

By Hand

Our Ref: S3088/LTTM/23/006Lg

27 March 2024

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



PLANNING LIMITED  
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Dear Sir/Madam,

**Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone  
for Medium-Density Housing Development to Include a Footpath for Public Use at Various  
Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun**

**- S12A Amendment of Plan Application –**

**TPB Ref.: Y/TM-LTY/11**

**Further Information No. 2**

Reference is made to the captioned S12A Application submitted to the Town Planning Board (“TPB”) on 22 January 2024 and the departmental comments conveyed via Tuen Mun and Yuen Long West District Planning Office in March 2024.

In response to the departmental comments, we hereby submit this Further Information (“FI”) No.2 for the TPB’s consideration. This FI submission consists of:

- 1) Response-to-Comment Table and Attachment A (Sample Calculation and Plan View Diagram of Representative NSR T1\_RN02)
- 2) Annex A – Revised Environmental Assessment
- 3) Annex B – Replacement Pages of the Revised Sewerage Impact Assessment
- 4) Annex C – Replacement Pages of the Revised Drainage Impact Assessment
- 5) Annex D – Revised Master Layout Plan
- 6) Annex E – Replacement Pages of the Revised Supporting Planning Statement
- 7) Annex F – Replacement Pages of the Revised Visual Impact Assessment
- 8) Annex G – Replacement Pages of the Revised Landscape Proposal
- 9) Annex H – Replacement Pages of the Revised Tree and Preservation Proposal
- 10) Annex I – Building Separation and Permeability Plan
- 11) Annex J – Replacement Pages of the Revised Water Supply Impact Assessment





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S3088/LTTM/23/006Lg  
Date: 27 March 2024

Should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at 3426 8840 or our Ms Anson YING at 3426 2833.

Thank you for your kind attention.

Yours faithfully  
For and on behalf of  
KTA PLANNING LIMITED

A handwritten signature in black ink, appearing to read 'Gladys Ng', written over a horizontal line.

Gladys Ng

Encl. (4 hard copies)

cc. the Applicant & Team

KT/GN/AY/vy

**Section 12A Amendment of Plan Application under Town Planning Ordinance for Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Munsss  
(Application No. Y/TM-LTYT/11)**

– Response-to-Comments –

– Further Information No. 2 –

Item	Comments	Our Responses
<b>Comments of Environmental Protection Department Received on 4 March 2024</b>		
1.	<p><u>Noise</u> General Comments / Major Issues</p> <p>Overall, there should be <u>no insurmountable noise problem</u> for the applicant to meet the relevant noise criteria of HKPSG.</p> <p>Nevertheless, since the proposed development is still at its early planning stage, the applicant is advised to submit <u>a quantitative noise impact assessment shall be submitted under land lease mechanism</u> based on the exact details of the proposed development (detailed design stage) to demonstrate the compliance of the relevant noise criteria in the HKPSG, and implement all noise mitigation measures where necessary.</p> <p>Besides, please observe specific comments below for follow-up in the Environmental Assessment (EA).</p>	Noted.
2.	<p><u>Railway Noise</u></p> <p>Concerning railway noise calculation, please provide (i) sample calculation of the representative noise sensitive receiver (NSR T1_RN02), (ii) plan view diagram indicating the view angles and perpendicular distance(s) to the railway tracks and (iii) sectional diagram indicating the proposed development and the railway tracks for our consideration.</p>	Sample calculation and plan view diagram of representative NSR T1_RN02, and a sectional diagram of the Site have been provided in <b>Attachment A</b> of enclosed to this RtoC.
3.	<p>Please provide the reference case / other evidence to support the claim of <u>“acoustic windows (baffle type) are able to reduce noise...for buildings of similar façade,...adverse rail impact...”</u></p>	This statement is produced with reference to the Approved EIA Report “Development at San Hing Road and Hong Po Road, Tuen Mun” (Register No.: AEIAR-227/2020) by the Civil Engineering and Development

Item	Comments	Our Responses
	<u>can be mitigated</u> ” in Section 2.7.1 of the EA report.	Department. In fact, based on the market knowledge of our Environmental Consultant with reference to other private development projects in Hong Kong, the claimed noise reduction can be achieved. However, the information is not available in the public domain.
4.	<u>Fixed Noise</u> For all the fixed noise sources, please countercheck and confirm whether there are nighttime operations.	A further night-time site survey was conducted on 6 March 2024, which reconfirmed there was no night-time operations at the identified fixed noise sources.
5.	Please check and confirm if there are any proposed fixed noise sources in the development. If so, the fixed noise impact from the proposed development (e.g. cooling towers / chillers proposed for the development on the noise sensitive receivers nearby shall also be assessed, and propose appropriate noise mitigation measures to ensure the compliance of relevant noise criteria under HKPSG). Please update the assessment accordingly.	Section 3.3.4 and 3.3.5 have been added to address the planned fixed noise sources at the proposed development. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
6.	<u>Traffic Noise</u> The traffic forecast adopted in the assessment shall be endorsed by Transport Department. <u>Please incorporate TD’s endorsement into the report.</u>	TD’s endorsement is pending and will be incorporated into the report once received.
7.	The Project Proponent is recommended to make reference to EPD’s “Practice Note on Application of INNOVATIVE NOISE MITIGATION DESIGNS in Planning Private Residential Developments against Road Traffic Noise Impact”, for the design and application of acoustic window. This Practice Note (PN) has clearly outlined the design requirements, noise performance and application of Acoustic Window / Balcony (Baffle Type).	Based on the updated traffic forecast data, the revised assessment reveals full compliance with the HKPSG standard of 70 dB(A). Mitigation measures are therefore not proposed.
8.	<u>Water Quality</u> It is noted that an on-site sewerage treatment plant has been proposed and the treated effluent would be discharged into an existing nullah connection to Tuen Mun River channel at	Section 2.5.5 has been revised accordingly. Please refer to the revised Sewerage Impact Assessment enclosed in <b>Annex B</b> .

Item	Comments	Our Responses
	<p>downstream. The treated effluent should meet the standards in WPCO-TM Table 6 (for Group D inland waters) <u>instead of Table 10b (for marine waters of North Western WCZ) as proposed by the applicant.</u></p> <p>The applicant should revise S.2.5.5 of the Sewerage Impact Assessment (SIA), as well as other relevant parts in supporting planning statement and relevant documents.</p>	
9.	<p>Since an onsite sewerage treatment plant has been proposed, please remind the applicant to obtain relevant discharge licence under Water Pollution Control Ordinance (WPCO) and observe relevant discharge standards under WPCO.</p>	Noted.
10.	<p><u>Sewerage</u> Section 2.4.1 and Appendix 2.1 (Appendix F – SIA) (a) For residential flow calculation, the total number of residents should be rounded up to a whole number.</p>	<p>The number of residents has now been rounded up to a whole number and Appendix 2.1 has been revised. Please refer to the replacement pages of the revised Sewerage Impact Assessment enclosed in <b>Annex B</b>.</p>
11.	<p>(b) For swimming pool backwash flow, 30 mins backwash duration appears to be longer than normal design. Please clarify. Meanwhile, if there is no storage / buffer tank to alleviate the peak flow, the swimming pool backwash wastewater should be assumed to be discharged during the backwash duration.</p>	<p>A 5 minutes backwash has now been assumed, Appendix 2.1 and Table 2.1 have been revised accordingly.</p> <p>The calculation has assumed the swimming pool backwash wastewater will be discharged during the backwash duration and the design of the STP has catered for this peak flow.</p> <p>Please refer to the replacement pages of the revised Sewerage Impact Assessment enclosed in <b>Annex B</b>.</p>
12.	<p>Since the application site is not served by public sewerage system and an on-site sewerage treatment plant has been proposed, please remind the applicant to obtain relevant discharge license under Water Pollution Control Ordinance (WPCO) and observe relevant discharge standards under WPCO</p>	Noted.

