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**Appendix B –  
Response-to-Comments Table**

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**Section 16 Planning Application for Proposed Amendments to an Approved Comprehensive Residential Development Scheme and Minor Relaxation of Gross Floor Area and Building Height Restrictions at Various Lots in D.D. 385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun (Application No. A/TM-SKW/134)**

**Response to Departmental Comments**

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**Annex A**

Brief Analysis of Viewpoints along Major Hiking Trails in Vicinity

**Annex B**

Indicative Diagram showing Pedestrian Circulation with regards to Requirements of Draft Lease of TMTL 417

## Response to Departmental Comments

	Departmental Comments	Responses to Comments
<b>1.</b>	<b>Comments of Antiquities and Monuments Office</b>	
1.1	Please be informed that the Site falls partly within Tai Lam Site of Archaeological Interest. It is noted that “no excavation of land” is marked on the application form (page 10), which he has doubt as site formation works for village houses will be conducted in the Site. Please revise the application form for accuracy.	Noted. Please also note that the archaeological impact assessment as stipulated under the previous draft special conditions has already been completed and no further archaeological works was considered required according to the impact assessment report. As recorded in the Notes for District Lands Conference dated 7.7.2022, the corresponding special condition has been deleted from the draft lease as per AMO’s advice. The Applicant will inform AMO immediately when any antiquities or supposed antiquities under the ordinance are discovered in the course of works.
1.2	The applicant is required to inform AMO immediately when any antiquities or supposed antiquities under the ordinance are discovered in the course of works. Please observe the AMO’s previous comments dated 29 September 2023 on the Planning Application (No. A/TM-SKW/32).	Ditto.
1.3	The applicant is required to inform AMO when the application is approved and the work period of the Site for AMO to conduct site inspections as and when required.	Ditto.
<b>2.</b>	<b>Comments of Agriculture, Fisheries and Conservation Department</b>	
2.1	The applicant is reminded to implement good site practices to avoid any adverse water quality impacts on nearby streams.	Noted.
<b>3.</b>	<b>Comments of Buildings Department</b>	
3.1	Detailed comments under the Building Ordinance will be provided at the building plan submission stage.	Noted.

	Departmental Comments	Responses to Comments
<b>4.</b>	<b>Comments of Drainage Services Department</b>	
	<u>Drainage Impact Assessment (DIA)</u>	
4.1	Section 5.2.1 refers. As the proposed site formation works would raise the ground level of the site by approx. 4m to 5m, please provide figure(s) of land profile to demonstrate the drainage effect to the adjacent areas with overland flow mitigated.	Please refer to Drawing no. 60281828/STUDY/FIGURE 6 of the revised DIA under <b>Attachment 1</b> showing the perimeter drainage and discharge points and overland flow arrows showing flow directions. The perimeter drainage provided can receive the runoff of adjacent areas and no drainage impact to adjacent area is anticipated.
4.2	Figure 7 and response-to-comment (RtC) table item 4.12(i) refer. According to Section 6.1.1 & 6.1.2, the maintenance responsibility shown in Figure 7 should be based on the principle agreed in Oct 2023. Nevertheless, the proposed 1.65m(W) x 1.65m(H) channel was modified and deviated from the agreed arrangement as stated in his department letter ref. (0124ZE) in MN 10/TMTL/417/0 date 26.10.2023, which specified that such channel (or the proposed replacement, i.e. 1650mm dia. stormwater drain) should be located within the lot boundary and maintained by the Grantee. Since the above agreement date to this juncture, it appeared there were no significant updates for the subject development related to public drainage matter that required such modification. In this connection, please revise the DIA report to the agreed arrangement accordingly.	Noted. To tally the maintenance responsibility with the principle agreed in Oct 2023, the 1650mm dia. stormwater drain is proposed to be maintained by the grantee. <b>Figure 7</b> of DIA has been revised accordingly. Please refer to the revised DIA under <b>Attachment 1</b> .
4.3	Section 6.1.4 refers. The maintenance responsibility should be based on the agreement made in Oct 2023. Please revise this paragraph accordingly.	Noted. <b>Section 6.1.4</b> has been revised accordingly. As stated in <b>Section 6.1.1</b> , the maintenance responsibility is based on AECOM letter ref. VPPW:TMCY:wtsk:60281828-2023016671L dated 20 October 2023. Please refer to the revised DIA under <b>Attachment 1</b> .
4.4	It is noted that there is no capacity checking of drainage facilities at west and south side of the proposed development (e.g. the 1750mm dia. pipe and 375 UC). Please clarify.	<p>Please note that 375UC is a peripheral channel located within the development, of which the exact size and corresponding catchment will be reviewed in BD submission under detailed design. Therefore, it has not been included in the capacity checking.</p> <p>Meanwhile, the 1750mm dia. pipe has been included in the calculations. Please refer to the revised DIA under <b>Attachment 1</b>.</p>



	Departmental Comments	Responses to Comments
4.5	For the checking of the peripheral drains, instead of mentioning the capacity is “OK”, please advise the design flow for consideration. In addition, please advise which of the asset is Channel C2 and VA3 in Figure 6.	Noted. For clarity purpose, the design flow and utilisation have been highlighted in the hydraulic calculation table. Please also note that Channel C2 has been removed from the hydraulic calculation table whereas Channel VA3 has been annotated in Figure 6. Please refer to the revised DIA under <b>Attachment 1</b> .
4.6	It appears that the discharge from swimming pools under the proposed development were not taken into account in the DIA report. For details, please refer to Para. 3(c) below. Please review the DIA accordingly.	This DIA report simulates the rainstorm events under 50 year return period and the pool water in swimming pool will not be discharged at the same time of 50 year return period rainstorm event. Therefore, the discharge from swimming pools under the Proposed Development were not taken into account in the DIA report.
4.7	Drawings refer. Please clearly state the date and revision no. for all the drawings in the upcoming submission.	Noted. The date and revision no. have been stated in the drawings.
4.8	Please highlight the changes in the upcoming submission for easy reference.	Noted.
4.9	The consultant AECOM has separately submitted the Info Works Model of the DIA report on 27 May 2025 by email. The Info Works Model is being reviewed and the above comments are subject to the comments on the Model. Moreover, comments on the Model would be provided separately to AECOM.	Noted.
	<u>Sewerage Impact Assessment (SIA)</u>	
4.10	Section 5.1.2 and RtC item 4.17 - The applicant did not respond on this item. Please specify which type of sewage treatment would be adopted for the proposed development.	Membrane bioreactor (MBR), which could achieve tertiary wastewater treatment level, would be adopted for the Proposed Development to meet North Western Water Control Zone effluent discharge standards. Please refer to <b>Section 5.1.5</b> of the revised SIA under <b>Attachment 2</b> .
4.11	Appendix B1 and RtC item 4.21 - The peaking factor is still missing in the calculation.	Noted. The peaking factor has been supplemented in <b>Appendix B1</b> accordingly of the revised SIA in <b>Attachment 2</b> .

	Departmental Comments	Responses to Comments
4.12	It is noted that swimming pool(s) will be constructed under the proposed development. Apparently, all the water inside the proposed swimming pool(s) would be removed for maintenance/clearance. Comments from EPD should be sought on disposal arrangement on removal of water from swimming pool. In general, swimming pool main drain, footbath drain and swimming pool makeup tank drain should be connected to stormwater drains while the filtration plant backwash should be discharged to foul sewers. In such case, the assessment of drainage impact on the existing stormwater system due to the discharge from the swimming pool is missing in the DIA report. Please review. Your attention is drawn to EPD's ProPECC PN 1/23 and DSD TC No. 1/2023 as regards such matter.	Noted. The Applicant is fully aware of the requirement for EPD's ProPECC PN 1/23 and DSD's TC No. 1/2023. The DIA report simulates the rainstorm events under 50 year return period and the pool water in swimming pool will not be discharged at the same time of 50 year return period rainstorm event. Therefore, the discharge from swimming pools under the proposed development have not been taken into account in the DIA report.
4.13	Please highlight the changes in the upcoming submission for easy reference.	Noted.
4.14	General - the SIA report needs to meet the satisfaction of SIG/EPD, the planning authority of sewerage infrastructure.	Noted. The SIA has been circulated to EPD for comments. Comments from EPD have been addressed in Section 6 of this Response-to-Comment (RtoC) Table.
<b>5.</b>	<b>Comments of Electrical and Mechanical Services Department</b>	
5.1	There is a submerged high pressure (HP) town gas transmission pipe running along Tai Lam Chung Nullah. A small proportion of the application site (the Site) boundary falls within 150 metres from the alignment of the HP town gas pipe.	Noted. A quantitative risk assessment to assess the potential risks of the development associated with the HP town gas pipe will be conducted at subsequent stage if required.
5.2	In accordance with the "Guidance Note on Quantitative Risk Assessment Study for High Pressure Town Gas Installations in Hong Kong", for any development proposal within 150 metres from the alignment of the HP town gas pipe that will result in a significant increase in population, quantitative risk assessment (QRA) study is required to assess the potential risks of the development associated with the HP town gas pipe.	Ditto.

	Departmental Comments	Responses to Comments
5.3	The project proponent/consultant/contractor shall clarify with The Hong Kong and China Gas Company Limited on the distance between the HP gas main and the proposed development. Should the development fall within 150 metres from the alignment of the HP town gas pipe, the project proponent/consultant/contractor shall therefore conduct a QRA to assess the risk from the HP town gas transmission pipe to the proposed development.	Ditto.
6.	<b>Comments of Environmental Protection Department</b>	
	<b><u>Comments received on 7.7.2025</u></b>	
	<b><u>Air Quality</u></b>	
6.1	The new set of AQOs has become effective on 11 April 2025. Please update Section 4.2.2, 4.2.3 and remove Table 4.1.	Noted. Content related to the previous AQOs has been deleted. Please refer to <b>Section 4.2.2 and Table 4.1</b> of the revised EA under <b>Attachment 3</b> .
6.2	Section 4.2.8 – Please note that Air Pollution Control (Fuel Restriction) Regulation is updated on 1 April 2025. The sulphur content of liquid fuel is tightened to 0.001% by weight. Please supplement.	“On 1 April 2025, the sulphur content of liquid fuel is tightened to 0.001% by weight.” has been supplemented in <b>Section 4.2.7</b> (Previously 4.2.8) of the revised EA under <b>Attachment 3</b> accordingly.
6.3	Section 4.2.13 – The hourly TSP criteria of 500 $\mu$ g/m <sup>3</sup> for Construction Dust impact is no longer specified in the EIAO-TM. Please remove.	The relevant text has been removed accordingly.
6.4	Section 4.2.14 – Please supplement that the Guidelines for the Design of Small Sewage Treatment Plants may not be sufficient for this Project noting that the proposed development would provide 2,670 units (i.e. over 2,000 population).	Noted that the Guideline of Small Sewage Treatment Plants is for private development up to 2,000 population. “In this study, sewage treatment plants will be constructed for more than 2,000 population. Hence, the guideline shall be used for reference only” has been supplemented in <b>Section 4.2.12</b> (Previously 4.2.14) of the revised EA under <b>Attachment 3</b> accordingly.

