <p>13. Section 4.4.2 has been revised as suggested.</p>
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		Please consider to revise as “...by a <del>special</del> licensed contractor.”	
		<p><u>Waste Management and Land Contamination Perspective</u></p> <p>14. Response-to-Comment (15) – Section 5.1 The previous comments have not been duly addressed. The Consultant is advised to review and incorporate all relevant Ordinances, Regulations, Guidelines, and Technical Circulars on waste management for this Project. For instance, (i) WBTC No. 2/93 Public Dumps; (ii) WBTC No. 2 /93B Public Filling Facilities; (iii) WBTC No.12/2000 Fill Management; and (iv) Hong Kong Planning Standards and Guidelines (2021).</p> <p>15. Section 5.3.1 Asbestos-containing materials (ACM) shall be considered a potential waste type during the construction phase. Please review and update as appropriate.</p> <p>16. Section 5.3.3 (a) Please clarify the meaning and extent of re-profiling works. (b) The Consultant is advised to review whether soil excavation shall be considered the major source of inert C&amp;D materials instead.</p> <p>17. Section 5.3.4</p>	<p>14. These guidelines has been added in Section 5.1.1.</p> <p>15. Updated as suggested in Section 5.3.1.</p> <p>16. Re profiling refers to demolition and site formation. Section 5.3.3 has been revised to removing the confusing “re-profiling” wording.</p> <p>17. USEPA estimation method does not provide the estimation on waste volume.</p>

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		<p>Please provide the estimated waste volume generated from building demolition.</p> <p>18. Table 5-1</p> <p>(a) Footnote [3] states that the GFA of existing buildings is estimated on the topographical maps. The Consultant shall graphically present the locations of these buildings and provide the site area, floor height, and number of floors for further review and vetting.</p> <p>(b) Please clarify whether footnote [2] represents the approximate generation rates for non-residential buildings instead of residential ones.</p> <p>(c) Please clearly define the conversion values “0.4536kg/lb” and “10.76ft<sup>2</sup>/m<sup>2</sup>” in footnotes [1] and [2].</p> <p>(d) Please tally the decimal place and presentation format under the column of “Waste Quantity”.</p> <p>19. Section 5.3</p> <p>(a) For clarity and consistency, the Consultant is advised to present both the waste volume (in m<sup>3</sup>) and quantity (in tonnes) for each type of waste and material.</p>	<p>18. The information will be provided once available. At current stage, the planning applicant does not own the whole site area, the detailed information about the existing building on site is currently inaccessible. Besides, the warehouses can be confirmed to be single story. Footnote 2 has been revised. The conversion factor converts imperial units to international units. The last column has been revised.</p> <p>19. The elaboration on excavated soil estimation is provided in Section 5.3.12 and table 5-2.</p>
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		<p>(b) The Consultant shall briefly elaborate on the estimation of inert C&amp;D materials generated from soil excavation.</p> <p>(c) The Consultant shall note that, without the recommendation of good site practices and mitigation measures, identification and evaluation of waste management implications could not conclude that no adverse waste impacts from the handling, transportation, and disposal of wastes/material. Please review and update Sections 5.3.16, 5.3.24, 5.3.30 and 5.3.35 as appropriate.</p> <p>(d) Please revise the sub-title “Other Chemical Waste” to “Chemical Waste”.</p> <p>(e) The Consultant shall clarify whether chemical waste is anticipated during the operation phase. Subject to operational needs, if chemical waste is to be produced, the property management company should register with EPD as a chemical waste producer as appropriate in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.</p> <p>(f) According to Section 1.3, a sewage treatment plant will be constructed within the Project Site. Please review whether chemicals</p>	<p>These are conclusion. The mitigation measures are provided in section 5.3.15, 5.3.16, 5.3.23, an 5.3.24, 5.3.32, and 5.3.33.</p> <p>The title has been revised.</p> <p>The waste from STP is discussed in Section 5.3.13. The property management team will register as chemical waste producer.</p> <p>Yes. There will be chemical and sludge. Subsequent mitigation measures will be applied. Please refer to the revised EA.</p>