Item	Comments	Our Responses
13.	<p><u>Air Quality</u> Table 5.4. Please specify whether the 10-th or 36-th highest 24-hour averaged FSP are presented in the Table.</p>	<p>Noted. Table 5.4 has been revised to show the 36<sup>th</sup> highest 24-hour averaged FSP. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b>.</p>
14.	<p>Sections 5.3.4, 5.8.13 to 5.8.19, 5.8.33 to 5.8.36, 5.8.45, 5.8.49</p> <p>(a) Please note that the PATH v3.0 model and the year 2019 WRF meteorological data are released on 31 Jan 2024 and the consultant will need to update these Sections and adopt the latest data after the 6-months transitional period. Hence it is suggested to revise the text and update the data in the report.</p>	<p>Noted. PATH v3.0 model has been adopted in the assessment. Relevant sections have been revised. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b>.</p>
15.	<p>(b) Please note that the use of CALINE4 for assessment in Hong Kong has been obsoleted since 31 Jan 2024 and the consultant will need to adopt AERMOD for assessing the open road emissions after the grace period (after 31 July 2024). Hence, the Consultant is recommended to adopt the AERMOD model for open road assessment for this project.</p>	<p>Open road emission has been modelled by AERMOD in the revised assessment.</p>
16.	<p>(c) Consultant should review if the assessment would be completed / no further model change by 31 July 2024. Or otherwise, PATH v3.0 and AERMOD for open road emission modelling shall be adopted.</p>	<p>Open road emission has been modelled by AERMOD in the revised assessment.</p>
17.	<p>(d) Also, Consultant is suggested to use the AERMET tool in Smart Air Modelling Platform to generate the AERMOD ready files to ensure the consistencies and accuracies.</p>	<p>Noted. EPD's Smart Air Modelling Platform (SAMP) has been used to generate AERMOD files.</p>
18.	<p>Table 5.5. The number of exceedance allowed for 1-hour averaged NO<sub>2</sub> under the new AQOs should not be 35 times per year. Remark c shall also be applied for 8hr O<sub>3</sub> AQO. Please check.</p>	<p>Noted. Table 5.5 has been revised. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b>.</p>

Item	Comments	Our Responses
19.	Section 5.3.7. Please revise the last sentence to "All pollutants except O3 are below the limit values of their respective AQOs."	The last sentence of section 5.3.7 has been revised. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
20.	Section 5.5.1 and R-t-c 13. Suggest to supplement the response to Section 5.5.1: "The location of the exhaust is not available in this early planning stage and will be provided in the detailed design stage. The separation distance between the exhaust of the proposed STP and ASRs will be provided in the detailed design stage"	Section 5.5.4 (previous Section 5.5.1) has been revised to include discussion on the exhaust of the sewage treatment plant. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
21.	Section 5.5.3, 5.11.1 and R-t-c 14. Please note that no buffer distance is specified for rural road (Ng Lau Road) and it shall be considered as DD or LD. Please follow up to seek TD advice of the road type of the Ng Lau Road (LD or DD) or as a conservative approach, a 10m buffer distance shall be allowed for rural road unless justification (e.g. low traffic flow) can be given that the road should be considered Local Distributor. Please also review if this section shall be revised since quantitative assessment is conducted to evaluate the cumulative air quality impact instead of using HKPSG's buffer requirement.	Reference to HKPSG buffer distance has been removed from the paragraphs since a quantitative assessment has been conducted to identify and evaluate the air quality impact.
22.	Section 5.5.6 and R-t-c 15. Please confirm and supplement the response to Section 5.5.6: "There is no designated parking spaces or carparks for Heavy Goods Vehicles / Coaches within the 500m assessment area according to site survey conducted in December 2023 "	Noted. Section 5.5.9 (previous Section 5.5.6) has been revised to supplement the findings. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
23.	Section 5.5.7. Other than odour, please clarify if there is any air emissions from vehicle repairing workshops and Miu Fat Buddhist Monastery.	A further site survey was conducted in March 2024. Miu Fat Buddhist Monastery was confirmed to only have small incense burning and without any joss paper burning. Hence, emission from Miu Fat Buddhist Monastery has not been included in the air model. Air emissions from vehicle repairing workshop were not being identified during the site surveys. Sections 5.5.8 has been revised. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
24.	Figure 5.4 and R-t-c 18. Please supplement the response in	Noted. Figure 5.2 (previous Figure 5.4) has been revised. Please refer to the

Item	Comments	Our Responses
	Figure 5.4: "no air sensitive use of the proposed development is located to the south of A01 and A13 (entrance of the site), and at the tip north of A06 (public footpath)"	revised Environmental Assessment enclosed in <b>Annex A</b> .
25.	Section 5.8.3 (a) Please check whether the traffic flow at the Castle Peak Road - Lam Tei and Ng Lau Road for year 2033 are higher than those for year 2030 to confirm that the proposed approach would represent a worst-case scenario with the completion of the new road network.	As advised by the Traffic Consultant, the traffic flow at Castle Peak Road and Ng Lau Road will still be higher in year 2033 as compared to the year 2030 due to increase in traffic following population intake at the public housing development on San Hing Road and Hong Po Road.
26.	(b) (R-t-c 22). Please follow up to obtain TD's endorsement on the traffic data for assessment and please clarify whether the induced traffic from the proposed development has been included	TD's endorsement is pending at the moment and will be provided once received.
27.	Section 5.8.5, 5.8.32, 5.8.41. It is suggested that 2019 WRF meteorological data shall be adopted for calculating the EMFAC composite emission factors and model runs.	Noted. EMFAC composite emission factors have been generated by SAMP in the revised assessment.
28.	Section 5.8.8 and 5.8.9, Appendix 5.1 - Suggest to replace "cold start" by "start" in Section 5.8.8 and 5.8.9. - Please supplement the reason why the roads in Section 5.8.8 and Appendix 5.1 are identified to have start emission but not all the local and rural roads with post speed of 50km/hr or less to be considered with start emissions.	Sections 5.8.8 and 5.8.9 have been removed due to the adoption of SAMP.  The cold start of the roads is determined and verified by the traffic consultant. A desktop review was also conducted and not all local and rural roads are considered with start emission, for example, some local roads are too narrow which parking of vehicles will hinder the flow of traffic.  Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
29.	Section 5.8.18 and 5.8.35. If the case will apply PATH v3.0 and MET 2019 data as input, please update the text as: - The minimum wind speed will be capped at <u>0.5</u> meter per second. The mixing height will be capped between <u>119</u> meters and <u>2009</u> meters according to the observation in Year <u>2019</u> by Hong Kong Observatory (HKO).	Noted. Sections 5.8.18 and 5.8.35 have been removed due to the adoption of SAMP. The MET 2019 data is processed by SAMP. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
30.	Section 5.8.20. Please revise "2016" in the 3rd bullet point to "2018".	The 3 <sup>rd</sup> bullet point of Section 5.6.14 (previous Section 5.8.20) has been revised. Please refer to the revised Environmental Assessment enclosed in