	Departmental Comments	Responses to Comments
6.5	Please update Table 4.6 and 4.7 with reference to the new AQOs.	<b>Tables 4.5 and 4.6</b> (Previously Tables 4.6 and 4.7) have been updated accordingly in the revised EA under <b>Attachment 3</b> .
6.6	<p>Section 4.4.1 –</p> <ul style="list-style-type: none"> <li>The assessment area should be 500m from the project boundary. Please remove “assessment” in Line 1.</li> <li>The site survey was conducted a year ago. An updated survey shall be carried out to review the findings.</li> <li>Please be reminded that it is the responsibility of the applicant and their consultants 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 presented in the planning application would be invalid.</li> </ul>	<p>Line 1 of <b>Section 4.4.1</b> of the revised EA under <b>Attachment 3</b> has been revised to “The area of 200m from the Development Site is shown in Figure 4.1.”</p> <p>As there is no chimney and industrial activities within 200m from the Development Site, quantitative assessment for 500m from the project boundary is not required.</p> <p>Site survey was re-conducted in July 2025. No chimney or industrial activities were identified within 200m from the Development Site. <b>Section 4.4.1</b> of the revised EA under <b>Attachment 3</b> has been supplemented accordingly.</p> <p>Noted.</p>
6.7	Section 4.4.3 – Please remove “the impact of vehicular emission is minor” since it is unclear based on information in the paragraph and revise the last sentence.	The last sentence of <b>Section 4.4.3</b> of the revised EA under <b>Attachment 3</b> has been revised to “it is anticipated that the future residents and occupants of Development Site will not be subject to unacceptable impact from the vehicular emission.”
6.8	<p>Section 4.4.4 –</p> <ul style="list-style-type: none"> <li>Please clarify which access road within the Development Site is classified as “Rural Road” in Appendix 4.1. Please check whether the access road should be classified “Rural Road” or “Feeder Road” noting that Rural Road may need longer buffer distance.</li> </ul>	According to Appendix 4.1, the proposed access roads within the Development Site are classified as “Feeder Road”. <b>Section 4.4.4</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.

	Departmental Comments	Responses to Comments
	<ul style="list-style-type: none"> <li>Please revise Line 6 noting that Tai Lam Chung Road should be classified as Rural Road rather than Feeder Road according to TD's email in Appendix 4.1. Since Rural Road can be classified as District or Local Distributor, please check with TD whether Tai Lam Chung Road should be classified as District or Local Distributor in the assessment, or the Consultant may adopt 10 m buffer distance for Tai Lam Chung Road as conservative approach.</li> <li>(Line 3, R-t-c 5.15). Please be reminded that the assessment is based on the provided information of the access roads and EVA (emergency vehicular access) as shown in Figure 4.2. Should the location of the access roads and EVA be changed in the Future design, the air quality assessment result may not be valid and further review of the air quality impact may be necessary. Please supplement to the paragraph.</li> </ul>	<p>According to TD's email dated 11 Mar 2025 in Appendix 4.1, Tai Lam Chung Road is classified as Feeder Road. Therefore, the related statements in <b>Section 4.4.4</b> (Lines 6-12) of the revised EA under <b>Attachment 3</b> are unchanged.</p> <p>Supplemented in <b>Section 4.4.4</b> accordingly.</p>
6.9	<p>Figure 4.2</p> <ul style="list-style-type: none"> <li>Please enlarge the Figure and suggest to separate into several Figures to show clearly which portions of the proposed development cannot meet the HKPSG buffer distance requirement with the proposed layout.</li> <li>Some roads in the Master Layout plan in Appendix 1.1 are missing in Figure 4.2. Please supplement and re-evaluate the vehicular emission impact.</li> </ul>	<p>Noted. Two additional figures (<b>Figures 4.2b and 4.2c</b>) have been supplemented to show the portions where the buffer distance could not be met. Please refer to the revised EA under <b>Attachment 3</b></p> <p>Noted. <b>Figure 4.2a</b> (Previously Figure 4.2) of the revised EA under <b>Attachment 3</b> has been updated to show the EVAs.</p>
6.10	Section 4.4.5 – Please clarify whether some southeast portion of T3 or T4 of the Development Site would fall within the 5m buffer zone in Line 4-5.	Please be clarified that some southeast portion of <u>T4</u> of the Development Site would fall within the 5m buffer zone. <b>Section 4.4.5</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.
6.11	Figure 4.3 – The portions of layout plans overlapping with the Sewage Treatment Plants cannot be seen clearly. Please revise the Figure to show clearly the separation distance between the proposed layout and the Sewage Treatment Plants for evaluation of the odour impact.	An additional figure ( <b>Figure 4.3b</b> ) has been supplemented to zoom in the separation between the proposed layout and the sewage treatment plants. Please refer to the revised EA under <b>Attachment 3</b>

	Departmental Comments	Responses to Comments
6.12	Section 4.5.1 & R-t-c 5.17 – Please clarify whether the 457 parking spaces at the proposed basement carpark is for Private cars only.	The parking spaces include loading and unloading spaces, motorcycle parking spaces and private car parking spaces. <b>Section 4.5.1</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.
6.13	Section 4.6.1 – Please fix the typo in the last sentence.	Noted. <b>Section 4.6.1</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.
6.14	Section 4.6.4 – Please supplement further information (e.g. separation distance from ASRs, odour removal efficiency, year of assessment, etc.) of the Yau Kom Tau Sewage Treatment Plant to support that the assessment findings are applicable to this Project. Please supplement why no adverse odour impacts is expected for the Yau Kom Tau Sewage Treatment Plant and whether the conclusion is based on quantitative assessment.	Additional information of the Yau Kom Tau Sewage Treatment Plant has been supplemented in <b>Section 4.6.4</b> accordingly. The separation distance between Yau Kom Tau Sewage Treatment Plant to the ASRs have also been included in <b>Appendix 4.4</b> . Please refer to the revised EA under <b>Attachment 3</b> .
6.15	Section 4.6.6 – <ul style="list-style-type: none"> <li>Suggest to replace “process” by “procedures” in Line 1.</li> <li>(2nd bullet). Please revise as “shall be conducted” in Line 2, “odour complaint against the STPs” in Line 4, and “the Applicant” in Line 4-5.</li> <li>(3rd bullet). Please clarify whether the meaning should be “Maintain the efficient removal of screenings and grits” in Line 1.</li> </ul>	<p><b>Section 4.6.6</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.</p> <p><b>Section 4.6.6</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.</p> <p><b>Section 4.6.6</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.</p>
6.16	Section 4.6.7 – Please supplement the frequency of the transfer of sludge to support that the frequency is low.	The frequency has been supplemented in <b>Section 4.6.7</b> of the revised EA under <b>Attachment 3</b> accordingly.

	Departmental Comments	Responses to Comments
6.17	Section 4.6.8 – Please revise as: “With adequate odour removal system and regular maintenance, the odour impact due to the operation of the STPs is subject to further review/ odour impact assessment during the detailed design stage”. It is unclear no adverse odour impact from the STPs at this stage based on the available information.	<b>Section 4.6.8</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.
6.18	Section 4.7.1 – Please supplement the separation distance from the Refuse collection point and public toilet to ASRs (including T1, public children playground, public open space, etc.) for evaluation of the odour impact.	The separation distance from the refuse collection point and public toilet to ASRs has been supplemented in <b>Section 4.7 and Table 4.7</b> of the revised EA under <b>Attachment 3</b> accordingly.
6.19	Section 4.8.1 – Please supplement site photo of the Shrine to support that the incense furnace is small and no joss paper burning. Please clarify whether there is any joss paper burner / furnace at the Shrine. Please also supplement the separation distance from the Shrine to ASRs.	Photo records have been supplemented in <b>Figures 4.5a and 4.5b</b> . The separation distance from Shrine to ASRs has been supplemented in <b>Section 4.8 and Table 4.8</b> of the revised EA under <b>Attachment 3</b> accordingly.
6.20	Section 4.10.1 – Please revise as “representing existing and planned ASRs” in Line 3.	<b>Section 4.10.1</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.
6.21	Section 4.10.2 – <ul style="list-style-type: none"> <li>Please revise as “air pollutant emission” in Line 1.</li> <li>Please revise Line 15 noting that Air Pollution Control (Fuel Restriction) Regulation is updated on 1 April 2025. The sulphur content of liquid fuel is tightened to 0.001% by weight.</li> </ul>	<p><b>Section 4.10.2</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.</p> <p><b>Section 4.10.2</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.</p>

	Departmental Comments	Responses to Comments
	<ul style="list-style-type: none"> <li>(Line 4). Please supplement the number of diesel/ petroleum fueled machinery to be operated at the Subject Site to confirm that the number is limited.</li> </ul>	<p>Please note that information of the diesel/petroleum fueled machinery could not be provided in this preliminary design stage. Nevertheless, the Application Site is located at an area where supply of electricity is available. Therefore, it is anticipated that the number of diesel/ petroleum fuelled machinery operated at the Application Site can be minimized as practically as possible with the use of electric construction machinery.</p>
6.22	Section 4.10.3 – Apart from Route 11 and Development of Tuen Mun East and Adjacent Green Belt Cluster, please clarify whether there are other concurrent projects within 500 m from the project site boundary and evaluate the cumulative construction air quality impact (if any).	<p>Based on our best available information, concurrent projects within 500m from the project site boundary include Route 11 and Development of Tuen Mun East and Adjacent Green Belt Cluster. <b>Section 4.10.3</b> of the revised EA under <b>Attachment 3</b> has been supplemented accordingly.</p>
6.23	<p>Section 4.10.4 –</p> <ul style="list-style-type: none"> <li>Please revise the title as “Mitigation Measures for Fugitive Dust and Air Quality Impact”.</li> <li>Please revise as “Air pollutant emission” in Line 3.</li> </ul>	<p><b>Section 4.10.4</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.</p> <p><b>Section 4.10.4</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.</p>
6.24	Section 4.10.5 – Please clarify whether Dust Monitoring shall be carried out during the Construction phase. If not, please revise as “Regular site audit will be implemented” in Line 1 and remove “and there is no adverse air quality impact arising from the construction activities of the Proposed Redevelopment on the nearby ASRs during the construction phase” in Line 2-4.	<p><b>Section 4.10.5</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.</p>
6.25	Section 4.10.6 – Please revise as “air pollutant emissions” in Line 1-2.	<p><b>Section 4.10.6</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.</p>