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		<p>will be applied and wastewater sludge will be generated during the operation phase.</p> <p>20. Section 5.3.6</p> <p>(a) Appendix 1 of the Supporting Planning Statement was not enclosed in this submission. Please supplement all relevant information in the subsequent submission.</p> <p>(b) Please graphically indicate the site areas that require deep excavation and provide the vertical extent of the soil excavation works.</p> <p>21. Response-to-Comment (18) - Section 5.3.8 and Appendix F</p> <p>(a) Inconsistency in the waste index for “Government Housing Projects” is spotted between Section 5.3.8 and Appendix F, please review and update as appropriate.</p> <p>(b) According to page 4 of Appendix F, it is stated that the generation rate of construction waste is in the range of 0.125m<sup>3</sup> to 0.175m<sup>3</sup>. Nevertheless, among the three building categories, the smallest waste index equals to 0.175m<sup>3</sup>/m<sup>2</sup>, please clarify whether there are other waste indexes available from the reference source that could more representatively define the generation rate for non-domestic uses and sewage treatment plant as stated in Section 1.3.</p>	<p>20. It is presented in Appendix 2.</p> <p>21.(a) The waste index of government housing index has been changed to 0.175m<sup>3</sup>/m<sup>2</sup> GFA to align with Appendix F.</p> <p>(b) the range of 0.125m<sup>3</sup>-0.175m<sup>3</sup> seems to be current the updated one.</p>
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	<p>22. Response-to-Comment (19) - Sections 5.3.10, 5.3.19 and 5.3.20</p> <p>(a) The Consultant shall note that (i) some of the construction activities would generate more inert C&amp;D materials / non-inert C&amp;D materials; and (ii) some inert C&amp;D materials were re-used in the same development project or disposed of at sorting facilities (excluded in the preparation of waste statistics). The current practice (i.e., assuming 93% of construction wastes are inert C&amp;D materials) may not accurately reflect the corresponding portions of inert / non-inert C&amp;D materials generated from infrastructural works. The Consultant shall review whether the estimation approach would lead to overestimation or underestimation, and update as appropriate.</p> <p>(b) The Consultant shall clarify whether inert C&amp;D materials that were re-used on-site are covered in the waste statistics compilation in Plate 2.12 of Monitoring of Solid Waste in Hong Kong – Waste Statistics for 2021.</p> <p>23. Response-to-Comment (20) - Section 5.3.11 Please clarify whether the GFA for the basement levels (i.e., 3 storeys in total) and the sewage treatment plant has been incorporated in the calculation.</p> <p>24. Section 5.3.12</p>	<p>22. Noted. The 93% used in the section is the most updated number from the government reporting. However, if there is any further updated information before the construction stage, an updated figure should be systematically applied by the project team for better accuracy.</p> <p>(b) Yes.</p> <p>23. They are excluded from the GFA calculation.</p> <p>24. Section 5.3.12 has been revised.</p>
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		<p>Please revise the paragraph as follows:</p> <p>“The total estimated inert C&amp;D material generated during construction is summarized in Table 5-2: <del>Total Estimated Inert C&amp;D Materials Generated During Construction.</del>”</p> <p>25. Response-to-Comment (21) - Table 5-2</p> <p>(a) The footnote is confusing, please clarify whether it refers to the assumed density of waste material generated from building demolition, paving, soil excavation, and building waste instead.</p> <p>(b) According to the previously approved EIA Report of Hong Kong - Zhuhai - Macao Bridge Hong Kong Boundary Crossing Facilities (AEIAR-145/2019), different soil and rock materials densities were adopted. Applying 1.8 tonnes/m<sup>3</sup> as a universal conversion factor in this Project may not be appropriate. The Consultant is advised to review and update the figures in this chapter as appropriate.</p> <p>26. Section 5.3.13</p> <p>The first sentence of Section 5.3.13 “As such, the inert C&amp;D materials may be generated from the site clearance and formation works which is expected to last for about 6 months” is confusing and incomplete, please review and update the paragraph as appropriate.</p>	<p>25. The density of 1.8 tonne/cubic is not used as an universal conversion factor. However, it is the most updated factor that can be tentatively applied.</p> <p>26. This sentence has been rewritten.</p>
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	<p>27. Response-to-Comment (22) - Section 5.3.14</p> <p>(a) Please briefly elaborate on the rationale for the 10% recovery rate assumption for inert C&amp;D materials.</p> <p>(b) Please clarify the difference between (i) off-site reuse/recycle of inert C&amp;D materials and (ii) disposal at designated Public Fill Reception Facilities, and briefly elaborate on the arrangement for off-site reuse/recycling.</p> <p>(c) Previous comment has not been duly addressed. To assess the impacts on the capacity of waste collection, transfer, and disposal facilities, the Consultant shall review the transportation arrangement for disposal of inert C&amp;D materials, such as the maximum number of dump trucks required daily.</p> <p>28. Response-to-Comment (21) - Section 5.3.15</p> <p>(a) Please refer to the latest edition of CEDD's Project Administrative Handbook for Civil Engineering Works.