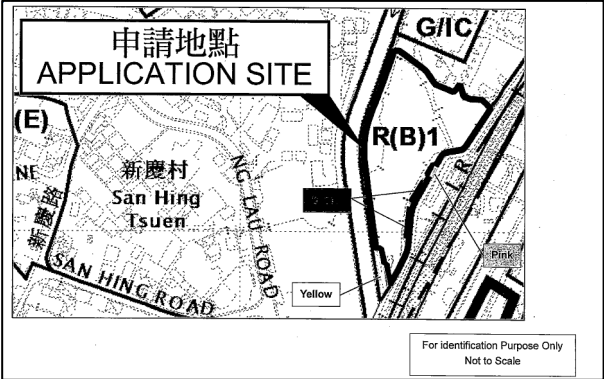
Item	Comments	Our Responses
		<b>Annex A.</b>
31.	Section 5.8.39 and 5.8.43. Please supplement the date of approval of the planning application A/TM-LTYT/426 to support that the information adopted for assessment is up-to-date.	A/TM-LTYT/426 was approved on 19/05/2023. Sections 5.6.19 and 5.6.23 (previous Sections 5.8.39 and 5.8.43) have been revised. Please refer to the revised Environmental Assessment enclosed in <b>Annex A.</b>
32.	Section 5.8.43 and R-t-c 30. Please note that start emission from taxi and PLB in the Fu Tai Estate Bus Terminus should be included in the assessment using the broad-brush approach if they are not assessed using the precise approach. Please clarify whether these emissions have been included in the assessment or otherwise provide justification whether excluding these emissions would cause any under-estimation of the emission impact.	The emissions from taxi and PLB have been included under the open-road air model and excluded from the PTI model. Section 5.6.23 (previous Section 5.8.43) has been revised. Please refer to the revised Environmental Assessment enclosed in <b>Annex A.</b>
33.	Section 5.8.47. Suggest to supplement the initial ratio of NO <sub>2</sub> /NO <sub>x</sub> for vehicular emission adopted in the assessment.	NO and NO <sub>2</sub> are modelled separately in AERMOD and the emission factors of NO and NO <sub>2</sub> are generated from EMFAC in SAMP.
34.	Table 5.9. Please supplement the Footnotes under Table 5.9.	The footnote reference has been deleted.
35.	Section 5.10.1. Suggest to supplement "during operation phase" to the end of the paragraph.	Section 5.8.3 (previous Section 5.10.1) has been revised. Please refer to the revised Environmental Assessment enclosed in <b>Annex A.</b>
36.	Section 5.11.1. Suggest to replace "emissions" by "emission impact" in Line 1.	Section 5.9.2 (previous Section 5.11.1) has been revised. Please refer to the revised Environmental Assessment enclosed in <b>Annex A.</b>
37.	Appendix 5.2 (page 315, 472, 629). The percentage of VKT for local and rural roads of 13.73% based on 2021 Annual Traffic Census does not tally with those in Section 5.8.9. Please check.	Appendix 5.2 has been updated. VKT is no longer shown in the appendix due to the utilisation of SAMP. Please refer to the revised Environmental Assessment enclosed in <b>Annex A.</b>
38.	Appendix 5.4. Please state clearly that the Emission Inventory of Open Roads should be for year 2030 (with 2030 Emfac x 2033 Traffic).	Appendix 5.2 has been revised (previous Appendix 5.4). Please refer to the revised Environmental Assessment enclosed in <b>Annex A.</b>
39.	Appendix 5.5, page 855. Please add a note to clarify if the operating period is confirmed by the owner of the roast pig	Noted. Appendix 5.5 has been revised (previous Appendix 5.4). The operating period is confirmed by the owner of the factory based on a site visit

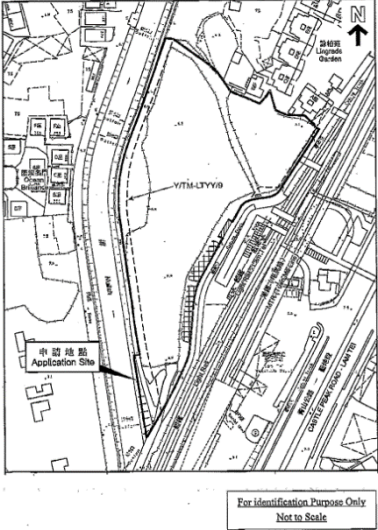
Item	Comments	Our Responses
	factory and the stack height is based on site survey.	conducted on the 6 <sup>th</sup> of March 2024. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
40.	Appendix 5.6. Please add a note to clarify how the idling times and no. of trips for FBDD are obtained.	Appendix 5.6 has been revised. Idling Emission and no. of trips were referenced from the approved A/TM-LTY/426 Planning Application on 19/05/2023 and further confirmed by a site visit in December 2023. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
41.	<p>Other than the operational air quality, please address the constructional air quality impact arising from the proposed development and provide the following information in the report.</p> <ul style="list-style-type: none"> <li>- Please provide the scale of the dusty activities including the size of site formation and excavation areas, amount of excavated materials to be handled and no. of construction trucks and machinery over the site per time, etc. to justify that the dust impact would not be adverse with implementation of control measures.</li> <li>- Please identify the nearest ASRs in the vicinity of the proposed development and provide their separation distance from the project site boundary.</li> <li>- Please clarify whether there are any concurrent projects within 500m assessment area and their cumulative air quality impact shall be addressed.</li> <li>- Please provide the control measures to be implemented during the construction stage.</li> </ul>	Noted. Sections 5.5.1-5.5.3 and 5.8.1-5.8.2 have been added to the EA report to discuss the potential air quality impact during construction phase. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
42.	Year of TD Annual Traffic Census and the minor road network percentage (%) presented in section 5.8.9 are inconsistent with those in Appendix 5.2 and the calculation spreadsheet. Please check.	Section 5.8.9 has been removed due to the adoption of SAMP.
43.	The data presented in Table 5.7 are inconsistent with the results in calculation spreadsheets. Please rectify.	Table 5.9 (Previously Table 5.7) has been updated with data generated from SAMP. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
44.	Section 5.8.32, please supplement the year of the HKO data adopted.	HKO data has been removed due to the adoption of SAMP.