	Departmental Comments	Responses to Comments
	<b><u>Noise</u></b>	
6.26	S.3.2.2 – Please state that "The "Area Sensitivity Rating" and the ANL assumed in the EA is for indicative assessment only."	Supplemented accordingly in the remark of <b>Table 3.1</b> of the revised EA under <b>Attachment 3</b> .
6.27	S.3.3.1 and Figure 3.1 – Please supplement the dates of the site visits for identifying the potential fixed noise sources and the dates of the photo records.	Site visit and taking of photo records were conducted on 10 January 2025. <b>Section 3.3.1</b> of the revised EA under <b>Attachment 3</b> has been supplemented accordingly.
6.28	S.3.3.1 – Correct the typo of "stie visits" to "site visits".	<b>Section 3.3.1</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.
6.29	S.3.3.3 – Please consider to include Sewerage Treatment Plant (STP) as one of the fixed noise sources and add the ")" to "...Application Site (e.g. ventilation system, ..." at the appropriate position to complete the paragraph.	<b>Section 3.3.3</b> of the revised EA under <b>Attachment 3</b> has been revised accordingly.
	<b><u>Land Contamination &amp; Waste Management</u></b>	
6.30	It is noted there is no land contamination section in the report. The Applicant/Consultant is reminded to confirm with documentation justification (e.g. site's land use history, historical aerial photos, site walkover checklist, site visit photos, etc.) in the relevant section(s) in the report to substantiate whether land contamination issue is involved at the project site.	A Land Contamination Review has been supplemented in <b>Section 8</b> of the revised EA under <b>Attachment 3</b> .
6.31	Sections 6.2.1 & 6.2.2 – Please review the relevance of Cap. 466 and PAH Chapter 4. If they are not applicable, please remove them.	Cap. 466 and PAH Chapter 4 have been removed accordingly.
6.32	Section 6.3.2 – Please confirm if timber is anticipated to be generated during construction. If so, please specify whether the timber will be sent to Y-Park for recycling.	"Timber should be disposed at Y-Park for recycling" has been supplemented in <b>Section 6.3.2</b> of the revised EA under <b>Attachment 3</b> accordingly.

	Departmental Comments	Responses to Comments
6.33	Section 6.3.8 – Please remove the sentence "Given that the quantity of general refuse to be disposed will be small," as the quantity of waste sent to the disposal or treatment facility should not be the sole factor taken into account when assessing its impact on the facility's operations or the environment. Please ensure all the relevant sections are reviewed and updated accordingly.	The relevant text has been removed accordingly.
6.34	Section 6.4.6 (1st point) – Please clarify if the Waste Management Plan (WMP) will be submitted as part of Environmental Management Plan (EMP) to the Architect/Engineer for approval in accordance with ADV-19.	The 1 <sup>st</sup> bullet point in <b>Section 6.4.6</b> has been revised to "The Contractor shall submit to the Engineer for approval a Waste Management Plan (WMP) as part of Environmental Management Plan (EMP) with appropriate mitigation measures including the allocation of an area for waste segregation and shall ensure that the day-to-day site operations comply with the approved waste management plan."
6.35	Section 6.4.7 – Please supplement that the Contractor shall follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.	<b>Section 6.4.7</b> of the revised EA under <b>Attachment 3</b> has been supplemented accordingly.
6.36	Section 6.5.6 – Please provide the estimated quantity of general refuse to be generated during operational phase.	Estimated quantity of general refuse during operational phase has been supplemented in <b>Sections 6.5.6 to 6.5.9</b> of the revised EA under <b>Attachment 3</b> accordingly.
6.37	Section 6.7.1 – Apart from construction phase, it is suggested that the assessment of operational phase shall also be included.	Assessment of operational phase has been supplemented in <b>Sections 6.7.1 and 6.7.3</b> of the revised EA under <b>Attachment 3</b> accordingly.
6.38	Sections 6.7.1 & 8.1.11 – Please revise the sentence as "...a variety of wastes including C&D materials from site clearance, ..."	<b>Sections 6.7.1 and 9.1.11</b> (Previously 8.1.11) of the revised EA under <b>Attachment 3</b> have been revised accordingly.
	<b><u>Water Quality</u></b>	
6.39	Section 5.1.1 – Please tabulate the WSRs, the table shall include the WSR ID, description, type (natural watercourse, modified watercourse, channelized, pond etc), status (active, abandon) and estimated distance to the site. And, please indicate the WSR in the figure 5.1.	The information of the WSRs has been supplemented in <b>Table 5.1</b> of the revised EA under <b>Attachment 3</b> .

	Departmental Comments	Responses to Comments
6.40	Section 5.2.1, S5.4.1 and relevant sections – ProPECC PN 2/24 has superseded ProPECC PN 2/23, please update.	<b>Sections 5.2.1 and 5.4.1</b> of the revised EA under <b>Attachment 3</b> have been revised accordingly.
6.41	<p>Section 5.7.1 – With reference to the SIA, please supplement below information:</p> <ul style="list-style-type: none"> <li>i. The wastewater treatment level of the 2 STPs.</li> <li>ii. The ADWF of the STPs.</li> <li>iii. The discharge locations of the treated effluent.</li> <li>iv. Mitigation measures / contingency plan under emergency scenario.</li> </ul> <p><i>(The applicant should apply Water Pollution Control Ordinance (WPCO) licence from the EPD)</i></p> <p><b><u>Others</u></b></p>	Noted. The relevant information has been supplemented in <b>Sections 5.7.2 and 5.7.3</b> of the revised EA under <b>Attachment 3</b> .
6.42	S.4.7 – In addition to HKPSG Ch 9 - Section 6, please also note and state other relevant sections of HKPSG Ch 9 in the EA, including "Table 1.1 Air - For potentially polluting GIC uses such as...provide adequate buffering against sensitive uses and ensure that the site layout does not restrict local air circulation...", S.3.3.8, and S.4.2.14 (a), etc.	Section 3.3.8 and Table 1 of Chapter 9 of the HKPSG has been supplemented in <b>Section 4.7.1</b> and <b>Section 4.7.3</b> . Section 4.2.14 of Chapter 9 of the HKPSG has been supplemented in <b>Section 3.3.3</b> . Please refer to the revised EA under <b>Attachment 3</b> .
6.43	S.5.7 and other relevant section(s) of the EA – The applicant proposed on-site treatment facilities for treating the sewage generated by the proposed development as there are no public sewerage facilities in the vicinity of the Site. Nevertheless, the applicant is reminded of HKPSG Ch 9 S.5.2.4(a) that "in general, public sewerage should be used as this is the most efficient and safe means". Having said that, provisions should be made for future connections to public foul sewers when such is available in the vicinity.	"Sewers provisions shall be made for future connections to public foul sewers when such is available in the vicinity." has been supplemented in <b>Section 5.7.4</b> of the revised EA under <b>Attachment 3</b> .
6.44	The applicant is reminded to follow the other recommendation in the "Guidelines For The Design Of Small Sewage Treatment Plants" including "enclosed or underground STP.....".	Noted.

	Departmental Comments	Responses to Comments
6.45	<p><b><u>Comments received on 15.7.2025</u></b>  <b><u>Water Quality and Sewage Disposal</u></b></p> <p><b>Follow-up comment on R-to-C Item S.5.45</b></p> <p>The approval condition of A/TM-SKW/32 mentions “...<i>the <b>formation</b> of 80 village housing sites, as proposed by the applicant to the satisfaction of the Director of Lands or of the Town Planning Board...</i>”, <u>whereas</u> RNTPC Paper No. A/TM-SKW/32 mentions that the Planning Intention was “...<i>to meet the Small House demand, the developer has to <b>provide</b> 80 Small house Sites within the “CDA” zone...</i>”.</p> <p>(a) <b><u>Subject development does not include the sewage disposal system for the 80 village houses</u></b>  If the <u>subject development only includes the comprehensive development itself and site formation work of the 80 village houses</u> (as stated in s.3.1.7 of the applicant’s Planning Statement), that said the <u>villagers will individually carry out their own installation of sewage disposal systems as if they are building village houses within “V” zone</u>, LandsD have their own guidelines for drainage and health requirement for village type houses (e.g. connect to public sewer if feasible, construct sewage disposal system in the form of septic tanks for small development, minimum distance away from streams, etc; and the design of septic tank system proposed as sewerage mitigation for the village housing sites should fulfill relevant requirements as stipulated in ProPECC PN 1/23).</p> <p>(b) <b><u>Subject development includes the sewage disposal system for the 80 village houses</u></b>  If it is the opposite where the <u>subject development include the comprehensive development itself and also the 80 village houses including their sewage disposal system</u>, it shall be <u>treated as a single development</u>. If public sewerage connection is not feasible, small sewage treatment plants taking care of both the comprehensive development itself and the 80 village houses should also be considered.</p>	<p>Please be clarified that in accordance with the draft lease, the Applicant is only responsible for the <u>formation</u> of the purple area (i.e. the Village Housing Sites). The installation of sewerage systems will be undertaken by individual villagers instead of the Applicant. In this regard, the advisory comments as listed in (a) is well-noted.</p>

	Departmental Comments	Responses to Comments
<b>7.</b>	<b>Comments of Fire Services Department</b>	
7.1	Detailed fire services requirements will be formulated upon receipt of a formal submission of STT/STW, general building plans or referral of application via relevant licensing authority. Furthermore, the EVA provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Department.	Noted.
<b>8.</b>	<b>Comments of Food and Environmental Hygiene Department</b>	
8.1	Please note that the comments/requirements provided previously for the private development is still applicable.	Noted. The Applicant will provide the public toilet and refuse collection point in accordance with the draft lease. Upon approval of the subject planning application, the Applicant will proceed with detailed design of these facilities with reference to the FEHD Handbooks.
8.2	Since the existing public toilet (PT) and the existing refuse collection point (RCP) in Wong Uk Tsuen will be demolished due to the land exchange, a temporary PT and a temporary RCP will be provided nearby the existing ones to ensure uninterrupted services to the public. Also, a permanent PT and a permanent RCP will be reprovisioned to his department up to his satisfaction.	Ditto.
8.3	In April 2023, the Tuen Mun district office of his department received a draft layout plan of the permanent PT and RCP from Mr. Simon KONG of Sun Hung Kai (SHK) Architects and Engineers Ltd. His comments on the layout plan were conveyed to SHK, yet his department have not received any updates or detailed layout plan from SHK since then.	Ditto.
8.4	SHK is reminded to adhere to the comments and requirements we provided previously for the permanent PT and RCP please. His department's Handbooks for PT and RCP are at <b>Attachments I and II</b> for their compliance.	Ditto.