</p> <p>(b) Please specify the definition of “C&amp;DMMP”.</p> <p>29. Response-to-Comment (23) - Section 5.3.16</p> <p>The Consultant is advised to individually elaborate on the appropriate design, general layout, construction methods, and programme considered in this Project for minimizing the generation of public fill/inert C&amp;D materials and maximizing the use of public fill/inert C&amp;D materials for other construction works.</p>	<p>27. (a) Actually, 10% recovery rate represents the target of project team to be achieved. All strategies including flexible construction methodology, waste sorting and management plan should be detailed and consolidated in the environmental management plan at the construction stage.</p> <p>(b) the off-site reuse and recycling means reuse and recycle in other projects. The disposal at designated Public Fill Reception Facilities is the arrangement at the last resort after exploring off-site reuse/recycling (in other projects).</p> <p>The transportation arrangement based on the maximum number of dump truck required daily has been provided in the revised Section 5.3.15.</p> <p>28. The sentence in Section 5.3.13 has been revised. Justification is given in Section 5.3.18. 28. The PAH edition has been changed to 5.3.15, the definition of C&amp;DMMP is Construction and Demolition Materials Management Plan, this has been added to Section 5.3.15.</p> <p>29. In addition to waste mitigation measures proposed in the report, all strategies in terms of construction method, general layout, on site sorting etc., should be provided in detail in the project environmental management plan in the project team in the construction stage.</p>
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		<p>30. Section 5.3.18</p> <p>(a) The Consultant shall graphically present the location and extent of the singlestorey temporary structures and provide the site area for further review and vetting.</p> <p>(b) Please review whether adopting the same generation rate for buildings in different materials (i.e., concrete and metal plates) is appropriate.</p> <p>31. Response-to-Comment (24) - Section 5.3.21</p> <p>The previously approved EIA Report of Hong Kong - Zhuhai - Macao Bridge Hong Kong Boundary Crossing Facilities (AEIAR-145/2019) does not state that the density of 1.0 tonnes/m<sup>3</sup> was assumed in the assessment and evaluation. The Consultant is advised to provide accurate reference sources and review the entire submission thoroughly.</p> <p>32. Section 5.3.22</p> <p>Given that the Project site is predominantly rural with ground trees and vegetation, a significant amount of non-inert C&amp;D materials, such as timber and woody materials, are anticipated during site clearance. The Consultant is advised to review whether such materials will be sent to the Yard Waste Recycling Centre in Y-Park for recycling prior to disposal at the designated landfill site.</p>	<p>30 (a) The temporary structures are still under review and will be completed by the project team before construction.</p> <p>(b) Yes. It is appropriate.</p> <p>31. The 1.0 tonne/m<sup>3</sup> density is assumed from the common density range of organic. Section 5.3.18 and 5.3.22 has been revised accordingly.</p> <p>32. The site is covered with little vegetation. Suggestion about recycling on Y-Park has been added to Section 5.3.23.</p>
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		<p>33. Section 5.3.23</p> <p>(a) Please briefly elaborate on the rationale for no more than 10% recovery rate assumption for non-inert C&amp;D materials.</p> <p>(b) Please briefly elaborate on the arrangement for on-site and off-site re-use/recycling of non-inert C&amp;D materials.</p> <p>(c) To assess the impacts on the capacity of waste collection, transfer, and disposal facilities, the Consultant shall review the transportation arrangement for the disposal of no-inert C&amp;D materials, such as the maximum number of dump trucks required daily.</p> <p>34. Response-to-Comment (26) - Sections 5.3.25 and 5.3.27</p> <p>General refuse from the construction workforce is incomparable to domestic waste generated from residential buildings, please consider removing Section 5.3.25 and the first sentence of Section 5.3.27.</p> <p>35. Response-to-Comment (24) - Section 5.3.27</p> <p>The previous comment has not been duly addressed. Please clearly state the reference source for the assumption of the 1.0 tonne/m<sup>3</sup> conversion value.</p>	<p>33. (a) Actually, 10% recovery rate represents the target of project team to be achieved. All strategies including flexible construction methodology, waste sorting and management plan should be detailed and consolidated in the environmental management plan at the construction stage.</p> <p>(b) The arrangement for on-site and off-site re-use/recycling of non-inert C&amp;D materials will detailed in Project Environmental Management Plan in terms of waste sorting, waste reduction form construction methodology, reuse on site for back filling, recycling, or reuse in other projects(off site).</p> <p>(c) As mentioned above, the transportation arrangement is given in section 5.3.15.</p> <p>34. These sentences have been removed.</p> <p>35.This has been clarified at section 5.3.18.</p>