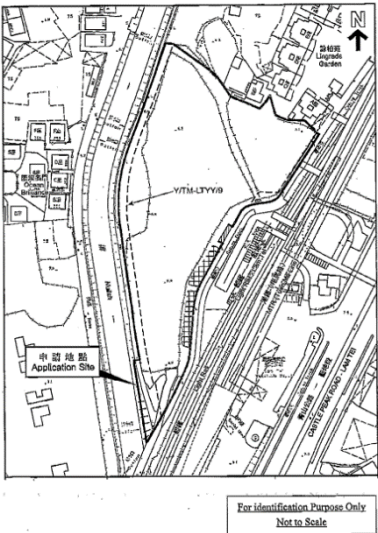
Item	Comments	Our Responses
45.	Appendix 5.1 road link map, please clarify whether all the roundabouts and To Lai Road have been included in the modelling of open road emission.	Due to the tight schedule of FI, the assessment will be updated in the next round of submission to include To Lai Road in the assessment.
46.	Appendix 5.6, please supplement the calculation of idling Emission Factors.	Calculations for idling Emission Factors have been included. Appendix 5.6 has been revised. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
47.	<u>Emfac Modelling</u> In Caline, the source height is set to zero with the "fill" road type, which is not the most representative for road emissions with barriers or elevated road. Please revise the road type for these road links to "at-grade". Please provide Fig 5.5 and barrier details for checking.	Open road emission is now modelled by AERMOD. Road types have been revised in SAMP.
48.	Please provide the Figure to show the location of the Chimney. Fig 5.3 is missing in the report.	Noted. Fig 5.3 has been included in the report. Please refer to the revised Environmental Assessment enclosed in <b>Annex A</b> .
49.	In current submission, OLM is adopted for the annual NO2 assessment for the conservative approach. If the OLM is over-conservative for the assessment, then the Jenkin Method shall be adopted for the conversion of cumulative NOx to NO2 by using the functional form of an annual mean of NO2-to-NOx with reference to Review of Methods for NO to NO2 Conversion in Plumes at Short Ranges (Jenkin, 2004a) by UK Environmental Agency.	Noted.
50.	The reported roughness adopted in CALINE is 100cm which is not consistent with the model input. Please review and update as necessary.	Open road emission is now modelled by AERMOD. Surface roughness used has been generated by SAMP.
51.	The reported base elevation and the release height for PTI source is not consistent with the model input. Please review and revise.	Noted. The release height for PTI source has been updated in the model files.
52.	Results of 10 mins averaged SO2 are not correct. Please review and revise.	Noted. The results of 10 mins averaged SO <sub>2</sub> have been revised.
53.	Please review the VKT data in the calculation spreadsheets. Discrepancies between traffic mix and VKT are found. If the VKT percentages (%) of the 18 vehicle classes are calculated by total VKT of the road, the percentages (%) should tally with	The calculation spreadsheets have been updated. VKT has been removed due to the adoption of SAMP.

Item	Comments	Our Responses
	the traffic mix. Please check.	
54.	Trips/VKT data provided in the templates do not tally with the calculation spreadsheets. Please check and ensure the consistency of data between calculation spreadsheets and templates.	Trips/VKT data have been removed from the calculation spreadsheet and calculated in SAMP.
55.	Incorrect population percentages (%) are calculated. Please review the calculation.	Noted. Population (%) has been revised.
56.	Please clarify the year of the traffic data adopted in the calculation. If 2033 traffic data is adopted, the corresponding year of population should be adopted in the calculation of population percentages (%).	2033 traffic data was adopted for the calculation. The corresponding year of population has been revised to 2033.
57.	Please correct the typo "strat" in remarks (2), and "idlin" in remarks (6).	Noted. Remarks (2) has been revised.
<b>Comments of Lands Department Received on 4 March 2024</b>		
58.	<p><u>Part A: General Comments</u></p> <p>The site under application ("Application Site") comprises a 9 private lots (including Lot Nos. 523 RP, 714RP, 718 RP, 719RP, 721RP, 722 RP, 723 RP, 724 RP and 725 all in DD 130), 1 temporary government land allocation to Highways Department, an unnamed road over government land allocation to unleased and unallocated Government land. All private lots, except Lot No. 725 in DD130 held under New Grant No. 293 dated 1 Feb 1954 for agricultural use, are old schedule lots held under Block Government Lease which contains the restriction that no structures is allowed to be erected without the prior approval of the Government.</p>	Noted.
59.	The Proposed Development at the Application Site comprising 5 residential blocks ranging from 14 to 27 storeys above 2 storeys of basement carpark with a maximum building height of 107.8mPD would be in conflict with the lease governing those private lots.	Noted.

Item	Comments	Our Responses
60.	<p>In the event the subject application under S12A of the Town Planning Ordinance is accepted or partially accepted by the Town Planning Board (TPB) with a set of clear development parameters (including but not limited to the proposed user, gross floor area and car parking provisions, as appropriate) defined. firmed up and further submission to the TPB (including application(s) for permission under S16 of the TPO after the corresponding amendment to the Outline Zoning Plan (OZP) has been made) is not required, the land owner may submit request for streamlined processing of land exchange application. Depending on the circumstances of each case, Lands Department (LandsD) at its sole and absolute discretion may, upon receipt of such valid request and subject to payment of the administrative fee(s) (including fee payable to the Legal Advisory and Conveyancing Office, if required) by the land owner, commence the streamlined processing of the land exchange application on a without prejudice and noncommittal basis while Planning Department (PlanD) is taking forward the relevant OZP amendment.</p>	<p>Noted.</p>
61.	<p><u>Part B: Advisory Comments for the Applicant</u>                      The southern tip of unleased and unallocated Government Land (the “GL”) with an area of about 404m<sup>2</sup> (= Application Site Area of 9,300m<sup>2</sup> (about) – Development Site Area of 8,896m<sup>2</sup> (about)) is proposed to be rezoned together from “R(B)1” to “R(B)4” zone but is excluded from the GFA calculations of the Application Site. However, it is noted from Figure 3.2 of the SPS that the proposed “R(B)4” zone has a total area of 0.93ha (i.e. same site area as the Application Site) is subject to a maximum plot ratio of 5. Please clarify with the applicant in this regard. By reference to the proposed domestic plot ratio of 5 and the average flat size of 32m<sup>2</sup>, inclusion of the GL into the development potential calculations could generate an additional GFA of 2,020m<sup>2</sup> and provide 63 additional units. The applicant should critically review the proposed development potential of the Application Site in order to fully utilize the scarce land resources with</p>	<p>There is a typo in Figure 3.2 of the SPS, which has been rectified. It is clarified that the Development Site (with blue outline) is 8,896m<sup>2</sup> and the Application Site (with red outline) is 9,300m<sup>2</sup>. The domestic GFA is calculated based on a PR of 5 of the Development Site area. Please refer to the replacement pages of the Supporting Planning Statement enclosed in <b>Annex E</b>.</p> <p>Please note that the concerned unallocated Government Land (“GL”) (with an area of about 404m<sup>2</sup>) at the southern tip of the site falls within the Brown Area under the draft regrant plan as proposed in the DLC on 9.2.2023. Although part of such GL does not form part of the access road, in review of the proposed development intensity of the Application Site, Client does not have the intention to include such GL into development site for Plot Ratio / GFA calculation.</p> <p>In any case, whilst the proposed “R(B)1” zone covers the said GL, the exact</p>

