

Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat Use (Proposed Amendments to an Approved Scheme with Minor Relaxation of Plot Ratio Restriction under Application No. A/H6/91) at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong (Application No. A/H6/97)

Responses to Departmental Comments

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1.	Comments of Planning Department – Hong Kong District Planning Office	
1.1	The applicant is reminded that the previous approval under Application No. A/H6/91 was granted in respect of the previous scheme and on the basis of its own planning merits, having regard to the information submitted and the circumstances at that time. The current submission should therefore be treated as a fresh application for independent consideration on its justifications and own merits. Besides, please ensure that all revised plans, schedules, drawings and technical information submitted under the current application are consistent with the planning statement and appendices.	Same as the approved application No. A/H6/91, the current application seeks planning permission for minor relaxation of PR from 5 to 5.687 for permitted 'Flat' use at the Application Site. The subject lot (i.e. Inland Lot No. 7426 which is solely owned by the applicant) is about 1,946.024m², of which about 1,711.016m² (about 87.9%) falls within an area zoned "R(B)" (i.e. the Application Site) and about 235.008m² (about 12.1%) falls within an area zoned "Green Belt" ("GB"). The proposed minor relaxation of PR restriction under the current application is to apply all the GFA calculated from the entire lot (i.e. lot area of about 1,946.024m² x PR of 5 = about 9,730.12m²) on the Site zoned "R(B)". The subject lot was zoned "Residential" without PR restriction on the first draft Causeway Bay OZP No. LH6/22 gazetted on 20.12.1968. Subsequently, the majority of the subject lot was rezoned to "R(B)" (i.e. the Application Site) and the remaining portion was rezoned to "GB" on the draft Causeway Bay OZP No. LH6/24 in 1976. The zonings of the subject lot have not been amended since then. The subject lot is governed by Government Lease dated 1.2.1971 for a term of 75 years from 22.9.1958 (i.e. before it was covered by the first draft Causeway Bay OZP in 1968) restricted for private residential purposes. Thus, the "GB" portion forms part of the lot permitted for private residential purposes under the lease. Although the lease permitted private residential development in the area zoned "GB" within the subject lot, no building is proposed within the area zoned "GB". In view of (i) the zoning background of the subject "R(B)" zone, (ii) the lease provisions of the subject lot as stated above, (iii) the fact that the current application only proposes minor amendments to the Approved Scheme to increase the number of units from 61 to 176 with no change to other major development parameters (including GFA, PR, and number of storeys), and (iv) the

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	We have the following further observation/comments from district planning perspective: <u>Planning Merits / Local Gain</u> 1.2 In considering the planning merits / local gain of the current development proposal, the applicant may consider measures to create an enjoyable walking environment, such as providing building canopies over Tai Hang Road. <u>Visual Compatibility</u> 1.3 As per ArchSD's previous comments, please provide images/photomontage showing the full extent of the proposal within its immediate surrounding context to demonstrate whether the proposal would be visually compatible with the existing surrounding development.	additional planning gains provided, the proposed development is considered acceptable. As Tai Hang Road is a public road on government land, the Proposed Development could not provide building canopy over it, as it will be outside the development lot. Nonetheless, the Applicant could explore the possibility of providing building canopy along the building edge within the development lot facing Tai Hang Road in GBP submission stage, subject to detailed design and study, such as technical feasibility and any implication to GFA and site coverage calculation. The Applicant would like to reiterate that the Application Site is zoned "Residential (Group B)" on the OZP subject to a maximum BH restriction of 30 storeys (including carport). The proposed development of 30 storeys <u>fully complies</u> with the BH restriction on the OZP. Therefore, a visual appraisal / visual impact assessment is considered not required. Notwithstanding the above, illustrative photomontages showing the proposed development with its surrounding context have been prepared in Attachment 1 for reference. As shown in the illustrative photomontages, the proposed development will be visually compatible with the surrounding developments. Please note that these illustrative photomontages are prepared to give a general impression of the proposed development for indicative purposes only. The building façade treatment will be subject to changes at detailed design stage.