	Departmental Comments	Responses to Comments
<b>9.</b>	<b>Comments of Highways Department</b>	
9.1	Please note that his department shall not be responsible for the maintenance of any access connecting the proposed development site and Tai Lam Chung Road.	Please be clarified that according to the draft lease, the section of the public access (i.e. the pink hatched red area and pink hatched black hatched red area, collectively known as “Public Access” under draft lease) connecting the proposed development site to Luen Hong Lane shall be managed and maintained by the Grantee; whereas Luen Hong Lane (i.e. the access connecting to Tai Lam Chung Road, being the green area, green stippled blue area, green cross-hatched black area and green cross-hatched black stippled blue area, collectively known as “Future Public Road” under draft lease) shall be re-delivered to the Government on demand and be managed and maintained by Highways Department and Transport Department in accordance with the road gazette plan.
9.2	The access arrangement and car parking provision should be commented and approved by the Transport Department.	Noted. The TIA has been circulated to TD for comments. Comments from TD have been addressed in Section 15 of this Response-to-Comment (RtoC) Table.
9.3	According to the TIA report (Appendix D), Junction J5 - Castle Peak Road - Tai Lam/Tai Lam Chung Road would exceed the design capacity after the completion of the proposed development, please be remind that the relevant junction improvement works shall be carried out by the project proponent.	Noted.
<b>10.</b>	<b>Comments of Home Affairs Department – Tuen Mun District Office</b>	
10.1	With regard to the footpath as mentioned in paragraph 3.1.10 of the Supporting Planning Statement, his office Works Section advised that his office would not take up the maintenance responsibility.	Noted. Please be clarified that in accordance with the draft lease, the Applicant will be responsible for the maintenance of the passageway leading to adjacent burial ground across the eastern elongated portion of the Site (i.e. the passageway within the lot connecting points P and Q on the draft land grant plan). The statement in <b>Para. 3.1.10</b> regarding maintenance responsibility has been removed. Please refer to the replacement page of the Planning Statement under <b>Attachment 4.</b>

	Departmental Comments	Responses to Comments
11.	Comments of Lands Department	
	<u>General Comments</u>	
11.1	With a view to ensuring the compliance with any proposed additional conditions under lease, it is his department's general requirement that any proposed additional conditions would only be considered to be incorporated under lease provided that there is a relevant Bureaux/Departments (B/Ds) requesting for or in support of such additional conditions. Such B/Ds would be responsible for monitoring the applicant's compliance with such additional conditions. For the avoidance of doubt, please avoid committing incorporation of certain conditions in the land lease in the Outline Zoning Plan (OZP), all planning papers and related submissions.	Noted.
11.2	In accordance with para. 4 of Joint Practice Note ("JPN") No. 4, his department will continue to reflect the maximum plot ratio or gross floor area restrictions under the planning regime when stipulating the maximum gross floor area clause in the land sale conditions.	Noted.
11.3	Pursuant to the streamlined arrangement promulgated under JPN No.5, building height restriction controlled under the OZP would generally not be incorporated under lease.	Noted.
11.4	The figures including the site areas stipulated in the submission have not been checked by survey and are subject to verification, which will be addressed when handling the subsequent land exchange/lease modification application in taking forward the planning approval in the future (if any).	Noted.
11.5	The proposed schematic design would only be examined in detail during the building plan submission stage upon completion of the subsequent lease modification/land exchange in taking forward the planning approval in the future (if any). There is no guarantee that the schematic design as presented in the present submission if reflected in future building plan submission(s) will be acceptable under lease.	Noted.

	Departmental Comments	Responses to Comments
	<u>Specific Comments</u>	
11.6	The application site (the Site) comprises 47 old scheduled lots held under Block Government Lease demised for agricultural and/or house purposes and adjoining Government land. The proposed development would contravene the existing lease conditions of the lots within the application site.	Noted.
11.7	The land owner has applied for a land exchange in taking forward the previously approved planning application no. A/TM-SKW/32 and the proposed land exchange (with proposed new lot to be known as TMTL 417) is being processed by his department. Given that the proposed amendments to the development scheme in this submission would necessitate a further modification of the lease conditions for the proposed lot, the land owner shall apply to his department for a fresh lease modification/land exchange application for the proposed development in case the s.16 planning application for the proposed development is approved by the Town Planning Board. Such application will be considered by his department acting in its capacity as the landlord at its sole discretion and there is no guarantee that such application, including the granting of any Government land, will be approved. If such application is approved, it will be subject to such terms and conditions including among others, the payment of such appropriate fees and premium, as may be imposed by his department.	Noted.
11.8	He shall defer to other relevant departments to comment on the technical assessments enclosed in the submission which are technical in nature and beyond the purview of his Office.	Noted.



	Departmental Comments	Responses to Comments
<b>12.</b>	<b>Comments of Leisure and Cultural Services Department</b>	
12.1	Please be noted that the public children playground mentioned in para 3.1.8 is the re-provision of the like to like facilities of Tai Lam Chung Children's Playground which is affected by the proposed development. His department will only take over the re-provision children playground and responsible for its future management and maintenance. For the provision of car park, public toilet and public refuse collection point nearby, project proponent should identify suitable government department to take up their future management and maintenance.	Noted.
<b>13.</b>	<b>Comments of Planning Department – Landscape Unit</b>	
	<b><i>Planning Statement</i></b>	
13.1	'Comparison of Tree Treatment Proposal' (Attachment 5) - Clarification provided in item 10.5 of the R-to-C regarding the tree findings of 'Approved Scheme (S16 Application No. A/TM-SKW/32-1)' and 'Approved Scheme (S16 Application No. A/TM-SKW/26)' should be incorporated in the remarks for information, and please also clarify whether this finding apply to S16 Application No. A/TM-SKW/32 as well.	Noted. Relevant information as provided under RtoC Item 10.5 during enquiry submission has been incorporated in the remarks of the 'Comparison of Tree Treatment Proposal' in the replacement pages of PS under <b>Attachment 4</b> . Please also be confirmed that the tree figure findings under the Approved Scheme (Application No. A/TM-SK/26) apply to S16 Application No. A/TM-SKT/32 as well.
	<b><i>Landscape Design and Tree Preservation Proposal (Appendix A)</i></b>	
13.2	Table 1 'Comparison of Tree Treatment Proposal between Approved and Current Scheme' - Ditto comment in (a) above.	Relevant information as provided under RtoC Item 10.5 during enquiry submission has now been incorporated into <b>Section 6.0</b> of the revised Landscape Design and Tree Preservation Proposal under <b>Attachment 5</b> . Please also be confirmed that the tree figures under the Approved Scheme (Application No. A/TM-SK/26) apply to S16 Application No. A/TM-SKT/32.

	Departmental Comments	Responses to Comments
13.3	Para. 7.5 - Please beef up and specify the “ <i>combination of soft and hard landscape will be provided</i> ” within the private gardens of the East Wing Residential Extension Area, and reflect in the ‘Landscape Master Plan’ (Appendix A attached to Appendix A).	<b>Para. 8.5</b> (Previously Para. 7.5) of the revised Landscape Design and Tree Preservation Proposal under <b>Attachment 5</b> has been revised to: ‘Private gardens will be provided for the practical use of future residents.’
13.4	‘Landscape Master Plan’ (Appendix A attached to Appendix A) - As the East Wing Residential Extension Area portion is enclosed by a woodland zoned in “GB”, additional landscape buffer and measures should be provided to allow adequate separation and alleviate the impact towards the surrounding woodland as well as the Tai Lam Country Park at the east.	<p>Given the site constraints of the East Wing Extension, which occupies a narrow configuration, opportunities to provide a substantial green buffer within the extension itself are very limited. Nevertheless, we would like to highlight the following:</p> <ul style="list-style-type: none"> <li>- A continuous row of trees has been proposed to be planted along the western boundary of the East Wing Extension, as far as practicable, contributing to the site’s natural character.</li> <li>- The eastern boundary, which adjoins the “Green Belt” zone, has no immediate sensitive receivers that would be adversely affected by the proposed houses.</li> </ul> <p>Notwithstanding these considerations, the Applicant is committed to further refining the green buffer by planting additional trees along the eastern boundary as far as practicable, thus reinforcing the transition between the development and the surrounding “Green Belt” and woodland areas.</p> <p>These measures aim to balance site limitations with a commitment to enhancing the landscape interface and preserving the site's natural character. Please refer to updated Landscape Master Plan in <b>Appendix A</b> and additional Landscape Sections G &amp; H in <b>Appendix F</b> of the revised Landscape Design and Tree Preservation Proposal under <b>Attachment 5</b> for illustration.</p>

	Departmental Comments	Responses to Comments
13.5	<p>'Circulation Diagram Plan' (Appendix C attached to Appendix A) –</p> <p>(i) Please clarify whether all vehicular and pedestrian accesses are opened to public. If not, please demarcate the public and private circulation separately on plan.</p> <p>(ii) It is noted that the vehicular and pedestrian accesses at the north of the public toilet and public refuse collection point is not covered by the 'Landscape Master Plan' (Appendix A) and the Site boundary, please clarify if the provision of such accesses will be covered under current application and provided by the Applicant.</p>	<p>Circulation path showing vehicular, pedestrian and public access has been clearly demarcated on the Circulation Diagram Plan in <b>Appendix C</b> of the revised Landscape Design and Tree Preservation Proposal under <b>Attachment 5</b> for illustration.</p> <p>The short section of vehicular and pedestrian accesses to the north of the public toilet and public refuse collection point falling outside the Application Site boundary is coloured "Green Stippled Red" on the draft land grant plan (i.e. part of the "Future Public Road" under lease), which will be constructed and maintained by the Grantee and re-delivered to the Government on demand.</p>
13.6	<p>The Applicant is reminded that approval of the s.16 application by the TPB does not imply approval of the site coverage of greenery requirements under the Buildings Department's (BD) 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 and compensatory proposal, the Applicant should approach relevant authority direct to obtain necessary approval as appropriate.</p>	<p>Noted.</p>