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		<p>36. Response-to-Comment (27) - Section 5.3.29 Please clarify whether food waste shall be considered as recyclables. If affirmative, please incorporate it into the second sentence.</p> <p>37. Section 5.3.30 Please remove “non-inert C&amp;D materials”, which is irrelevant in this sub-section.</p> <p>38. Section 5.3.32 The first sentence, “The RAC shall request the RAC to conduct a visual inspection upon the completion of asbestos removal for each working area identified in the AAP” is confusing, please review and update as appropriate.</p> <p>39. Response-to-Comment (28) - Section 5.3.34 The previous comment has not been duly addressed. Please clarify whether the “Code of Practices and Guidelines for Asbestos Control and Handling” is relevant to this Study. If affirmative, please appropriately incorporate it into the relevant part of the submission.</p> <p>40. Response-to-Comment (29) - Section 5.3.36</p>	<p>36. Food waste generated by construction worker on site is expected to be at extremely small amount and can be neglected. Recycling is not feasible.</p> <p>37. Noted. The text has been removed in Section 5.3.29.</p> <p>38. Section 5.3.31 has been revised.</p> <p>39. It is not relevant for this study.</p> <p>40. Section 5.3.35 has been revised by specifying contractor to register as chemical waste producer.</p>
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	<p>(a) According to Waste Disposal (Chemical Waste) (General) Regulation (Cap.354), any person who produces or causes to be produced chemical waste is required to register with EPD. Please specify that the applicant or its contractor will duly follow the requirement and register with EPD as a chemical waste producer.</p> <p>(b) The requirement for chemical waste disposal shall follow the Waste Disposal (Chemical Waste) (General) Regulation. The Consultant shall review and update the last sentence as appropriate.</p> <p>41. Section 5.3.38 Please revise the paragraph as follows: “Based on the above assessments, Table 5-3: <del>Summary of Waste Generation and Management Options During Construction</del> summarises the generation of waste during the construction phase and identifies the appropriate management options for treatment and disposal of each waste type.”</p> <p>42. Table 5-3 (a) Please update the figures in Table 5-3 per the above-mentioned comments.</p>	<p>41. Section 5.3.37 has been revised.</p> <p>42. Table 5-3 has been revised as suggested.</p>
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	<p>(b) Please revise the last column of the row of “Inert C&amp;D Materials” as follows: “Residual Inert C&amp;D Materials <del>Waste</del> to Public Fill Reception Facilities”</p> <p>(c) Please revise the last column of the row of “Non-inert C&amp;D Materials” as follows: “Residual Non-inert C&amp;D Materials <del>Waste</del> to Public Fill Reception Facilities”</p> <p>43. Section 5.3.40 Please review the relevance of asbestos-containing materials in this paragraph.</p> <p>44. Response-to-Comment (31) - Section 5.3.42 The first sentence, “As advised by Project Applicant, the estimated maximum number of residents of the Domestic (Flat) is 3,305 and it is estimated to accommodate a residential population of 9,915 persons” is confusing, please review whether the 3,305 represents the maximum number of residential flats instead.</p> <p>45. Section 5.3.45 Please review whether the collection of domestic waste by private waste collectors and disposal at landfill could conclude that no adverse waste impacts are anticipated from handling, transportation, or disposal during the operation phase. The Consultant is advised to</p>	<p>43. Asbestos-containing materials is relevant in Section 5.3.39 because this is a summary paragraph, And asbestos-containing materials has been discussed in Section 5.3.30 to 5.3.33.</p> <p>44. Sentence has been revised by deleting “of residents” in section 5.3.42.</p> <p>45. Revise the sentence by mentioning the waste segregation in section 5.3.44.</p>