Item	Comments	Our Responses
	development potential for housing supply.	development site boundary can be further considered and confirmed at the land exchange submission.
62.	<p>Apart from an unnamed road, the GL also comprises a section of footpath along the nullah and a section of nullah bank. According to the indicative scheme provides at Appendix A of the SPS, it appears that no works would be carried out on the GL apart from the proposed road works as mentioned in para. 3.6.2 of the SPS. To properly reflect the development site area, the applicant should review the development site boundary as indicated in Figures 2.1 and 2.5 of the Supporting Planning Statement.</p> 	As we confirmed with the DLO/TM in January, such GL should be “brown area” as we previously proposed at the stage of PBTO issued. We have clarified that Client did not have the intention to include such GL as pink area.
63.	Benches covered by a rain shelter (“the Bench Area”) under the maintenance of DO(TM) located at the area as shown hatched black on the plan below falls within the “R(B)1” zone. To materialize its development potential under the OZP, please seek comment from DO(TM) on whether she would agree to relocate the Bench Area (at the Applicant’s own costs) so that the Sadie piece of land could be included to form part of the Application Site to better utilize its development potential for housing supply.	We confirmed with the DLO/TM in January 2024 that Client did not have the intention to include the Bench Area as part of pink area (i.e. not to be included as part of the Application Site.).

Item	Comments	Our Responses
		
<p>64.</p>	<p>The proposed road works as mentioned in para. 3.6.2 of the Planning Statement would affect an existing footway of Castle Peak Road – Lam Tei, an existing bridge bearing highway structure no. N541 and unnamed road. Under the proposal, the existing footway would be shifted north-westward to accommodate a section of newly formed cycle track connecting with the current cycle track. The management and maintenance (“M&amp;M”) responsibility of all the proposed road works, including the newly formed 7.3m wide carriageway, the newly formed footway and cycle track as well as the modified bridge, should be agreed among TD, HyD and the Application at the outset before the land exchange.</p>	<p>Noted.</p>
<p>65.</p>	<p>Two planters under the maintenance of LCSD as shown cross-hatched black on the plan below were found located within the Application Site. Agreement should be sought from DLCS about her re-provision requirement, if any, of the said planters.</p>	<p>Noted.</p>

Item	Comments	Our Responses
		
66.	The Application Site falls within the West Rail Protection Boundary and is in close proximity to the Lam Tei Light Rail Station. Comments should be sought from Railway Development Section and of LandsD, Railway Development Office of HyD and MTRCL.	Noted.
67.	All the measures (e.g. tree compensatory proposal) proposed under various technical assessments, which would be commented by relevant technical departments, to support the subject project shall be confined the Application Site.	Noted.
68.	There is a remark under Table 3.2 of the SPS which mentions “accessible carparking spaces”. Please request the applicant to elaborate this term.	According to HKPSG Chapter 8, accessible parking spaces refer to “ <i>off-street car parking spaces designated as parking for persons with disabilities</i> ”.
<b>Railway Development Section, Lands Department Received on 4 March 2024</b>		
69.	Part of the application site falls within the West Rail protection boundary, the applicant shall consult MTR Corporation Limited (agent of the KCRC) from railway protection perspective.	Noted.



Item	Comments	Our Responses
<b>Comments of Drainage Services Department Received on 4 March 2024</b>		
70.	<u>SIA</u> The hydraulic assessment needs to meet the satisfaction of EPD, the planning authority of sewerage infrastructure. DSD's comments are subject to the view and agreement of EPD.	Noted. The SIA Report has been circulated to EPD for review. Please refer to the replacement pages of the revised Sewerage Impact Assessment enclosed in <b>Annex B</b> .
71.	Please be reminded that the planning, design and operation of on-site sewage treatment plant should be responsible by the project proponent.	Noted.
72.	Section 2.5 - Please provide the size and preliminary layout of the proposed STP for illustration.	The layout of the proposed STP will be provided at the detailed design stage.
73.	Appendix 2.1 - Since the treated effluent would be discharged to the drainage system, the associated impact to the downstream drainage system (i.e. the nullah) should be checked and shown in the DIA report.	The treated effluent would be temporarily stored in the stormwater storage tank for controlled discharge into the nullah and has been taken into account in the revised DIA Report.
74.	Table 2.1 and Appendix 2.1 - The assumed backwash percentage for landscape pool appears too small. In general, the instantaneous peak flow from backwash operation should be considered, please review and revise accordingly.	The calculation for swimming pools backwash have been revised. Table 2.1 and Appendix 2.1 have been revised. The instantaneous peak flow from backwash operation has been included to determine the design capacity of the STP. Please refer to the replacement pages of the revised Sewerage Impact Assessment enclosed in <b>Annex B</b> .
75.	<u>DIA</u> Section 2.2 - Please justify whether rainfall increase due to climate change for mid-21st century or end-21st century shall be used.	The population intake year is tentatively scheduled in 2030, therefore the rainfall increase due to climate change for mid-21 <sup>st</sup> century (2041-2060) is adopted. Section 1.3.2 and Section 2.2.4 are revised. Please refer to the replacement pages of the revised Drainage Impact Assessment enclosed in <b>Annex C</b> .
76.	Section 2.9 - It is noted that stormwater storage tank is proposed however the location of the tank is not shown in drawing.	The indicative location of the proposed stormwater storage tank is presented in Figure 2.3. Please refer to the replacement pages of the revised Drainage Impact Assessment enclosed in <b>Annex C</b> .