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1.4	<u>Landscape Treatment</u> It is noted that vertical greening and landscaped areas at the 3/F, the 6/F and the 28/F are proposed according to the latest scheme. Please specify the species intended to be planted at the proposed landscaped areas.	Suitable plant species will be carefully selected for the proposed vertical greening and landscaped areas. In particular, shade-tolerated species will be selected to enhance durability and liveability of plants in this highly compacted urban context in Hong Kong. Reference will be made to the “Pictorial Guide to Plant Resources for Skyrise Greenery in Hong Kong” as promulgated by the Greening, Landscape and Tree Management Section of the Development Bureau.
1.5	<u>Traffic and Transport Aspects</u> Based on the revised TIA and public transport survey data and analysis submitted to the Town Planning Board on 10.7.2026 and 24.7.2026 respectively, (i) please note that Table 2.3 is missing in the revised TIA; (ii) please note that the reserve capacity stated in Table 3.2 are not tally with the 2026 observed traffic flow data in Appendix I; (iii) please explain why +0.5% per annum is adopted in Section 4.2 for traffic flow while +0.05% is adopted in Section 6.2 for pedestrian condition; (iv) “Kam Tin Road” appears in the (J6) Tai Hang Road/ Lai Tak Tsuen Road/ Fuk Kwan Road roundabout junction calculation; (v) please explain why only P1 is assessed in Section 6.2;	For clarity's sake and comprehensiveness, the public transport survey data submitted on 10 July 2026 has been incorporated into the TIA as a single report. In response to comments received from the Planning Department, changes have been highlighted for easy reference. Please refer to Attachment 3 for the revised TIA. Please be clarified that there is no Table 2.3 in the TIA, and Para. 2.4.1 has been revised accordingly. Noted. Table 3.2 has been updated to tally with Appendix I. Please be clarified that the adopted rate is +0.5%. Section 6.2, Table 6.3 and Table 6.4 have been rectified accordingly. The typo has been rectified accordingly. P1 is the most critical footpath, as it is the immediate connecting section where all residents ingress/egress. The pedestrians generated by the proposed development is not high, and most of the residents will take public transport from PT stops on Tai Hang Road. The remaining pedestrian traffic will be minimal and will not have a significant impact on other footpaths.

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	(vi) please specify the time of the AM and PM peak mentioned in public transport survey; (vii) given the average occupancy rate of GMB is ranging from 8% - 13% , please provide detail breakdown i.e. the recorded route and each occupancy rate for information; and (viii) given that the application site is far from rail-based public transportation, please elaborate how to derive the proposed development would only generate 70 people and 75 people using the public transport during the AM and PM peak respectively.	The observed AM and PM peaks are 8:00 to 09:00 and 18:15 to 19:15 respectively. For details, please refer to Chapter 7 of the revised TIA. The details have been supplemented in Chapter 7 of the revised TIA. The details have been supplemented in Chapter 7 of the revised TIA.
2.	Comments of Architectural Services Department	
2.1	According to the revised Architectural Drawings provided, we have the following comments from architectural and visual impact point of view for your consideration: It is noted that the proposed development is located in very close proximity to existing residential building, which may lead to overlooking issue. It is recommended to review the design and disposition of the proposed development to minimize occupants from being able to look into the habitable rooms of adjoining building.	Please note that the Application Site is zoned “Residential (Group B)”, under which <u>residential use is always permitted</u>, on the extant OZP for residential development, and is situated within a highly urbanised area characterised by high-rise, high-density developments. Detailed design of the proposed development will be submitted in GBP stage, and will ensure that the proposed development complies with the Buildings Ordinance, Building (Planning) Regulations, Sustainable Building Design Guidelines, and relevant PNAPs. Having said that, the Applicant has taken consideration that one side of its site boundary abuts to the site boundary of an existing residential building (i.e. Jolly Villa, which has its windows facing north and south), while the proposed development is located on the west of this existing residential building, therefore the design and