	Departmental Comments	Responses to Comments
14.	Comments of Planning Department – Urban Design Unit	
	<b><u>General Comments</u></b>	
	<b><i>Urban Design and Visual</i></b>	
14.1	<p>It would be advisable to provide further information/justifications on:</p> <p>(i) the proposed site coverage (SC) (instead of maximum SC) and whether it has been optimized for lower BHs;</p>	<p>Based on the Indicative Master Layout Plan as shown in <b>Figure 3.1</b> of the Planning Statement, the proposed SC of the development is approximately 22% (i.e. not more than 33.33% as permitted under B(P)R) above 15m and approximately 47% (i.e. not more than 100% as permitted under B(P)R) below 15m*. Please note that these site coverage figures provided are indicative and for reference only and subject to detailed design.</p> <p>While the proposed SC has not yet reached the maximum permissible limit of 33.33%, it is important to note that a lower SC was deliberately proposed so as to allow for the incorporation of various planning and design merits within the proposed development. These include the provision of 3 building separations ranging from 15m to 25m for enhancing visual permeability and air ventilation; making available more ground-level space for the provision of not less than 7,476m<sup>2</sup> of private open space (i.e. 1m<sup>2</sup> per person) as well as achieving a greenery provision of not less than 30%. Further increase in SC in exchange for a lower BH would compromise the aforementioned planning and design merits and is considered undesirable in planning and design terms.</p> <p><i>(*Remark: Site coverage refer to the area of the Development Site that is covered by the building above +8.15mPD)</i></p>



	Departmental Comments	Responses to Comments
14.2	<p>The Consultant is reminded to provide relevant information to meet the planning intention/requirements of the subject “Comprehensive Development Area” (“CDA”) zone in the Notes and ES of the subject OZP in particular Para. 10.1.2 (i.e. “in order <b><u>not to block the direct sight line from the walking trails in the Country Park</u></b>, the maximum building height should not exceed 70mPD and 18 storeys.”)</p>	<p>According to AFCD's open dataset “Hiking Trails within Country Parks”, the major hiking trails in the vicinity of the Application Site include MacLehose Trail (Section 10), Tai Lam Nature Trail, and Yuen Tun Country Trail. MacLehose Trail (Section 10) roughly spans in the northeast-southwest direction to the north of Tai Lam Chung Reservoir whereas Tai Lam Nature Trail and Yuen Tun Country Trail roughly span in the north-south direction to the east of the Reservoir. The locations of these trails are shown in <b>Figure A1</b> under <b>Annex A</b> of this RtoC table.</p> <p>To ensure that the Proposed Development does not obstruct the direct line of sight from these trails, four additional viewpoints (VPs) have been selected at strategic locations along these trails to review the potential visual impact of the Proposed Development. These viewpoints include resting areas, picnic areas, and lookout areas where the general public are more likely to stay and enjoy views, and are therefore considered representative of the general view from the three trails towards the Application Site. The location of the selected VPs are shown in <b>Figure A1</b> under <b>Annex A</b> of this RtoC table and listed as follows:</p> <ul style="list-style-type: none"> <li>• VP7 – Resting / Lookout Area between Distance Posts M189 and M190, MacLehose Trail;</li> <li>• VP8 – Picnic Site near Kat Hing Bridge, MacLehose Trail and Tai Lam Nature Trail;</li> <li>• VP9 – Tai Lam Nature Trail Lookout (East); and</li> <li>• VP10 – Distance Post C6308, Yuen Tun Country Trail</li> </ul> <p>The existing views of these VPs are shown in <b>Figures A2 to A3</b> under <b>Annex A</b> of this RtoC table. As shown in the figures, the view towards the Application Site at each of these viewpoints is obstructed by either mountain ridges or existing vegetation in the foreground. Consequently, the Proposed Development would remain unseen from these viewpoints with <b><u>no visual impact</u></b> to the visually sensitive receivers at these VPs. More information about these VPs are in <b>Table A1</b> of <b>Annex A</b> of this RtoC table.</p>

	Departmental Comments	Responses to Comments
14.3	<p><b><u>Detailed Comments</u></b></p> <p><b><i>VIA (Appendix B)</i></b></p> <p><b>VP1 and VP2 –</b></p> <p>(i) Please review if it would be more appropriate to grade visual sensitivity of the VP1 and VP2 as “<b><u>medium</u></b>” taking into account their relatively long distance from the Site.</p> <p>(ii) With reference to the appraisal of visual impacts in Table 5.3 (taking into account our comments above) and the relevant photomontages, please review if it would be more appropriate to grade the visual impact as “<b><u>slightly adverse</u></b>” for VPs 1 and 2.</p>	<p>As discussed in <b>Annex A</b> of this RtoC table and the revised VIA, the visual impact caused by the Proposed Development to the view of MacLehose Trail (Section 10), including VP1, VP7 and VP8, would be slightly adverse for VP1 <u>and nil impact for VP7 and VP8</u>. As for Tai Lam Nature Trail and Yuen Tun Country Trail, views from the two trails towards the Application Site at VP8, VP9 and VP10 would be obstructed by the mountain ridge in the foreground, including To Hang Tung (+344mPD) and a lower hilltop to its northwest (about +250mPD). The visual impact to the VPs along these two trails would be <u>nil</u> as well.</p> <p>Based on the above, it could be concluded that the direct sight line from the country park's hiking trails would remain unobstructed with the Proposed Development, and the proposed minor increase in BH is considered acceptable in visual terms.</p> <p>Noted. The visual sensitivities of VP1 and VP2 have been revised as “medium”. Please refer to <b>Table 4.1</b> of the replacement pages of VIA under <b>Attachment 6</b>.</p> <p>Noted. The visual impacts of VP1 and VP2 have been revised as “slightly adverse” in <b>Table 5.3</b> of the replacement pages of VIA under <b>Attachment 6</b>.</p>

	Departmental Comments	Responses to Comments
14.4	<b>VP5</b> – With reference to the photomontages, the Proposed Scheme would cause additional visual obstruction to mountain backdrop and sky view, which is not reflected in the appraisal of visual impacts. In this connection and given the very close proximity of this VP, please review if it would be more appropriate to grade the visual impact as “ <b>slightly to moderately adverse</b> ”.	Noted. The appraisal of visual impact of VP5 has been supplemented and revised as “slightly to moderately adverse” in <b>Table 5.3</b> of the replacement pages of VIA under <b>Attachment 6</b> .
14.5	<b>VP6</b> –  (i) Please review if VP6 could also represent the public viewers at the “Open Space” (“O”) zone along the TLC Nullah); and if it would be more appropriate to grade its visual sensitivity as “ <b>medium</b> ” taking into account the activity of the viewers.  (ii) With reference to the photomontages, the Proposed Scheme would cause additional visual obstruction to mountain backdrop/ridgeline and sky view, which is not reflected in the appraisal of visual impacts. Please review if it would be more appropriate to grade the visual impact as “ <b>slightly adverse</b> ”.	Noted. The analysis of visual sensitive receivers at VP6 has been supplemented in <b>Table 4.1</b> . The visual sensitivity of VP6 has also been revised as “medium” accordingly in <b>Tables 4.1 and 5.3</b> of the replacement pages of VIA under <b>Attachment 6</b> .  Noted. The appraisal of visual impact of VP6 has been supplemented and revised as “slightly adverse” in <b>Table 5.3</b> of the replacement pages of VIA under <b>Attachment 6</b> .
14.6	<b>AVA-EE (Appendix C)</b>  <b>Sections 3.3 to 3.8 and Figures 7 to 12 (General):</b> It is noted that the illustration of some of the expected wind flows in Figure 9 to 11 involve <u>change in direction</u> from their respective wind directions (annotated with “X” in the <b>Attachment</b> ) which are considered ineffective for wind penetration. In this regard, please delete the concerned expected wind flows in Figures 9 to 11 and rectify the relevant discussions in Sections 3.5 to 3.7 (e.g. Paras. 3.5.4, 3.5.6, 3.6.4 and 3.7.3) under ESE, SE and SSE Winds, where appropriate.	Noted. The ineffective wind directions have been deleted in <b>Figures 9 to 11</b> . Relevant discussions in <b>Sections 3.5 to 3.7</b> have been revised accordingly. Please refer to the revised AVA-EE under <b>Attachment 7</b> .
14.7	<b>Section 3.4 E Wind</b> – With reference to Figure 8, please specify/indicate “ <u>GIC developments</u> ” as downwind areas under E wind, where appropriate.	Noted. <b>Section 3.4</b> of the revised AVA-EE under <b>Attachment 7</b> has been revised accordingly.



	Departmental Comments	Responses to Comments
14.8	<b>Section 3.6 SE Wind</b> – With reference to Figure 10, please specify/indicate “ <b><u>Tai Lam Chung Tsuen</u></b> ” as one of the downwind areas under SE wind, where appropriate.	Noted. <b>Section 3.6</b> of the revised AVA-EE under <b>Attachment 7</b> has been revised accordingly.
14.9	<b>Section 3.7 SSE Wind</b> – With reference to Figure 11, please specify/indicate “ <b><u>Luen on San Tsuen, Wu Uk Tsuen and GIC Developments</u></b> ” as downwind areas under SSE wind, where appropriate.	Noted. <b>Section 3.7</b> of the revised AVA-EE under <b>Attachment 7</b> has been revised accordingly.
14.10	Considering the <b><u>increase in BH</u></b> and <b><u>reduction in widths</u></b> of building separation and/or setback in the Proposed Scheme as compared with the Approved Scheme, it may not be tenable to conclude that “the wind performance or impact on the downwind area is <b><u>comparable</u></b> to the Baseline Scheme” (e.g. in Paras. 3.4.3, 3.5.4, 3.5.6 and 3.6.5) or “the air ventilation performance of the Proposed Scheme is expected to remain <b><u>similar</u></b> to that of the Baseline Scheme” (e.g. in Paras. 3.3.6 and 3.4.6).	Noted. <b>Paras 3.3.6, 3.4.3, 3.5.4, 3.5.6 and 3.6.5</b> of the revised AVA-EE under <b>Attachment 7</b> have been revised accordingly.
14.11	Also, given the qualitative nature of the AVA-EE, it may not be tenable to indicate “ <b><u>slight</u></b> reduction in wind performance” (e.g. in Paras. 3.3.6, 3.4.5, 3.4.6, 3.5.6 and 3.6.5) or conclude that “the Proposed Scheme may lead to a slightly greater blockage effect” in Para. 4.1.5 of this AVA-EE and Para. 4.2.4 of the PS.	Noted. <b>Paras 3.3.6, 3.4.5, 3.4.6, 3.5.6, 3.6.5 and 4.1.5</b> of the AVA-EE under <b>Attachment 7</b> and <b>Para. 4.2.3</b> of the PS under <b>Attachment 4</b> have been revised accordingly.
14.12	<b>Figures 9 and 11</b> – The expected wind flows should be corrected to fully align with the wind directions of ESE and SSE respectively.	Noted. <b>Figures 9 and 11</b> of the revised AVA-EE under <b>Attachment 7</b> have been revised accordingly.