Item	Comments	Our Responses
<b>Comments of Urban Design and Landscape Unit, Planning Department Received on 4 March 2024</b>		
77.	<p><u>Urban Design and Visual</u></p> <p>The Site is located to the north of Tuen Mun New Town, and sandwiched between the elevated MTR Tuen Ma Line and at grade Light Rail track on the east and the nullah on the west. It is mainly surrounded by village type developments, existing/planned private residential developments (including the approved s.12A Application No. Y/TM-LTYT/10 with a maximum BH of 100mPD to its west, the approved s.16 Application No. A/TM-LTYT/426 with a maximum BH of about 64mPD, the Sherwood and Botania Villa with existing BHs up to about 60mPD to its east) and planned public housing developments subject to a BHR of 160mPD to its southwest. In this connection, the proposed development with a maximum BH of 107.8mPD, though would be taller than its existing immediate neighborhood, is considered not incompatible with the planned surrounding environment.</p>	Noted.
78.	To substantiate the application, the Consultant may consider providing further information of the proposed SC/justifications for optimization of the proposed BH. Besides, the Consultant may also consider exploring to reduce the long frontage of Towers 3 to 5 (up to about 90m), or providing justifications in this regard.	The Site has a long frontage that fronts onto Castle Peak Road, LTR and TML. The building layout, disposition and height have been carefully designed to combat the potential noise impact, while capturing the development opportunity arising from the transformation of the area. Please be rest assured that the design will comply with SC requirement under B(P)R and SBDG as stipulated in PNAP APP-152.
79.	Various design measures including tower setback, BH variation, provision of replacement footpath for public use, minimized ground floor footprint, peripheral landscaping, etc are proposed.	Noted.
<u>Detailed / Advisory Comments</u>		
80.	<p>SPS</p> <p><b>Para. 3.3.1 Appropriate Tower Setback &amp; Figure 3.4</b> – The width of the setbacks should be measured from the site boundaries as per para. 3.3.1, rather than from the edge of</p>	The width of the setbacks has been revised to be measured from the site boundaries. Please refer to the revised Master Layout Plan enclosed in <b>Annex D</b> .

Item	Comments	Our Responses
	artificial slope outside the Site in Figure 3.4 to avoid confusing figures. Besides, the 14m-setback of Tower 2 from the northern site boundary as indicated in this paragraph is not shown in Figure 3.4. Please review and rectify, as appropriate.	
81.	<p><b>Para. 3.3.2 Careful Tower Disposition to Provide a 15m-wide Air Corridor &amp; Figure 3.4 –</b></p> <p>(a) The two proposed building separations between Towers 1 and 4 as well as between Towers 2 and 3 involves change in direction and hence can hardly be considered as an effective air and view corridor penetrating through the Site. Please clarify/rectify and revise the proposed mitigation measures in Para. 4.3.3 as well as Paras. 4.1.4 and 7.3 in VIA accordingly.</p>	Relevant paragraphs of the Supporting Planning Statement ( <b>Annex E</b> refers) and VIA ( <b>Annex F</b> refers) have been rectified accordingly.
82.	(b) It would be more appropriate to use the term “ <b><u>building separation/gap</u></b> ”.	Para 3.3.2 of the Supporting Planning Statement ( <b>Annex E</b> refers) has been rectified accordingly.
83.	(c) The numbering in the legend seems incorrect. Please review and rectify, as appropriate.	Figure 3.4 of the Supporting Planning Statement ( <b>Annex E</b> refers) has been rectified accordingly.
84.	<p><b>Para. 3.3.3 Stepped BH Design –</b> Considering that Tower 4 with BH of 59.8mPD and Tower 2 with BH of 107.8mPD are located at the western and eastern portion of the Site respectively, the discussion in this paragraph (i.e. a stepped BH descending from the west to the east) might not be tenable. Please review and rectify, as appropriate.</p>	Para 3.3.3 has been rectified; description has been rectified to ‘varying building height design’ ( <b>Annex E</b> refers).
85.	<p><b>Para. 4.3.2 Visual Considerations –</b> According to the submitted Visual Impact Assessment, the total number of VPs is 7 instead of 6. Please rectify.</p>	Para 4.3.2 has been rectified; description has been rectified to ‘varying building height design’ ( <b>Annex E</b> refers).
86.	<p><b>Appendix A - Master Layout Plan (MLP) –</b> For ease of reference, please consider to clearly indicate all proposed design measures (e.g. setbacks with their widths) in the MLP.</p>	For ease of reference, the MLP appended in Appendix A of the Supporting Planning Statement has been replaced with the MLP clearly indicating the design measures ( <b>Annex D</b> refers).

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87.	<p><u>VIA</u>  <b>General</b> – Please critically review and rectify the whole report including Paras. 4.1.3 to 4.1.5, 7.3 and Figure 4.2 as per our comments in Paras. 7 to 9 above. In terms of stepped BH, the consultant shall review and rectify the relevant discussions in Chapter 6 including VPs 2, 3 and 5, as appropriate.</p>	<p>Relevant discussions have been reviewed and rectified. Please refer to the replacement pages of the revised VIA report enclosed in <b>Annex F</b>.</p>
88.	<p>There are some observations of the photomontages. For examples:</p> <p>(a) <b>Figures 6.2 &amp; 6.3 VPs 2 &amp; 3</b> – It seems that the proposed development should appear to be wider (to the left-hand side). Please review and rectify, as appropriate.</p>	<p>Figures 6.2 and 6.3 of the VIA have been revised. Please refer to the replacement pages of the revised VIA report enclosed in <b>Annex F</b>.</p>
89.	<p>(b) <b>Figure 6.6 VP6</b> – The Sherwood should be blocked by the proposed development. Please review and rectify, as appropriate.</p>	<p>Figure 6.6 of the VIA have been revised. Please refer to the replacement pages of the revised VIA report enclosed in <b>Annex F</b>.</p>
90.	<p>(c) <b>Figure 6.7 VP7</b> – Tower 2 should be not visible from this VP. Please review and rectify, as appropriate.</p>	<p>Figure 6.7 of the VIA have been revised. Please refer to the replacement pages of the revised VIA report enclosed in <b>Annex F</b>.</p>
91.	<p>(d) As the approved application No. A/TM-LTY/426 is in the proximity of the Site (i.e. to its immediate southeast), it should be shown in the relevant photomontages (e.g. VPs 1, 2, 5 and/or 6) and taken into account in the VIA according to the TPB-PG No. 41, as appropriate. Also, please clarify if the approved application No. Y/TM-LTY/10 as well as the planned public housing development at San Hing Road and Hong Po Road will be seen at VPs 2 and/or 3.</p>	<p>Upon checking, the approved application No. A/TM-LTY/426 would be visible at VP1, VP5, VP6 and VP7. Figures 6.1, 6.5, 6.6 and 6.7 have been rectified (<b>Annex F</b> refers). Whilst, as for the approved application No. Y/TM-LTY/10, it would not be visible in VP2 given the viewing angle nor VP3 as it would hide behind the Proposed Development.</p>
92.	<p>(e) Please ensure the accuracy of the photomontages and review the relevant assessment as appropriate.</p>	<p>Noted.</p>
93.	<p><b>Table 5.1 Selected Viewpoints Representing Identified VSRs</b> - With reference to the “low” sensitivity of VPs 1, 3 and 4, please advise the rationale for the “low to medium”</p>	<p>Sensitivity of the visual sensitive receivers at VP5 has been rated down to “low to medium”. The visual sensitivity is subject to the activities they are engaging in so that where would they put their attention / focus on. Table 5.1</p>