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2.2	The proposed development shall not reduce the quantity of light and air available to other existing building in accordance with Building (Planning) Regulations 37. It is recommended to ensure that the light and air available to other existing building shall not be diminished.	disposition of the proposed development has already minimized “occupants from being able to look into the habitable rooms of adjoining building”. Noted. According to the Buildings Ordinance and Building (Planning) Regulations, the required natural lighting and ventilation of a development are satisfied within its own site boundaries and abutting streets, without depending on any adjoining sites’ area or space. Detailed design of the proposed development will be submitted in GBP stage, and will ensure that the proposed development complies with the Buildings Ordinance, Building (Planning) Regulations, Sustainable Building Design Guidelines, and relevant PNAPs. In particular, the prescribed window requirement under the Building (Planning) Regulations of the Buildings Ordinance will be strictly complied with to ensure daylight penetration and fresh air to habitable rooms of residential units. Other existing developments should also have complied with the relevant requirements to ensure daylight penetration and fresh air to habitable rooms of residential units.
3.	Comments of Buildings Department	
3.1	It is noted that the proposed non-domestic site coverage exceeds the permitted percentage as stipulated under the First Schedule of the Building (Planning) Regulations. Our comments provided to the applicant in June 2026 are still valid.	Please be advised that the non-domestic site coverage of the proposed development does not exceed that permitted under the Building (Planning) Regulations (B(P)R): • The 61.6% non-domestic site coverage applies only to G/F to 2/F of the podium, which does not exceed 15m above ground level; • The upper floors of the podium (3/F to 6/F) have a 53.1% site coverage, which complies with the First Schedule of the B(P)R. For clarity purposes and for better presentation, the development schedule, block plan, and sections have been refined accordingly and are provided in Attachment 2.

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4.	Comments of Environmental Protection Department	
	<u>Air Quality</u> Please find our comments from air quality perspective:	Please refer to Attachment 4 for the revised EA.
4.1	Section 1.4.5 to 1.4.8 – It is suggested to simplify to mention that air quality impact is discussed in detail in Section 3 by reviewing the air quality impact assessment in EA2.	Noted. Section 1.4.5 (previously Sections 1.4.5 to 1.4.8) has been simplified accordingly.
4.2	Section 1.4.7 – Please incorporate this section into Section 3.4.6.	Noted. Section 1.4.7 has been incorporated into Section 3.5.6 (previously Section 3.4.6) accordingly.
4.3	Section 1.4.8 – Please delete this section.	Noted. Section 1.4.8 has been deleted.
4.4	Section 3.1.2 – Please append the discrete and contour results in EA2 in appendix.	Noted. Discrete and contour results in EA2 have been supplemented in Appendix 3-3 .
4.5	Table 3.1 – The titles of the 2 nd , 3 rd and 4 th column should read “Averaging time”, “Concentration limit (µg/m3)” and “Number of exceedances allowed per calendar year” respectively.	Noted. Table 3.1 has been revised accordingly.
4.6	Section 3.3.3, 3.5.3 – It is noted that the report adopted the approach of replacing original EA2 PATH background of Year 2025 in PATH v2.1 with the updated background of Year 2030 in PATH v3.0. The original set of model results from the approved case EA2 shall remain valid provided that no replacement of PATH background data is made. As the wind data used to drive the model runs in EA2 are different from those of the latest PATH background, direct replacement of background data would lead to inconsistencies. The consultant is suggested to extract the parameters directly from the original set of model results to compare with the prevailing AQOs. In case model run is needed, the latest available data should be adopted and the model setup should adhere to EPD’s latest modelling guidelines.	Noted. The original set of model results have been extracted from EA2 to compare with the prevailing AQOs. Sections 3.3.3, 3.6.1 (previously 3.5.3), Appendix 3.1 and Appendix 3.2 have been updated accordingly. It is confirmed that no update or re-run of model is needed.

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4.7	Section 3.4.2 (a) Please confirm and supplement that the proposed development would have no industrial chimney. (b) Please confirm and supplement whether any site survey was conducted to verify that there is no change in identified chimneys, and specify the chimneys. We would like to remind the applicant that it should be the responsibility of the applicant and their consultant to ensure the validity of the chimney data by their own site surveys. Should the information of industrial chimneys be subsequently found to be incorrect, the assessment result as presented in the planning application would be invalidated.	Noted. It is confirmed that the proposed development would have no industrial chimney. Please refer to the revised Section 3.5.2 (previously Section 3.4.2). Please note that subsequent to EA2, a site survey has already been conducted on 1 April 2026 for the verification of the chimneys identified in EA2. According to the observation during the site survey, it is confirmed that there is no change of the identified chimneys within 500m assessment area. Therefore, the assumptions in EA2 remain valid. Please refer to the revised Section 3.5.2 (previously Section 3.4.2).
4.8	Section 3.4.3 – Please revise the section heading to “Major Point Sources within 4km”, and supplement discussion on Kai Tak Cruise Terminal.	Noted. Section 3.5.3 (previously Section 3.4.3) has been revised accordingly.
4.9	Section 3.4.8 – Please revise the last sentence to “Therefore, the predicted <u>cumulative</u> impact <u>from the above emission sources and background air pollutant concentration of PATH model</u> in the EA2 <u>represent a more conservative scenario for the latest development proposal.</u> ”	Noted. Section 3.5.8 (previously Section 3.4.8) has been revised accordingly.
4.10	Section 3.4.9, Table 3.3 – Please remove Table 3.3 and the 2 nd last sentence in Section 3.4.9.	Noted and removed accordingly.
4.11	Section 3.5.1 and 3.5.2 (a) Please move the discussion of ASRs for operation phase before Section 3.4. (b) Please present the information of ASR1 to ASR13 in a table form in EA2 and show the locations of ASR1 to ASR13 in Figure 3.1.	Noted. Sections 3.5.1 and 3.5.2 have been moved ahead and renumbered as Sections 3.4.1 and 3.4.2. Noted. The information of ASR1 to ASR13 has been supplemented in the new Table 3.3 and Figure 3.1.