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		<p>review and update the first sentence “Since domestic waste will be collected on a regular basis by private waste collectors, and since domestic waste will be disposed at a landfill managed by EPD, no adverse waste impacts from handling, transportation or disposal are anticipated.” as appropriate.</p> <p>46. Section 5.4.5 Please clarify the meaning of “recyclable construction materials” and consider using “inert C&amp;D materials” instead.</p> <p>47. Response-to-Comment (27) - Section 5.4.8 The Consultant is reminded not to copy the comment directly to the submission and is advised to review the submission thoroughly. Please update the paragraph “In addition, food waste is the main source of generating unpleasant odour and causing environmental hygiene concerns. Please consider to separate the food waste from other waste to facilitate the recycling of food waste on-site or off-site. Recycling bins should be placed in prominent places to promote waste separation at-source” as appropriate.</p> <p>48. Response-to-Comment (27) - Section 5.4.9 (a) The first sentence needs to be completed and clarified, please review and update as appropriate. “For chemical waste, the</p>	<p>46. The wording has been changed in section 5.4.5.</p> <p>47. Section 5.4.8 has been revised.</p> <p>48. Section 5.4.9 has been revised.</p>
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	<p>Contractor should follow the “trip-ticket” system of which the arrangement of production, collection and disposal in accordance with the Waste Disposal (Chemical Waste) (General) Regulation”.</p> <p>(b) The Consultant is reminded not to simply copy the comment and is advised to elaborate on the second paragraph as appropriate.</p> <p>49. Sections 5.5.2 and 7.1.17 The paragraph is incomplete and confusing, please clarify the difference between “these kinds of waste” and “domestic waste”. “During the operation phase, the major type of waste generated will be domestic wastes generated from residents of the Proposed Development. Since these kinds of waste will be collected on a regular basis by waste collectors and will be disposed of at landfill, and domestic waste will be collected on a regular basis by FEHD or licenced collector, and will be disposed at a landfill managed by EPD, no adverse waste impacts from handling, transportation or disposal are anticipated during operation”</p> <p>50. Section 6 The Consultant shall incorporate an additional sub-section (after the existing Section 6.2) for describing the environment of the Project Site and further supplement with the information of land use in the vicinity. Please make reference to Section 2 of the previously</p>	<p>49. Section 5.5.2 and 7.1.17 has been revised by replacing “these kinds of waste” with “domestic waste”.</p> <p>50. The description has been added to section 6.3.1.</p>
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		<p>submitted Planning Statement describes the Project Site: “The application is a flat land, being occupied for the use of workshop, storage and warehouses. The northern portion of the application site is currently occupied by one permanent domestic structure, some temporary structures for open storage yards, storage of construction materials and workshops, open carparks and vacant land with little vegetation cover. The southern portion of the application site is currently occupied by the Applicant using as warehouse purposes. There is a total of 4 warehouses currently in operation. Overall, the application site is featured by warehouses and brownfield undertakings and observed with little vegetation cover”.</p> <p>51. Response-to-Comment (38) – Table 6-1 One reference number of historical aerial photos is missing for the period between Year 2013 and Year 2022, please review and update as appropriate.</p> <p>52. Appendix G Figures G-4 to G-8 are distorted, please review and update as appropriate.</p>	<p>51. The reference number (E093906C) has been added for aerial photo in Year 2020 in Table 6-1.</p> <p>52. All the figure in Appendix G are directly cut from the Aerial Photos downloaded from Hong Kong Map Service. The look the same like the original photos. (Left is G-6, right is from CW102122)</p>
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		<p>53. Response-to-Comment (39) – Section 6.3.2 Please clarify whether the applicant is the land owner or previous occupier of the entire Project Site.</p> <p>54. Section 6.3.3 In addition to the potential open area storage and vehicle maintenance workshop, please clarify whether the suspected warehouses are anticipated.</p> <p>55. Response-to-Comment (39) – Appendix H (a) Photos taken in the site walkover did not show the site conditions and locations with potential land contamination concerns. According to Section 6.3.4, site walkover identified warehouses, open storage yards, storage of construction materials and equipment, and vehicle maintenance workshops as potential land contamination sources. The Consultant is advised to supplement photos showing the aforementioned operation and activities. (b) Photographs are mostly in low quality and blurry, please supplement with photos with better resolution in the subsequent submission.</p>	 <p>53. The ownership of the site area is described in Section 6.3.2.</p> <p>54. What stored is construction materials. That should not cause land contamination. Discussed in Section 6.4.3.</p> <p>55. More photos are added to Appendix H. The ownership of the site is described in Section 6.3.2.</p>