	Departmental Comments	Responses to Comments
<b>15.</b>	<b>Comments of Planning Department – Tuen Mun and Yuen Long West District Planning Office</b>	
15.1	Please clarify the pedestrian circulation within and outside of the Application Site via a plan with regards to the requirements of the draft lease of TMTL 417.	Noted. The indicative diagram showing pedestrian circulation with regards to requirements of draft lease of TMTL 417 is shown in <b>Annex B</b> of this RtoC table.
15.2	Please consider including the future population arising from the 80 nos. of Small Houses in the estimation of future public transport demand for the proposed development (section 4 of the TIA) to tally with the approach adopted in estimating the traffic flows from the proposed development in section 5 of the TIA.	Noted. The estimation of future public transport demand for the proposed development has been revised to take into account the future population from the 80 nos. of Small Houses. Please refer to the revised TIA under <b>Attachment 8</b> .
<b>16.</b>	<b>Comments of Transport Department</b>	
	<b><u>Traffic Engineering Perspective</u></b>	
	<b><u>Para. 2.2</u></b>	
16.1	The detailed arrangement of the vehicular access to the development connecting the junction of Luen Hong Lane and Luen Tai Street should be provided.	Noted. The detail traffic arrangement as well as the swept path diagrams are enclosed in <b>Annex C</b> of the revised TIA under <b>Attachment 8</b> .
16.2	In general, run-in/out should be sited as far as possible away from junction.	Ditto.
16.3	The swept path analysis of the proposed vehicular access should be supplemented.	Ditto.

	Departmental Comments	Responses to Comments
	<u>Table 2.2</u>	
16.4	Please show the locations of the 7 L/UL bays and demonstrate that the L/UL bays are in close distance from the 17 houses.	Please be advised that an additional L/UL bay will be provided near the 17 houses as indicated in <b>Figure 2.1</b> of the revised TIA under <b>Attachment 8</b> .
16.5	Please try to provide the upper end MC Parking Spaces.	Upon further review, please be advised that a total of 10 nos. of retail parking spaces will be provided. <b>Table 2.2</b> of the revised TIA under <b>Attachment 8</b> has been revised accordingly.
	<u>Figure 4.1</u>	
16.6	Please be reminded that the PTI design should comply with TPDM Volume 9 Chapter 8.	Noted.
16.7	Please observe the requirements of Column-free Areas in new covered PTIs stipulated in Departmental Circular no. 4/2020. For example, a minimum 500mm horizontal clearance from the kerb should be provided to avoid nuisance impacts.	Noted.
16.8	According to TD's Departmental Circular no. 4/2020, desirable length of each bay in bus termini with traditional parallel bays is set at 42m for 1 boarding/alighting space and 2 spaces for stacking.	Noted.
16.9	Please check and ensure that the requirements of horizontal clearances, passenger queuing areas and passenger queuing areas outlined in Departmental Circular no. 4/2020 are complied with.	Noted.

	Departmental Comments	Responses to Comments
	<u>Chapter 3</u>	
16.10	The section of Tuen Mun Road (Tuen Mun Bound) included in the AOI should be the section of Tuen Mun Road at the west of the slip road connecting Castle Peak Road – Tai Lam to Tuen Mun Road (Tuen Mun Bound). Please also include the section of Tuen Mun Road (Kowloon Bound) at the west of the Sham Tseng Interchange to reflect the traffic impact to the Tuen Mun road when BOL is in effect. Please include the section of Castle Peak Road – Tai Lam at the west of J1 and section of Castle Peak Road – Tai Lam at the east of J2.	Noted. The relevant link flows have been included in the assessments accordingly.
16.11	The section of Castle Peak Road - Tai Lam at the west of J1 and the section of Castle Peak Road – Tsing Lung Tau at the east of J2 should be included.	Ditto.
16.12	The slip roads and junctions connecting to/from Tuen Mun Road should be included.	Ditto.
	<u>Table 5.3</u>	
16.13	Please also consider to include the Core Station No. 5012 for Tuen Mun Road Expressway.	Noted. Core Station No. 5012 has been taken into account. <b>Table 5.3 and Para. 5.2.4</b> of the revised TIA under <b>Attachment 8</b> have been updated accordingly.
	<u>Para. 5.3</u>	
16.14	The planned/committed developments including TMTL 463, TMTL 520, TMTL 496 and Light Public Housing at Lok On Pai should be included. For TMTL 561, please use the assumption of 2708 units of flats and update the Table 5.6 accordingly.	Noted. <b>Tables 5.5 and 5.6</b> of the revised TIA under <b>Attachment 8</b> have been updated accordingly.
	<u>Para. 5.4</u>	
16.15	Figure 5.2 – 5.5 should be updated to incorporate the comments on the AOI of the TIA.	Noted. <b>Figures 5.2 to 5.5</b> of the revised TIA under <b>Attachment 8</b> have been updated accordingly.

	Departmental Comments	Responses to Comments
16.16	The road link at the east of J2 should be Castle Peak Road – Tai Lam instead of Castle Peak Road – New Tai Lam. Please revise.	Noted. <b>Figures 3.8, 5.2 to 5.5 and 7.1</b> of the revised TIA under <b>Attachment 8</b> have been updated accordingly.
16.17	A huge traffic flow (the flow turning left from Castle Peak Road – New Tai Lam to Castle Peak Road – Tai Lam) are recorded in Figure 5.2, 5.3, and 5.5. Please check.	Please be clarified that it was a typo. <b>Figures 5.2, 5.3 and 5.5</b> of the revised TIA under <b>Attachment 8</b> have been updated accordingly.
16.18	Please explain the directional split of the development traffic (only 16% of the traffic generated by the development are travelling in Kowloon direction via Castle Peak Road – Tai Lam).  <u>Chapter 6</u>	Please be advised that the directional split was made reference with the traffic pattern at existing junctions as well as BDTM model.
16.19	Please note the comment in response to comment no. 12.12 and 12.13 regarding the AOI of the TIA. For the performance of Tuen Mun Road (EB) in am peak, please clarify whether the effect of BOL has been considered.  <u>Para. 6.1.2, Figure 6.1, 6.2</u>	Please be advised that the effect of BOL has been taken into account in the assessments already.
16.20	The cycle time of traffic signals for new signalized junction should be limited to 90s for design purpose.  <u>5.4.12, Figure 5.4 &amp; 5.5</u>	To maintain 90s cycle time of traffic signal for the junction of Castle Peak Road – Tai Lam / Tai Lam Chung, <b>Figure 6.2</b> of the revised TIA under <b>Attachment 8</b> has been updated accordingly.
16.21	Please elaborate in details how the estimated traffic generations of planned developments in vicinity was allocated to the road links and junctions.	Please be advised that the distribution of the estimated traffic generations of planned developments was made reference with the traffic pattern of the existing junctions as well as BDTM model.

	Departmental Comments	Responses to Comments
	<u>Figure 6.3 and 6.5</u>	
16.22	From the 2024 observed pedestrian flow, the flow ratio between FP1 and FP2 is 1:4. However, the flow ratio between FP1 and FP2 is 1:7 in 2033. Please justify the change in ratio.	As presented in <b>Figure 6.4</b> of the revised TIA under <b>Attachment 8</b> , it is assumed that the majority of pedestrian flow will travel across Castle Peak Road – Tai Lam to Tai Lam Chung Bus Terminal to various distinction. Hence, the pedestrian flow at FP2 will result in higher pedestrian volume than FP1. Nevertheless, the performance at FP2 will be still operating in LOS B which is acceptable in traffic viewpoint.
	<u>Annex B – Junction Calculation</u>	
16.23	For the 2023 am traffic flow at J1, the total entry flows listed in the calculation are incorrect (Should be 2455 instead of 2385?). Please check.	Noted. The relevant figures have been updated accordingly
16.24	For the 2023 am traffic flow at J2, please clarify the amount of traffic flow to Road A and Road D since the same symbols are used for both flow.	Please be clarified that it was a typo. The figure has been revised accordingly.
16.25	For calculation of J3, please provide RC with critical y of movement C adopted.	Noted. The calculation sheets have been updated accordingly.
16.26	For calculation of J4, the outer lane for right turn movement is a flare lane shorter than 50m, which is 35m, sat flow and RC should be reduced. RC should be revised.	Noted. The calculation sheets have been updated accordingly.
	<u>6.2 Junction Improvement (J5)</u>	
16.27	The RM 1011 across the junction may be misinterpreted by the right turning vehicles from Castle Peak Road – Tai Lam (northbound). Please review the design.	Noted. <b>Figure 6.2</b> of the revised TIA under <b>Attachment 8</b> has been updated accordingly.