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4.12	Section 3.5.3 (a) Please put Section 3.5.3 in a new heading “Impact Evaluation”. (b) Please discuss whether the discrete and contour results of SO₂ are well below the prevailing AQOs. (c) Please supplement a summary table of the results extracted from EA2 to demonstrate the compliance with the prevailing AQOs.	Noted. A new heading has been added and Section 3.5.3 has been renumbered as Section 3.6.1 accordingly. Noted. The discussion on discrete and contour results of SO₂ have been supplemented in Section 3.6.1 accordingly. Noted. A new Table 3-4 has been supplemented accordingly.
4.13	Section 3.6.3 – Please check if line 2 should refer to Figure 3.2.	Noted. Section 3.7.3 (previously Section 3.6.3) has been revised accordingly.
4.14	Table 3-4 – Please use another set of ASR ID for the ASRs for construction phase.	Noted. Table 3-5 (previously Table 3-4) and Figure 3.2 have been revised accordingly.
4.15	Section 3.6.4 – Please supplement the construction period of the concurrent projects and source of information.	Noted. Section 3.7.4 (previously Section 3.6.4) has been supplemented accordingly.
4.16	Section 3.6.5 – Please check if line 1 should be “construction activities” instead of “conversion activities”.	Noted. Section 3.7.5 (previously Section 3.6.5) has been revised accordingly.
4.17	Section 3.6.5 to 3.6.13 – Some mitigation measures are repeated and not consistent (e.g. speed control is 10km/hr in Section 3.6.10 and 8km/hr in Section 3.6.12). Please combine these sections and remove any duplicated or inconsistent measures.	Noted. Sections 3.6.5 to 3.6.13 have been reviewed and revised.
4.18	Section 3.7.1 – Please revise to “...the predicted <u>cumulative</u> air pollutant concentration result in the EA2 <u>represent a more conservative scenario for the latest development proposal.</u> ”	Noted. Section 3.8.1 (previously Section 3.8.1) has been revised accordingly.
4.19	Section 3.7.2 to 3.7.3, 4.1.5 – Please rewrite to discuss that the assessment results in EA2, which represent a more conservative scenario, have been reviewed and whether there is no exceedance of prevailing AQOs for air sensitive use in the proposed scheme.	Noted. Section 3.8.2 (previously Sections 3.7.2 and 3.7.3) and Section 4.1.5 have been revised accordingly.

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4.20	Section 3.7 – Please supplement conclusion on constructional air quality impact.	Noted. Section 3.8.3 has been supplemented accordingly.
4.21	Appendix 3.2 – Please check if the numbering of figures should be “3.2x” instead of “3.1x”.	Noted. The figure numbers have been revised accordingly.
4.22	Appendix 3.1d – Please revise the title to “10th Highest Daily ”.	Noted. The title of Figure 3.2d (previously 3.1d) has been revised accordingly.
4.23	Appendix 3.2f – Please overlay layout plan. <u>Noise</u> We have some comments on consistency of the revised EA which are given below.	Noted. The layout plan has been overlaid on Figure 3.2f accordingly.
4.24	Noise Model & Figure 2.1a: - The layout in noise model is inconsistent with Figure 2.1a. The NSR L-01 in low zone is located behind the wall in noise model.	Noted. The inconsistency in the noise model has been rectified accordingly.
4.25	<u>Sewerage Impact Assessment</u> For Table 6-4, Revised ADWF from FMH7013365 to FMH7063780 should be 5012m ³ /d and that from FMH7063780 to FMH7013335 should be 5215m ³ /d according to Table 1 in Appendix 6-3. If affirmative, please update the Total Peak Discharge (with Swimming pool) in Tables 6-4 and 7-1 accordingly.	Please note that the sewage flow estimation has been revised in response to DSD’s comments (see Section 6 of this RtoC table). Tables 6-4 and 7-1 have been updated accordingly.
4.26	For Appendix 6-3: i. In Table 1, Catchment H3 appeared twice under Catchment H, please revise the numbering accordingly. ii. In Table 1, the total population should be 20940, please confirm.	i. Noted, the catchment numbers have been revised accordingly. ii. Please note that the total population has been revised in response to DSD’s comments (see Section 6 of this RtoC table). Table 1 has been updated accordingly.