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	<p>(c) Please clarify whether the Project Site is entirely owned by Carlton Woodcraft Manufacturing Ltd. If not, the Consultant shall clarify whether other site owners have been approached and graphically and individually present sites in different natures and owners.</p> <p>(d) It is noted that lubricating oil is used regularly for PME maintenance; please graphically indicate the storage location and supplement site photos for evaluating the site conditions and existence of hotspots such as oil stains and potential spillage and leakage of chemicals.</p> <p>(e) According to the site walkover checklist, chemical waste is regularly generated from Carlton Woodcraft Manufacturing Ltd, please review and clarify whether they have registered with the EPD as a chemical waste producer. If affirmative, please seek clarification with the relevant parties of EPD on the registry of chemical waste producers (as mentioned in Section 6.3.6.).</p> <p>56. Section 6.3.4 Forklifts and crawler cranes were identified outside the warehouse, of which loading, unloading, and storage of goods, fuel storage, and transfer and maintenance of equipment and vehicles may be considered potential land contamination sources. The Consultant is advised to elaborate on the site conditions near these locations. Please also tabulate and graphically indicate the site areas and locations of these potential land contamination sources, respectively,</p>	<p>Based on our research, we did not find any record demonstrating that Carlton Woodcraft Manufacturing Ltd has been registered as chemical waste producer.</p> <p>56. Such detailed description and investigation should be prepared in the later Contamination Assessment Plan.</p>
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		<p>so as to evaluate the extent and sampling arrangement for the site investigation works in the subsequent stage.</p> <p>57. Section 6.3.5 Please consider removing the 5th to 9th sentences, which are duplicated with Section 6.4.1.</p> <p>58. Section 6.3.6 (a) Please revise the sub-heading of Section 6.3.6 as “Review of Information from Relevant Government Departments”. (b) Please note that the Regional Office (North) of EPD was not responsible for the incident records of accidental spillage and leakage of dangerous goods. (c) Please revise “accident spillage / leakage of dangerous or chemical” as “accidental <del>accident</del>-spillage / leakage of <del>dangerous or</del> chemical”. (d) No record of valid/invalid chemical waste producers was found at the Project Site according to the register of chemical waste producers, which contradicts the questionnaire taken in the site walkover checklist. Please clarify whether Carlton Woodcraft Manufacturing Ltd has registered as a chemical waste producer with the EPD.</p>	<p>57. Section 6.4.5 has been revised.</p> <p>58. The sub-heading has been modified as requested. Based on our background research on this project area, there is no chemical spillage, incident, accidental chemical issues. Also, we did receive the confirmation from EPD and FSD of chemical incident. (c) The sentence has been revised.</p> <p>(d) Based on our research, we did not find any record demonstrating that Carlton Woodcraft Manufacturing Ltd has been registered as chemical waste producer.</p>
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		<p>59. Response-to-Comment (41) – Sections 6.4.1 and 7.1.19 According to the latest programme, the land clearance and resumption works for the Project Site are expected to commence in 2026. Please specify that there could be land use changes / additional hotspots within the Project Site prior to the development. Given the accessibility issues and the potential land use changes / additional hotspots, further site appraisal should be carried out within the whole Project Site prior to site clearance, and when site access is available, confirm/update the land uses / activities and identify the presence of any additional potential contamination sources. Intrusive SI works and, if necessary, remediation works would need to be carried out on the identified potentially contaminated sites.</p> <p>60. Response-to-Comment (39) – Section 6.3.4 The previous comment has not been duly addressed. The Consultant shall review whether there are potential land contamination activities on the periphery of the Project Site that may cause off-site contamination and determine if there may be potential migration of pollutants. Shun Cheong Electrical Products Factory Ltd. was identified adjacent to the northern part of the Project Site, which could be involved in potential contaminating activities.</p>	<p>59. Land use change and additional hotspot is not expected. Further investigation will be carried.</p> <p>60. Described in section 6.4.4, the periphery of the project site can very unlikely cause off site contamination.</p>
		<p><u>Noise Perspective</u></p>	