Item	Comments	Our Responses
	sensitivity of VP2 and the “medium to high” sensitivity of VP5, which share the similar considerations.	and Table 7.1 have been revised ( <b>Annex F</b> refers).
94.	<b>Para. 6.3.1 VP2</b> –With reference to the photomontages at this VP (Figure 6.2 refers) and the visual composition of this view, the discussion of “ <i>the proposed development <u>would not appear incompatible</u></i> ” in Line 11 might not be tenable. Please review and rectify, as appropriate.	Para. 6.3.1 and the rating of VP2 in Table 7.1 have been rectified (see <b>Annex F</b> ).
95.	<b>Section 6.4 &amp; Table 7.1 VP3</b> – As shown in the photomontages (Figure 6.3 refers), the proposed development would appear as a dominant visual component causing substantial obstruction to the open sky view, it might not be appropriate to rate the resultant overall visual impact as “ <b>Moderately Adverse</b> ” (Table 7.1 refers). In this connection, please critically review Section 6.4 and rectify the ratings of visual impact and relevant discussions, such as “ <i>the proposed development in current scheme would share <u>similar visual composition</u></i> ” (Para. 6.4.1 refers) and “ <i>there would be subject to <u>negligible impact</u></i> ” (Para. 6.4.4 refers), as appropriate.	Para. 6.4.1 and 6.4.3 and the rating of VP3 in Table 7.1 have been rectified (see <b>Annex F</b> ).
96.	<b>Section 6.6 VP5</b> – As shown in the photomontages (Figure 6.5 refers), the proposed development would appear as a prominent visual component, causing obstruction to the open sky view to a certain extent. In this connection, please critically review Section 6.5 and rectify the relevant discussions such as “ <i>the overall visual composition <u>would largely be retained</u></i> ” (Para. 6.6.1 refers), “ <i>the proposed development would be <u>in harmony with the surroundings</u></i> ” (Para. 6.6.2 refers), “ <i>the proposed scheme is considered <u>not incompatible</u></i> ” (Para. 6.6.3 refers) and “ <i>the effect of the proposed development on them (i.e. public viewers) would be <u>insignificant</u></i> ” (Para. 6.6.4 refers), as appropriate.	Para. 6.6.1 – 6.6.4 and the rating of VP5 in Table 7.1 have been rectified (see <b>Annex F</b> ).
97.	<b>Section 6.7 VP6</b> – As shown in the photomontages (Figure 6.7 refers), the proposed development would appear as a notable visual component, which causes obstruction to the open sky	Para 6.7.1 and the rating of the effect on the visual composition have been revised to “moderately adverse” (see <b>Annex F</b> ).

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	view to a certain extent and is obviously taller than the existing village houses in the foreground. In this connection, please consider to revise the rating of the effect on the visual composition to " <b>moderately adverse</b> ".	
98.	<b>Para. 7.4 Conclusion</b> –The conclusion of “the visual impact of the proposed development is considered acceptable” is not one of the classifications of resultant overall visual impact as suggested in the TPB PG-No. 41. Please review and revise the conclusion to according to the revisions on the VIA as per our comments above, consider to summarize the ratings of visual impacts at the selected VPs.	Section 7 has been revised (see <b>Annex F</b> ).
99.	<u>Landscape Master Plan (Appendix H)</u> Section 6.1 and 6.2 – Noting only <i>Cinnamomum burmannii</i> (陰香) and <i>Gordonia azillaris</i> (大頭茶) are native species within the proposed tree planting schedule, the Applicant is reminded to take appropriate consideration of biodiversity aspect by enriching diversification of soft landscapes and to optimise the use of native trees/ shrubs species in the development.	Please note there are total 6 species proposed to be planted within site and which 4 species are native species and is approx. 73% of the proposed trees are native tree species. Please refer to the replacement pages of the revised Landscape Proposal enclosed in <b>Annex G</b> .
100.	Landscape Plan (Dwg no. 2023311-LP-01a to LP-03a) – (a) Noting proposed “2.5m fence” are shown on drawings ‘Landscape Section’ (Dwg no. 2023311-SEC-01a and SEC-02a) but without indication on plan, our previous comment b(ii) is reiterated below:  <i>“Boundary treatment including but not limited to fence wall and buffer planting, should be shown on plan as well as blow up/ detailed section drawings”</i> ; and the extent of the fence wall should be shown on the Landscape Plan with legend provided.	“2.5m Fence” has been marked on the updated plans, please refer to the replacement pages of the revised Landscape Master Plans enclosed in <b>Annex G</b> .
101.	(b) Legend for landscape furniture on sky garden should be provided on plan for easy reference.	Legend for landscape furniture on sky garden have been added on the plans. Please refer to the replacement pages of the revised Landscape Master Plans enclosed in <b>Annex G</b> .

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102.	Referring to the requirement regarding technical assessments to support a s.12A application as stipulated in Guidance Notes, a board brush survey on existing trees is considered adequate, and a 'Tree Preservation and Removal Proposal' is not necessarily required. Please note below our comments from landscape planning perspective on the tree information as provided in Appendix I of the application:	Noted.
103.	<p><u>Tree Information</u></p> <p>Section 4.0 – Noting a <i>Mangifera indica</i> (芒果) with 1300mm DBH (i.e. T157) is identified as “Tree of Particular Interest” as marked in the ‘Tree Assessment Schedule’ but without mentioning in the proposal, the Applicant is required to provide discussion in Section 4.0 ‘Tree Felling Proposal’ to justify the proposed felling of a “Tree of Particular Interest”.</p>	Information of T157 identified as “Particular of Interest” has been added in Section 3.0 of the report and an individual paragraph in Section 4.0 has also been added to justify for the proposed of felling T157. Please refer to the replacement pages of the revised Tree Preservation and Removal Proposal enclosed in <b>Annex H</b> .
104.	Tree Survey Plan (Dwg no. TSP-01) – TPI (T157) proposed to be felled should be indicated with a separate legend for easy reference.	Noted. A separate legend has been added in the legend for T157. Please refer to the revised Tree Preservation and Removal Proposal enclosed in <b>Annex H</b> .
105.	Compensatory Tree Plan (Dwg no. CTP-01) – It is observed sufficient planting areas are allowed more tree planting/ trees with larger DBH within the Site. In accordance with the principles/ guidelines for compensatory tree plantings in Appendix C Item I(v)b.2 of DEVB TC(W) No. 4/2020, the Applicant is advised to review the compensatory tree planting proposal so as to further enhance the 1:0.28 compensation ratio in quality (aggregated DBH) for the proposed development.	Noted. According to the latest compensatory proposal, the compensatory ratio in terms of quantity meets 1:1 and the compensatory ratio in terms of quality is raised from 1:0.28 to 1:0.29. After reviewing, 2 nos. of new trees are proposed along the western side of the site, and the long open view towards the west are proposed at the common open area for the residents to enjoy and lookout. Please refer to the replacement pages of the revised Landscape Proposal enclosed in <b>Annex G</b> .
106.	<p><u>Advisory Comments to the Applicant</u></p> <p>The Applicant is reminded that approval of the s.12A application by the TPB does not imply approval of the site coverage of greenery requirements under PNAP APP-152 and/or under the lease. The site coverage of greenery calculation should be submitted separately to BD for approval. Similarly for any proposed tree preservation/removal scheme</p>	Noted.