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	iii. In Table 2, Population Description of Catchment no. of A92, A93, A94, A96, A97, A101, A102, A106, A110, A113 and H20 do not match with those in Appendix 6-2, please confirm.	iii. Noted. The population descriptions in Table 2 have been revised accordingly.
4.27	For Appendix 7-1, inlet levels and outlet levels from FMH7013350 to FMH7013335 do not tally with that in Figure 3-1, please confirm.	Noted. The inlet and outlet levels from FMH7013350 and FMH7013335 in Figure 3-1 has been updated accordingly to tally with invert levels presented in Appendix 7-1.
4.28	Please also seek DSD's agreement on the calculations.	Noted. Responses to DSD's comments are provided in Section 6 of this RtoC table.
5.	Comments of Geotechnical Engineering Office, Civil Engineering and Development Department	
5.1	Please ask the applicant to discuss the proposed geotechnical works for the development including the excavation and lateral support works, foundation works and site formation works.	Please refer to Attachment 6 for the revised Geotechnical Statement. Under the proposed scheme of the subject application, the geotechnical works are included as follows: <u>Excavation and lateral support works</u> The proposed excavation involves the installation of soldier piles, pipe piles, temporary struts and pre-stressed ground anchor to facilitate the construction of the proposed raft footing works within the site. The existing ground level varies from +46mPD near the green hatched black area to +22mPD near Tai Hang Road throughout the site. The proposed final excavation level is at +19.0mPD. Thus, the maximum retained height is about 27m. <u>Foundation Works</u> According to the proposed scheme of the subject application, 2.5m thick. Raft Footing Foundation is proposed, found on Category 3 Intermediate Soil or better, with SPT N-Value ≥ 200.

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5.2	Please discuss the potential effects of the proposed geotechnical works on Tai Hang Road, as well as on the existing buildings and utilities in the vicinity.	<u>Site Formation Works</u> The proposed site formation works within site comprises: - Soil nails installation at Green Hatched Black Area - Mass concrete filling with dowel bars at existing ground anchor extent - Installation of catchpit, stepped channel, down pipe and pipeline Based on the above-mentioned works, amendment was submitted and approved as follows: - Pipe Pile Wall, Grout Curtain, Prestressed Ground Anchor, King Post, ELS: Approved on 4 June 2026. - Site Formation: Approved on 17 June 2026. - Site Formation (Natural Terrain Zone): Approved on 17 June 2026. - Foundation (Alternative Scheme) - Raft Footing: Approved on 16 July 2026. The proposed geotechnical works include ELS, site formation and foundation works as discussed in Item 4.1 above. The proposed site formation will incorporate slope improvement works with slope nails and mass concrete, which will be beneficial to the overall safety of Tai Hang Road and nearby buildings. The proposed ELS works will involve installation of pipe pile walls, soldier pipe walls with temporary prestressed ground anchors and struts for lateral support. The proposed excavation works will have negligible impact to the adjacent building, Jolly Villa which is supported by caisson piles on rock. Stringent settlement control was included to ensure the utility settlement falls within acceptable range. The proposed foundation works will lead to a slight increase in loading at the caisson piles for Jolly Villa, which have been duly considered in the design. The as-built record of caisson piles was