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		<p>61. Fixed noise section, Section 1.3.2 It was noted from Section 1.3.2 that one sewage treatment plant would be involved in the proposed development. Please review the noise impact of this planned noise source to the existing / nearby NSRs.</p> <p>62. Planned fixed noise source impact Please describe the representative NSRs chosen for estimating the maximum SWLs. There is no information to indicate whether it is planned NSR / existing NSR.</p> <p>63. Section 3.4.2 Could the site visit confirm if any tonality characteristics of the all noise sources.</p> <p>64. Section 3.4.13 To further reduce the noise nuisance to the residents, please consider to add “the residual noise impact shall also be subject to the practicable noise mitigation measures”, and “the openings of noise sources shall be oriented away from the nearby NSRs”.</p> <p>65. Traffic noise part</p>	<p>61. The noise from STP discussed in Section 3.4.8. It will not be considered because it is confined indoor.</p> <p>62. Description on the representative sensitive receiver has been added in Section 3.4.12.</p> <p>63.No tonality characteristics is found.</p> <p>64. Has been added in 3.4.13.</p> <p>65. Added a Section 3.5.4 to discuss the introduced traffic flow. Quantitive assessment has been conducted by taking the increased Sha Tau Kok Road into NoiseMap model input.</p>
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		<p>Please also assess if the induced traffic noise impact from the proposed development. Please consider to take qualitative approach if appropriate.</p> <p>66. Section 3.2.9, Table 3-4 The location name of the two background noise measurement locations are different from each other. Please clarify.</p> <p>67. Section 3.4.9 Please consider to revise guidelines as “HKPSG”.</p> <p>68. Please address our comments on Noise Model shown in separate document.</p>	<p>66. Typo in Table 3-4 has been revised.</p> <p>67. “guideline” has been changed to “HKPSG” in section 3.4.10.</p> <p>68. All comments for NoiseMap model has been addressed.</p> <p>The unmatching between the assigned flow and the road segment is caused by the missing of one section of Lung Ma Road in the original submitted scheme.</p> <p>In the new model, the missing section has been added, and now the road segment should align with the traffic forecast link id. L001 and L002, L007 and L008 are merged as one section because of their same traffic flow. The traffic flow of the merged section will be the summation of two sections.</p> <p>Segment 7,8, and 15,16 are now drawn as 7m two way road in the scheme. The width of 1,2 can be confirmed to be only 3.5 m according to the basemap.</p>
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<b>Sewerage Impact Assessment Report</b>		
	<p>69. Section 2.1.1</p> <p>Please consider to revise as “Nevertheless, <del>it is known that</del> there is no available capacity in the existing sewerage system...”</p>	<p>Please refer to <b>Enclosure 5</b> for the revised Sewerage Impact Assessment.</p> <p>69. Sentence has been revised.</p>
	<p>70. Section 2.1.2</p> <p>With reference to Section 2.1.1, please review the paragraph given that there is no available capacity in the existing sewerage system to cope with the sewage generated from the proposed development.</p>	<p>70. The paragraph mentioned about sewage discharge to existing sewerage system has been deleted.</p>
	<p>71. Table 3-1, Sections 3.2.3 and 3.2.5</p> <p>It is suggested to adopt the peaking factor of the proposed STP based on GESF. Please update if applicable.</p>	<p>71. The peaking factor of STP is now adopted as 4 in reference to GESF.</p>
	<p>72. Table 3-1</p> <p>(a) Please advise whether the staff of clubhouse has been included in the calculation.</p> <p>(b) Please advise whether there are restaurants and shower facilities in the clubhouse. If affirmative, please include in the calculation.</p>	<p>72. Sewage generated from clubhouse staff has been estimated. The proposed clubhouse will not contain restaurant. The sewage from shower heads has been calculated and included in the sewage generated from swimming pool. The revised calculation can be found at Table 3-1 and Appendix A.</p>
	<p>73. Section 3.2.3</p> <p>(a) Please advise how the design capacity of the proposed STP of 3,500m<sup>3</sup> /day is arrived at. Please explain why a peaking factor of 2</p>	<p>73. As the peaking factor has been modified from 2 to 4, the design capacity has been doubled from 3500 cubic meter/day to 7000 cubic meter/day. All sections mention about STP capacity, 3.2.3, 3.2.5 and</p>