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	and compensatory proposal, the Applicant should approach relevant authority direct to obtain necessary approval as appropriate.	
<b>Comments of Agriculture, Fisheries and Conservation Department Received on 4 March 2024</b>		
107.	S.3.5.2 of the TPRP, typo Line 5: "...trees of <del>desirable</del> <u>undesirable</u> species, ...".	S.3.5.2 has been rectified accordingly. Please refer to the replacement pages of the supporting planning statement enclosed in <b>Annex E</b> .
<b>Comments of Architectural Services Department Received on 4 March 2024</b>		
108.	Based on the information provided, we have the following comments from architectural and visual impact point of view for your consideration:  (a) It is noted that the applicant proposed to rezone the application site from "R(B)1" to "R(B)4" with the maximum Building Height Restriction (BHR) of the proposed housing development amended from 35mPD to 107.8mPD. As mentioned in our previous memo dated 10 November 2023 to the pre-submission application, it appears from the photomontages enclosed in the submitted VIA that there may be some visual impact to the nearby existing low to medium rise buildings, subject to PlanD's view. The full height of the proposed development should be shown in the photomontages in the VIA.	The photomontages have been rectified, please refer to the replacement pages of the revised VIA enclosed in <b>Annex F</b> .
109.	(b) To avoid adverse impact on the ventilation and air permeability, the applicant is reminded to avoid screen wall design and comply with the building separation requirements and the sustainable design guidelines promulgated under PNAP APP-152.	The design complies with SBDG as stipulated in PNAP APP-152, please refer to the Building Separation and Permeability calculations in <b>Annex I</b> .
<b>Comments of Home Affairs Department Received on 4 March 2024</b>		
110.	It is suggested that the 3m wide footpath should be barrier-free and wheelchair friendly. The footpath should maintain 24-7	Noted. The operation details of the footpath will be explored in subsequent detailed design stage.



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	open the public. The footpath should also provide basic facilities such as surface channel and light poles, etc.	
111.	Besides, as the proposed development site is surrounded by low-density residential developments, it is envisaged that the residents living in the vicinity might raise concerns about the potential adverse impacts brought about by the medium-density housing development such as visual, noise and traffic impacts. In particular, the light rail Lam Tei Station is overloaded during peak hours, if there are 1,385 units of residents moving in, the traffic conditions like the congestion of Castle Peak Road (Lam Tei Section) will deteriorate provided that no traffic improvement scheme will be implemented.	Please refer to assessment on public transport in Chapter 5 of the submitted Traffic Impact Assessment. The result shows that there is negligible impact to public transport due to Proposed Development.
<b>Comments of Railway Development Office, Highways Department Received on 4 March 2024</b>		
112.	Please advise the traffic impact on the existing / planned railway networks arising from the proposed rezoning in the TIA.	Please refer to assessment on public transport impact in Chapter 5 submitted Traffic Impact Assessment. The result shows that there is negligible impact to public transport due to Proposed Development.
113.	As a reminder, the captioned site falls within the protection boundary of the existing Tuen Ma Line, please note that the operation of existing railway system is not under the jurisdiction of this office. With reference to DEVB TC(W) No. 1/2019 and/or Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-24, please consult MTRCL with respect to the operation, maintenance, safety and any future works required for the existing railways.	Noted.
<b>Comments of Highways Department Received on 12 March 2024</b>		
114.	The proposed access arrangement, if any, of the application site should be commented and approved by TD.	Noted.
115.	Noting that an existing access road connecting the captioned site and Ng Lau Road is not a public road, the applicant should	Noted.

Item	Comments	Our Responses
	be responsible for his own access arraignment. HyD is not / shall not be responsible for the maintenance of any access connecting the site to any public roads.	
116.	Please seek comments and approval from TD on the submitted TIA, including the proposed traffic improvement works in Appendix B of TIA.	Noted.
117.	For any proposed improvement works on public roads approved by TD and will be handed over to TD/HyD for management and maintenance, the applicant should ensure the works are designed and constructed in accordance with the latest version of HyD Standards and up to the satisfaction of TD and HyD. The proposed works design shall be circulated to TD and HyD for comments and approval.	Noted.
118.	Adequate drainage measures should be provided to prevent surface water running from the application site to the nearby public roads and drains, if necessary.	Noted.
119.	Noting that the whole existing HyD Structure N541 will be handed over to the proponent for new elevated carriageway construction, management and maintenance, please ensure the reconstructed elevated carriageway and its associate dfeatures will not fall within HyD area.	Noted.
120.	A final handover meeting of HyD features including N541 before works commencement shall be arranged with HyD.	Noted.
121.	Noting that the proposed works in green area will be handed over to the Government upon completion, the road works shall be designed and constructed up to HyD Standard and the proposed works design shall be circulated to TD and HyD for comments and approval.	Noted.
122.	Pleas amend typo “construction of elevated carriageway” as shown in attached page.	Noted.

Item	Comments	Our Responses
123.	TD's comments / agreement should be sought on the proposed gazette documents.	Noted.
124.	As a reminder, the captioned site falls within the protection boundary of the existing Tuen Ma Line, please note that the operation of existing railway system is not under the jurisdiction of this office. With reference to DEVB TC(W) No. 1/2019 and/or Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-24, please consult MTRCL with respect to the operation, maintenance, safety and any future works required for the existing railways.	Noted.
<b>Comments of Water Supply Department Received on 27 March 2024</b>		
125.	Table 5 (item e) – The total fresh water demand should instead be $(a1) \times (b1 + b2) + (c) \times (d)$ . Please update.	Table 5 (item e) and Table 6 are revised accordingly and there will be no change in the proposed pipe sizes. Residual head calculation in Appendix C has also been updated. Please refer to the replacement pages of the Revised Water Supply Impact Assessment enclosed in <b>Annex J</b> .
126.	Please update sections 3 and 4 according to the above comments.	Sections 3 and 4 are updated accordingly. Please refer to the replacement pages of the Revised Water Supply Impact Assessment enclosed in <b>Annex J</b> .

**Encl.:****Attachment A – Sample Calculation and Plan View Diagram of Representative NSR T1\_RN02****Annex A – Revised Environmental Assessment****Annex B – Replacement Pages of the Revised Sewerage Impact Assessment****Annex C – Replacement Pages of the Revised Drainage Impact Assessment****Annex D – Revised Master Layout Plan****Annex E – Replacement Pages of the Revised Supporting Planning Statement****Annex F – Replacement Pages of the Revised Visual Impact Assessment****Annex G – Replacement Pages of the Revised Landscape Proposal****Annex H – Replacement Pages of the Revised Tree and Preservation Proposal****Annex I – Building Separation and Permeability Plan****Annex J – Replacement Pages of the Revised Water Supply Impact Assessment**

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