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5.3	Please elaborate on the existing ground conditions, with reference to geological maps, existing ground investigation records, and any other relevant information as appropriate.	checked and the capacity of the piles is sufficient to cater for such increase. The details of the impact analysis were discussed in the foundation plan approved on 16 July 2026. The site is underlain by medium grained granite as indicated in Geological Map Sheet 11. Ground investigation records suggested the soil present is mostly in-situ, ranging from about 4m to over 20m thick completely decomposed granite. No special geological features that require engineering treatment were identified. The site is located at the toe of slope feature No. 11SE-A/CR 109, which will be upgraded with soil nails during the site formation works.
5.4	It is noted that the discussion regarding the demolition and retention of unregistered retaining walls A and B is inconsistent with the design report submitted under the 3 rd amendment of ELS works referred by the BD to this Office dated 15.5.2026. Please ask the applicant to clarify.	Unregistered Retaining Wall A (Within the lot Site Boundary) - The unregistered RC retaining wall is located at the east side of the site and within the site boundary. It is right next to Jolly Villa and there is no soil to be retained after the construction of the proposed building. It is proposed to demolish this retaining wall. Unregistered Retaining Wall B (Within the lot Site Boundary) - The unregistered masonry retaining wall is located at the west side of the side and within the site boundary. It is proposed to remove this retaining wall and the level difference would be supported by the proposed building.
5.5	It is noted that a natural terrain hazard study for the “natural slope” above the proposed development was completed and mitigation measures have been proposed. Please ask the applicant to provide the latest information regarding the “natural slope” in the Geotechnical Statement.	The Natural Terrain concerned is located at the southwest of the site and between Trafalgar Court and Feature No. 11SE-A/CR109. The area ranges from +55mPD to +75mPD near Tai Hang Road. The natural terrain hazard assessment was conducted and existing conditions cannot meet the current slope safety standard. Installation of soil nails and provision of surface channel will be conducted as the natural terrain hazard mitigation measure to meet the current slope safety standard.

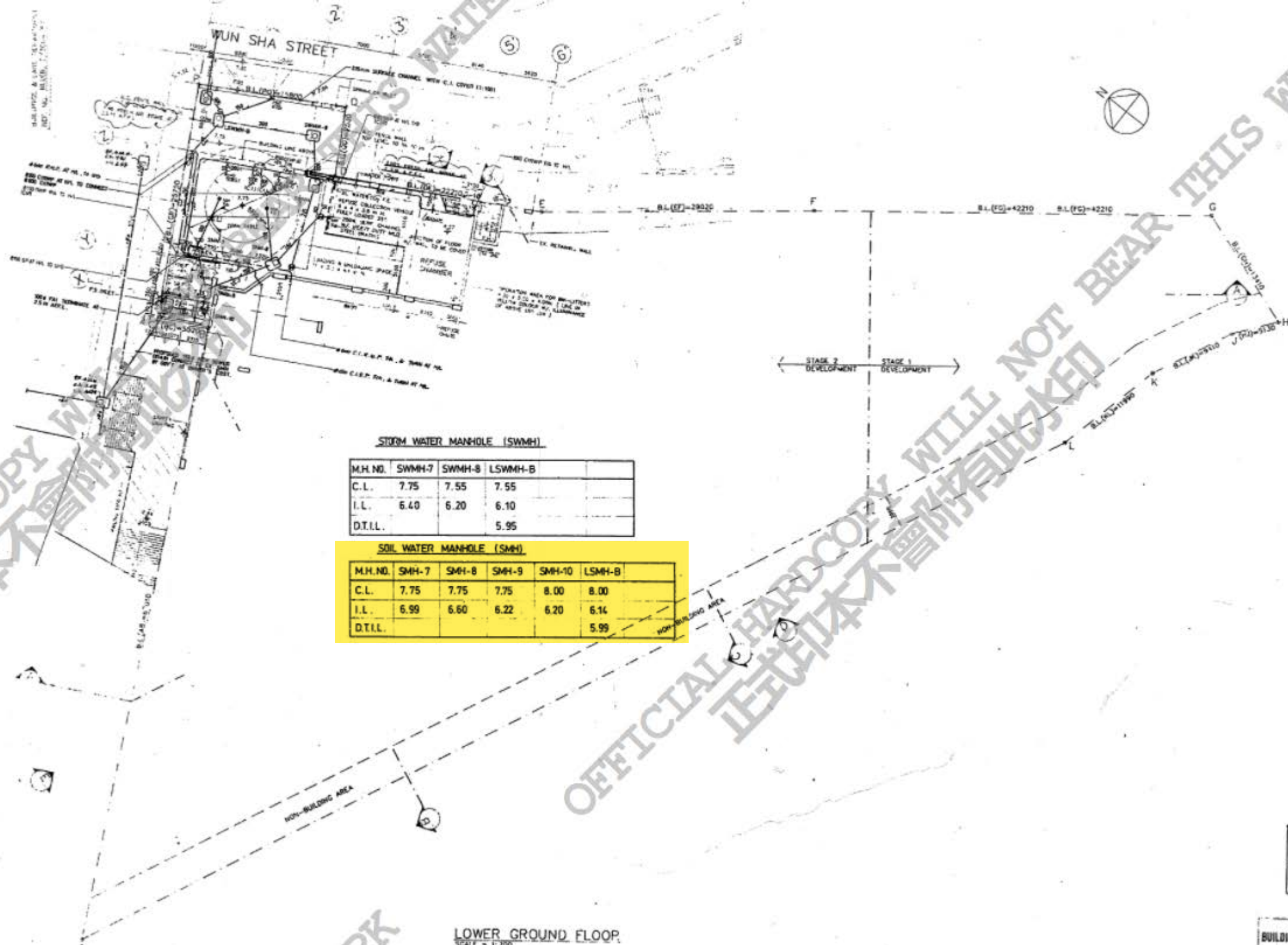
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6.	Comments of Drainage Services Department	
6.1	Appendix 6-2: <u>Catchment A</u> a. Development at No. 1 Creasy Road seems missing, please review. b. Development at No. 1 Cooper Road seems double counted at ID NO. A82 and A108, please review. c. Development at No. 111 Mount Butler Road seems missing, please review. d. Please also include sewage flow from visitors for the “Buddhist Li Ka Shing Care and Attention Home for the Elderly” (ID No. A1).	Please refer to Attachment 5 for the revised SIA. a. Noted. No. 1 Creasy Road has been added under ID No. A108 accordingly. b. Noted. No.1 Cooper Road in ID No. A108 has been removed and replaced by No. 1 Creasy Road. c. Noted. The development at No.111 Mount Butler Road has been added under ID No. A115 accordingly. d. Noted. Sewage flow from visitors for Buddhist Li Ka Shing Care and Attention Home for the Elderly has been included in the calculation.
6.2	<u>Catchment C</u> For the new development at No. 89-93 Tai Hang Road (ID No. C2), please adopt a ADWF of 37.2m³/day and swimming pool back wash of 4.17L/s in the calculation.	Noted. The ADWF and swimming pool backwash for No. 89-93 Tai Hang Road (ID No. C2) have been updated accordingly.
6.3	<u>Catchment F</u> Sewage flow from visitors at Haw Par Mansion (ID No. F1) should be included.	Noted. Sewage flow from visitors for Haw Par Mansion has been included in the calculation.
6.4	<u>Catchment H</u> Seems sewage flow from the True Light Middle School of Hong Kong is missing, please review.	Noted. True Light Middle School of Hong Kong has been added under ID No. H22 accordingly.