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		<p>instead of the peaking factors mentioned in Table 3-1 is adopted. Please also review 1st bullet of Sections 3.2.5 and 4.1.2 accordingly.</p> <p>(b) It was previously advised that on-site tertiary treatment plant is suggested if no public sewerage system will be available. In addition, please include the treatment technology e.g. membrane bioreactor (MBR) technology with ultra-filtration.</p> <p>74. Section 3.2.4</p> <p>Please replace Table 3-2 with the following (with revisions to the footnote as appropriate):</p> <p><b>Table 2. WPCO licence standards for private tertiary STW (for discharge into Deep Bay)<sup>(6)</sup></b></p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="text-align: center;">Parameter</th> <th style="text-align: center;">Unit</th> <th style="text-align: center;">Tertiary Effluent Standards (Upper Limit)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">BOD<sub>5</sub></td> <td style="text-align: center;">mg/L</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">TSS</td> <td style="text-align: center;">mg/L</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">TN</td> <td style="text-align: center;">mg/L</td> <td style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">TP</td> <td style="text-align: center;">mg/L</td> <td style="text-align: center;">2</td> </tr> <tr> <td style="text-align: center;">Ammonia-N<sup>(2)</sup></td> <td style="text-align: center;">mg/L</td> <td style="text-align: center;">5</td> </tr> <tr> <td style="text-align: center;"><i>E. coli</i></td> <td style="text-align: center;">count/100mL</td> <td style="text-align: center;">100<sup>(5)</sup></td> </tr> </tbody> </table> <p>Notes:</p> <ol style="list-style-type: none"> <li>(1) Discharge licence issued under the Water Pollution Control Ordinance (WPCO) (Cap. 358)</li> <li>(2) Ammonia-N standard is applicable for discharge to be made into inland waters of Deep Bay.</li> <li>(3) For specific case where the STW receives influent stream of high TN load (e.g. pre-treated landfill leachate), TN standard of ≤ 15 mg/L should be adopted.</li> <li>(4) Monthly geometric mean.</li> <li>(5) <i>E. coli</i> standards are set based on the WPCO TM and receiving water body.</li> <li>(6) The effluent standards listed in Table 1 and Table 2 are specifically for reference to setting WPCO Licence conditions for discharges to be made into Group D inland waters and coastal waters (specified in the WPCO TM) of Deep Bay. Depending on the water body receiving the discharge, the more stringent set of the effluent standards (those listed in this annex or the WPCO TM) should be adopted as appropriate.</li> </ol>	Parameter	Unit	Tertiary Effluent Standards (Upper Limit)	BOD <sub>5</sub>	mg/L	10	TSS	mg/L	10	TN	mg/L	20	TP	mg/L	2	Ammonia-N <sup>(2)</sup>	mg/L	5	<i>E. coli</i>	count/100mL	100 <sup>(5)</sup>	<p>4.1.2, has been revised accordingly. Tertiary treatment plant adopting MBR and ultrafiltration is proposed in section 3.2.4.</p> <p>74. The discharge standard in Table 3-2 has been updated.</p>
Parameter	Unit	Tertiary Effluent Standards (Upper Limit)																						
BOD <sub>5</sub>	mg/L	10																						
TSS	mg/L	10																						
TN	mg/L	20																						
TP	mg/L	2																						
Ammonia-N <sup>(2)</sup>	mg/L	5																						
<i>E. coli</i>	count/100mL	100 <sup>(5)</sup>																						

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	<p>75. Section 3.2.5 Please consider to add “Installation of flow measurement and level sensors connected with alarm signaling system to keep monitoring on inflow rate to avoid sewage overflow” as one of the additional provisions for emergency discharge.</p> <p>76. Section 4.1.3 Please consider to revise as “... <del>there will be</del> no unacceptable sewerage impact is anticipated...”.</p>	<p>75. Section 3.2.5 has been revised by adding the suggested provisions as the last bullet point.</p> <p>76. Section 4.1.3 has been revised.</p>
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Date	Department	Comments	Responses
7.11.2023	Drainage Services Department (DSD) Contact Person: Keith LIU, E/N1 of DSD, Tel: 2300 1595	<p><u>On Revised Sewerage Impact Assessment Report</u></p> <p>Please note that we have no further comments on the revised SIA report.</p>	Noted.
		<p><u>On Revised Project Profile of Drainage (considered as Drainage Impact Assessment Report)</u></p> <p>1. Figure 3-1: When reviewing the existing topography, sub-catchments U3 and U4 appear to be flowing towards Sha Tau Kok Road - Lung Yuek Tau instead of due south as suggested in the figure. Please substantiate with available survey data or any identified existing drainage available on site. Otherwise, please consider including the runoff of both sub-catchments in the hydraulic performance check as appropriate.</p> <p>2. Para. 4.3.2: Your attention is drawn to Section 6.8 of the Stormwater Drainage Manual Corrigendum No. 1/2022 which reads, "In general, drainage provision in new development areas should consider the climate change effects up to end of 21st century plus design allowance". Please consider the respective design scenario pursuant to the relevant standard for your hydraulic check.</p>	<p>Comment from DSD has been addressed in the revised DIA (see <b>Enclosure 6</b>). All the updated content has been highlighted in yellow.</p> <p>The runoff from U3 and U4 has taken in account for the hydraulic performance of the existing and proposed surface channel at Sha Tau Kok Road.</p> <p>Climate change effect of 16% rainfall increase has been adopted in calculation.</p>