	Departmental Comments	Responses to Comments
16.28	<p>To improve the performance of the proposed junction improvement scheme, please review and consider the following measures:-</p> <ul style="list-style-type: none"> <li>(a) Minimize the kerbline backward to maximize the width of Tai Lam Chung Road approach to the junction.</li> <li>(b) Provide a flare lane for Tai Lam Chung Road (Southbound) approach.</li> <li>(c) Maintain two traffic lanes at the exit side of the junction along Castle Peak Road – Tai Lam (Northbound) by modifying the traffic island at the Tai Lam Chung bus layby and replace the RM1021 on the right lane on the Castle Peak Road – Tai Lam (Northbound) approach with RM 1025.</li> <li>(d) Remove the pedestrian crossing at the junction. Instead, please consider to provide cautionary crossing at upstream of Tai Lam Chung Road.</li> </ul> <p><u>Figure 6.2</u></p>	Noted. Please refer to <b>Figure 6.2</b> of the revised TIA under <b>Attachment 8</b> .
16.29	<p>Please note that RM1025, instead of RM1026, should be provided on roads with speed limit of 50km/h or less. Please revise the “Legend”.</p> <p><u>Annex A - Footpath along Tai Lam Chung Road</u></p>	Noted. <b>Figure 6.2</b> of the revised TIA under <b>Attachment 8</b> has been updated accordingly.
16.30	<p>According to the Gazette Plan, the section of footpath along Tai Lam Chung Road between Castle Peak Road – Tai Lam and Luen Hong Lane will be reconstructed. Please include the footpath design in the TIA.</p> <p><u>Others</u></p>	Noted. The concerned footpath has been incorporated in the TIA report accordingly.
16.31	<p>Please note that the “Public Car Park” will not be maintained and managed by HyD and TD.</p>	Noted.

	Departmental Comments	Responses to Comments
	<p><b><u>Transport Operation Perspective</u></b></p> <p><u>Section 3.5, Table 3.4</u></p>	
16.32	The 500m radius of the proposed development should not cover Tuen Mun Road Bus-Bus Interchange (Tuen Mun bound). Table 3.4 should be revised accordingly.	Noted. <b>Para. 3.5.2</b> has been revised to “...in the surrounding of the Proposed Development” for clarity. The franchised bus and GMB routes within 500m radius are shown in <b>Figure 3.9</b> .
16.33	Please add CTB Route 955, N952, KMB 52P in Table 3.4.	Noted. <b>Table 3.4</b> of the revised TIA under <b>Attachment 8</b> has been updated accordingly.
16.34	Please remove the duplicate entries of KMB Route N252 in Table 3.4.	Noted. <b>Table 3.4</b> of the revised TIA under <b>Attachment 8</b> has been updated accordingly.
	<u>Section 4.2</u>	
16.35	For section 4.2.2, the consultant proposed additional 14 trips to meet the peak pax demand. As such, for optimal use of the PTI, please review the size of the private PTI and its no. of lay-bys together with the need for general lay-bys for pick-up/ drop-off passengers.	Please be advised that the actual public transport arrangement will be reviewed in detailed design stage.
16.36	As we raised in last round of comments, given only GMB 43B travels in the vicinity of the development, whereas there are various bus routes at Tai Lam Chung Bus Terminus, please review the proposed allocation of space to franchised bus and GMB at the PTI under section 4.2.3.	Please be advised that the actual public transport arrangement will be reviewed in detailed design stage.
16.37	According to Section 4.2, only one route plying between the proposed development and Tuen Mun Road Bus-Bus Interchange is mentioned. Please advise the planned public transport services to demonstrate the usage of the proposed PTI with 3 no. of bus boarding/alighting spaces (i.e. 39m in length) and 4 GMB boarding/alighting spaces.	Please be advised that the actual public transport arrangement will be reviewed in detailed design stage.
	<u>Figure 4.1</u>	
16.38	Please indicate the bus stacking spaces.	Noted. <b>Figure 4.1</b> of the revised TIA under <b>Attachment 8</b> has been updated accordingly.



	Departmental Comments	Responses to Comments
16.39	Please indicate the pedestrian linkage to the proposed GMB stop.	Noted. <b>Figure 4.1</b> of the revised TIA under <b>Attachment 8</b> has been updated accordingly.
16.40	Please indicate the location to be reserved for built-in kiosk(s) and ancillary facilities.	Noted. The indicative location for kiosk is presented in the <b>Figure 4.1</b> of the revised TIA report accordingly.
	<b><u>Bus Development Perspective</u></b>	
16.41	R-to-C item 12.33 – For the modal split, please use the data of information/data as available in the Population Census 2021 instead of Travel Characteristics Survey 2011 Final Report.	Noted. The modal split has made reference to the information from Population Census 2021 accordingly.
16.42	R-to-C item 12.34 – The consultant is required to indicate clearly that a comprehensive transport plan will be studied and provided, covering but not limited to, the assessment of the existing public transport, the estimated demand on public transport and the modal split of different modes of transport. The plan should be further supplemented with relevant utilization surveys, recommendation on enhancement of existing services and/or proposed new services, etc.  The transport plan should meet the growing demand with concrete service details (e.g. PT mode, frequency, fleet size, origin-destination, etc) and recommendation on the availability of terminating facilities (e.g. provision of charging-enabling facilities, spaces for ancillary facilities, kiosks, toilets, etc according to Transport Planning & Design Manual (TPDM)) and reflect in the TTIA report.	The relevant transport plan shall be reviewed in detailed design stage.
16.43	R-to-C item 12.35 – Comment same as 12.34. Please advise how many route is recommended in the proposed PT plan and then reserve the number of boarding / alighting space and stacking space as per the TPDM.	Ditto.

	Departmental Comments	Responses to Comments
17.	<b>Comments of Water Supplies Department</b>	
	<b><u>General Comments</u></b>	
17.1	Existing water mains will be affected as shown on the <b>Attachment</b> . The cost of any necessary diversion shall be borne by the proposed development.	Noted.
17.2	In case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5 metres from the center line of the water main shall be provided to his department. No structure shall be built or materials stored within this waterworks reserve. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works.	Noted.
17.3	No trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the water main shown on the <b>Attachment</b> .	Noted.
17.4	Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the application site (the Site).	Noted. The Proposed Development shall be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the application site caused by the Proposed Development.
	<b><u>Comments on WSIA (Appendix H)</u></b>	
17.5	Para. 5.4.3 - Please be reminded to seek comments from the Fire Services Department on the proposal for the fire fighting water mains.	Noted. Please note that the application has been circulated to FSD for comments and FSD has no comment on the submission.
17.6	Para. 5.5.3 - There are a number of existing water mains which are affected by the development (refer to Appendix C) that have not been addressed in this paragraph. Please provide the full impact assessment for his review and clearly show on the drawings which existing water mains will be maintained, abandoned or reinstated.	Noted. A waterworks impact assessment has been supplemented in <b>Chapter 6</b> of the revised WSIA under <b>Attachment 9</b> .

	Departmental Comments	Responses to Comments
17.7	Appendix A & B - Please adopt the internal pipe diameter for the hydraulic analysis.	Noted. <b>Appendices A &amp; B</b> of the revised WSIA under <b>Attachment 9</b> have been updated accordingly.
17.8	Appendix A - The existing DN400 fresh water mains, existing DN150 flushing water mains and proposed DN150 fresh water mains should also include the water demand from the proposed village housing sites in the hydraulic assessment.	Noted. <b>Appendix A</b> of the revised WSIA under <b>Attachment 9</b> has been updated accordingly.
17.9	Appendix C & D - Please clearly show on the drawings the new alignment for the access road under his department's purview and clarify whether his department would be allowed access along the proposed village access to carry out maintenance and operation works. Furthermore, please identify the maintenance party responsible for the updated road alignments for his review.	<p>The alignment of the new access road is shown in <b>Appendix C2</b> of the revised WSIA under <b>Attachment 9</b> (indicated in green colour). According to the draft land grant plan dated 29 December 2023 (ref. (38) in LD LS 269/CPD/LT/66 Pt.31), the new access road falls within the green, green stippled blue, green cross-hatched black, green cross-hatched black stippled blue and green stippled red areas (i.e. areas collectively known as "Future Public Road" under draft lease), which will be re-delivered to the Government on demand. The detailed maintenance matrix will be discussed with relevant government departments during detailed design stage.</p> <p>Also, according to draft lease, the applicant shall at all reasonable times while in possession of the Future Public Road allow the Water Authority to access to carry out maintenance and operation works if required.</p>
17.10	Dwg. Nos. 60281828/WSIA/405 - The proposed fresh water connection tee of DN300 to the development seems relatively large. Please adopt DN250 instead.	Noted. The drawing has been revised accordingly. Please refer to the revised WSIA under <b>Attachment 9</b> .
17.11	Dwg. Nos. 60281828/WSIA/407 - For the proposed flushing water mains along Luen Tai Street to the village housing sites, please adopt a size of DNS0 instead of DN40.	Noted. The drawing has been revised accordingly. Please refer to the revised WSIA under <b>Attachment 9</b> .