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6.5	<u>Catchment I</u> Seems sewage flow from residential development “Illumination Terrace” is missing, please review.	With reference to information extracted from BRAVO (see Annex A), the sewage generated from the residential development “Illumination Terrace” is discharged into an existing foul water manhole (i.e., C.L.: 7.02 mPD, I.L.: 4.99mPD). After cross-checking with the Drainage Record Plan, the sewage generated is unlikely to be discharged into the foul water manhole located at Tai Hang Road (i.e., FMH7023698 with an invert level of 25.81mPD) due to large difference in invert levels. Instead, the sewage from Illumination Terrace will most likely discharge into FMH9002126. Therefore, the sewage generated from the development has been excluded from the calculation.
6.6	Please review the swimming pool back wash calculation, seems back wash 5 mins/day was adopted in the calculation.	Noted. The swimming pool backwash calculation has been revised accordingly.
6.7	Appendix 6-3 Table 2 refers. The volume of swimming pool for ID No. A3 (Cavendish Heights) is inconsistent with the value presented in Appendix 6-2. Please review.	Please be clarified that the total swimming pool volume for ID No. A7 (Cavendish Heights) is the combined volume of two pools, estimated at 377m³ and 54m³ respectively (total 431m³).
6.8	Appendix 6-3 refers. Please include the estimated sewage flows from two public toilets in Table 1.	Noted. Estimated sewage flow from the two public toilets has been included into the calculation.
6.9	Appendix 7-1 refers. The total ADWF for pipe ID No. 2 seems inconsistent with sum of the site sewage flow plus sum of sewage flow from Catchment A to Catchment I as presented in Appendix 6-3. Please review.	Noted. The total ADWF has been updated accordingly.

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7.	Comments of Transport Department	
7.1	Section 2.4 refers. I note that the proposal includes provision of 44 private car parking spaces. As clarified by LandsD, according to Special Condition (SC) 21(b) of the Conditions of Exchange, the number of accessible car parking spaces should be included out of the residential and visitors' parking spaces. Also, the flexibility clause is not applicable to visitors' parking space. Please review your parking requirements in Table 2.2 and update the whole report including the layout plans accordingly.	Please refer to Attachment 3 for the revised TIA. Noted. Total 42 nos. of car parking spaces will be provided. Table 2.2, Figure 2.5, and Figures 2.5(SP1) to 2.5(SP4) of the TIA report have been updated accordingly. Figure 2.6 of the Planning Statement has also been updated accordingly. Please refer to Attachment 2.
7.2	Section 2.4 refers. Table 2.3 appears to be missing from the report. Please review and clarify.	Please be clarified that there is no Table 2.3 in the TIA, and Para. 2.4.1 has been revised accordingly.
7.3	The Roundabout Junction Calculation sheet of J6 under Appendix 1 refers. "Kam Tin Road" shall not be included in the junction. Please review and clarify.	The typo has been rectified accordingly.
7.4	Table 4.4 refers. There is a typo error regarding item 2 of "8 Leighton Road".	The typo has been rectified accordingly.
7.5	Figure 2.1 (SP1) of the G/F layout plan refers. The swept path checking is encroaching onto the footway. Please review and clarify.	The swept paths have been revised to avoid encroaching onto the footway. Please refer to the updated Figure 2.1(SP1) .

Annex A

Drainage Information of Illumination Terrace



STORM WATER MANHOLE (SWMH)

M.H. NO.	SWMH-7	SWMH-8	LSWMH-B
C.L.	7.75	7.55	7.55
I.L.	6.40	6.20	6.10
D.T.I.L.			5.95

SOIL WATER MANHOLE (SMH)

M.H. NO.	SMH-7	SMH-8	SMH-9	SMH-10	LSMH-B
C.L.	7.75	7.75	7.75	8.00	8.00
I.L.	6.99	6.60	6.22	6.20	6.14
D.T.I.L.					5.99

WUN SHA STREET

225mm SURFACE CHANNEL WITH C.I. COVER (1:100)

SPRINKLER INLET

BUILDING LINE ABOVE

REFUSE COLLECTION VEHICLE
9 x 4 x 3.8 m H.
FULLY LOADED 25T.
2004. SURF CHANNEL
FRONT. HEAVY DUTY WELD
STEEL CRATING

REFUSE
CHAMBER

ILLUMINATION AREA FOR BBN-LITTER:
 2.30 x 5.00 x 4.00m (LINE IN
 YELLOW COLOUR W/ 1000 LUMINANCE
 OF ABOVE 150 LUX)

PROPOSED 150' NEW SEWER
DRAIN CONNECT TO EX. SMH
BY GOV'T AT OWNER'S COST

-0150 C.I.S.P. TIA, & TURN AT MR



CAPITOLUL 11

CATERING 3

CAUTION 2

CAPTAIN 1.

UPPER
GROUND FLOOR

100

Keywords: child sexual abuse; disclosure; social support

PODIUM FLOOR

CARPARK 4

CARPARK 3

CARPARK 2

CARPARK 1

UPPER GROUND FLOOR

LOWER GROUND FLOOR

Ø 80 V.P. AT 2.5M HEIGHT FROM A.F.F.L. WITH WIRE BALLOON

AC PLANT RM

FILTRATION PLANT RM

CAR PARK

225 MM WIDE SURFACE CHANNEL
FALL 1:100 (TYPICAL)

CAR PARK

CAR PARK

CAR PARK

Ø 100 FAL TERMINATED
AT 2500 APPL

LSMH-A

REFUSE ROOM

100 Ø TO BE DISCHARGED
TO SMH-3

150 Ø TO BE DISCHARGED TO SMH-5

225 MM WIDE SURFACE CHANNEL
FALL 1:100 (TYPICAL)

Ø 100 FAL TERMINATED
AT 2.5M A.F.F.L.

PETROL INTERCEPTER

Ø 75 FAL TERMINATED
AT 2.5M A.F.F.L.

Ø 75 WIDE SURFACE CHANNEL
WITH GRATING

11.15 AM '92

R & I Section, S&D
BUILDINGS & LANDS
DEPARTMENT