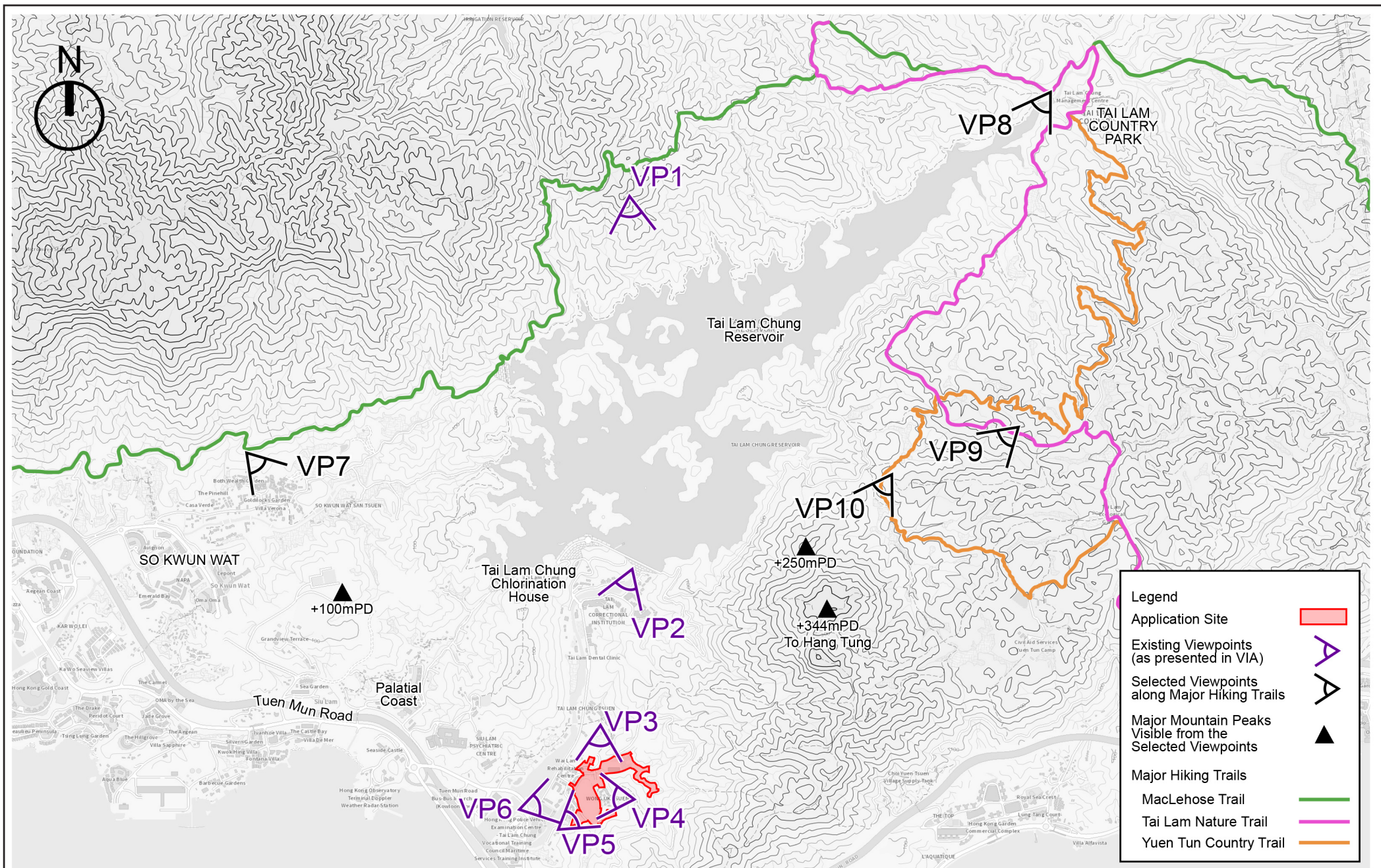
	Departmental Comments	Responses to Comments
17.12	Dwg. Nos. 60281828/WSIA/407 - As discussed with the Lands Department, the applicant is also responsible for the construction of the water mains to the village housing sites. Please update this drawing accordingly.	Noted. The applicant will be responsible for the construction of the water mains to the village housing sites. Upon completion, the water mains will be handed over to the government for management and maintenance. Please refer to the revised drawing in the WSIA under <b>Attachment 9</b> .
17.13	Dwg. Nos. 60281828/WSIA/407 - Please provide a connection tee size of DN40 instead of DN25 to all the proposed village housing sites.	Noted. The drawing has been revised accordingly. Please refer to the revised WSIA under <b>Attachment 9</b> .

## Response to Public Comments

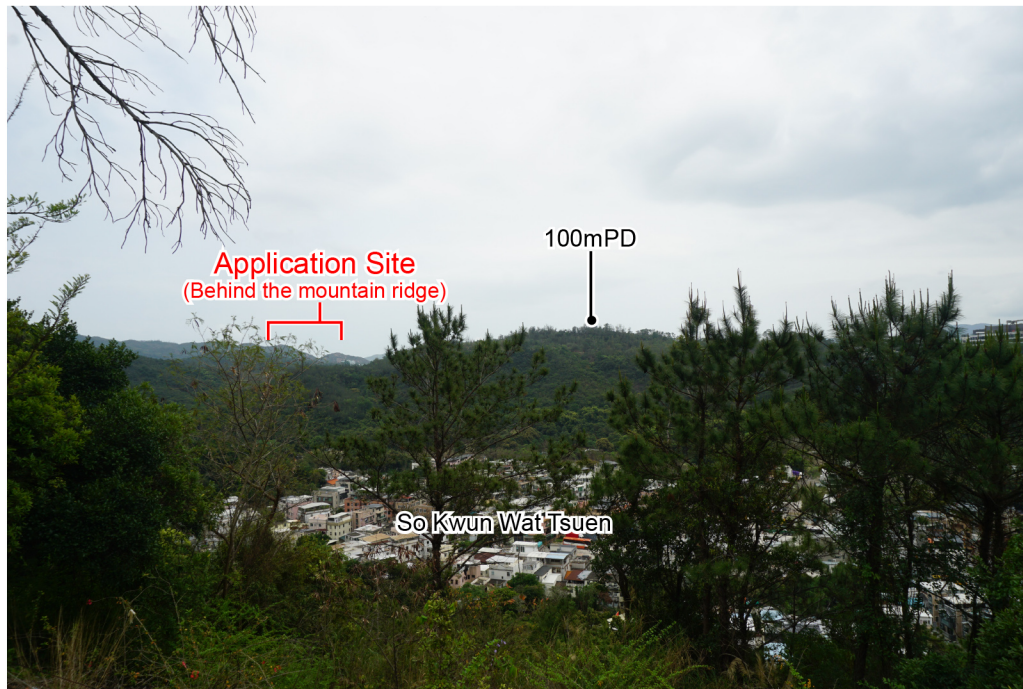
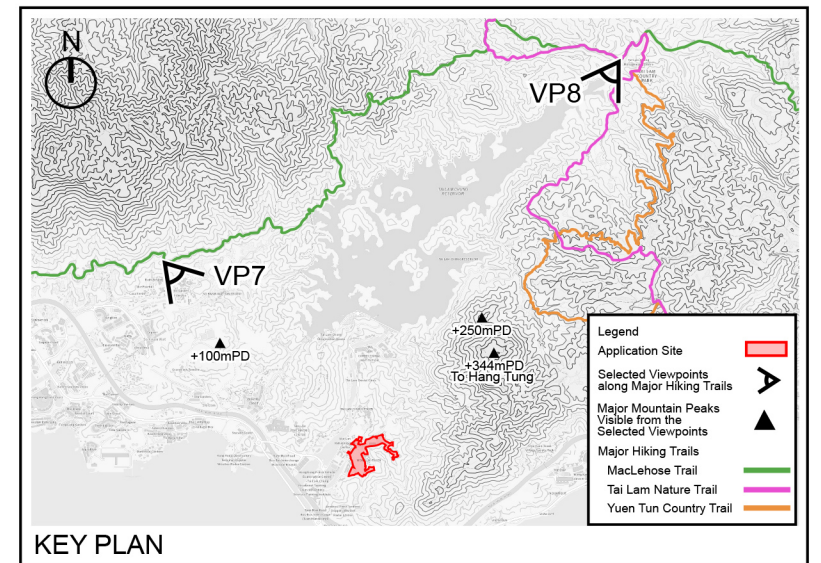
	Public Comments	Applicant's Response
1.	As previously agreed between the villagers of Wong Uk Tsuen and the Developer, a 24-hour public pedestrian and vehicular access shall be provided within the residential development to connect to the north of Wong Uk Tsuen. However, this access road was not mentioned in the proposal.	<p>In accordance with the draft lease, the Applicant will construct and provide a public vehicular and pedestrian access along the Pink Hatched Red and Pink Hatched Black Hatched Red Areas connecting Luen Hong Lane to the north of Wong Uk Tsuen. Upon completion, this public access will become part of the route for villagers of Wong Uk Tsuen, which will be open to the public 24 hours a day and free of charge.</p> <p>For illustration, please refer to the updated Circulation Diagram Plan under the Landscape Master Plan in <b>Attachment 5</b>.</p>
2.	The proposed development falls within the 1km consultation zone of the Tai Lam Chung Chlorination Station and future residents will be subject to such risk.	<p>A minor portion of the Application Site falls within the 1km consultation zone of the Tai Lam Chung Chlorination Station. When formulating the development proposal, the Applicant has taken into consideration the Chlorination Station and have ensured that all residential towers are placed outside of the 1km consultation zone. In this connection, a quantitative risk assessment in relation to the Chlorination Station is considered not required.</p> <p>Please also note that the application has been circulated to the Electrical and Mechanical Services Department for comments. Comments from EMSD have been addressed in Section 5 of this Response-to-Comment Table.</p>
3.	The proposed development is in proximity to Towngas's high-pressure pipeline at Tai Lam Chung Nullah. A Quantitative Risk Assessment should be conducted. The project proponent should also consult Towngas during design stage and closely coordinate with Towngas during construction stage and provide protective measures.	Noted. A Quantitative Risk Assessment will be conducted at subsequent stage before occupation of the proposed development.

**Annex A**

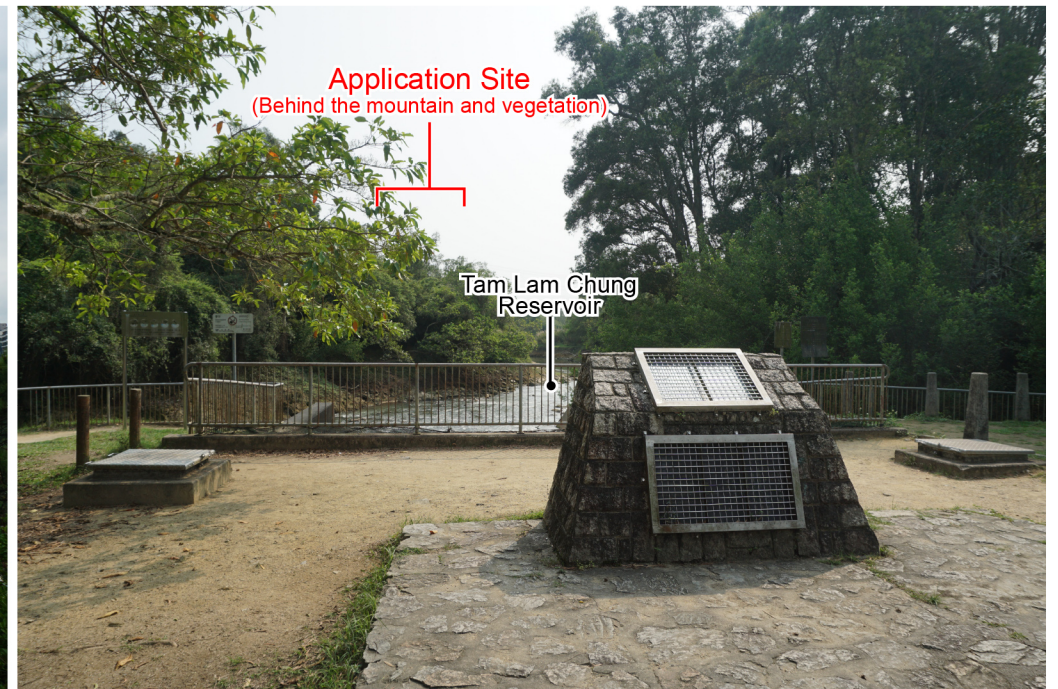
Brief Analysis of Viewpoints along Major Hiking Trails in Vicinity





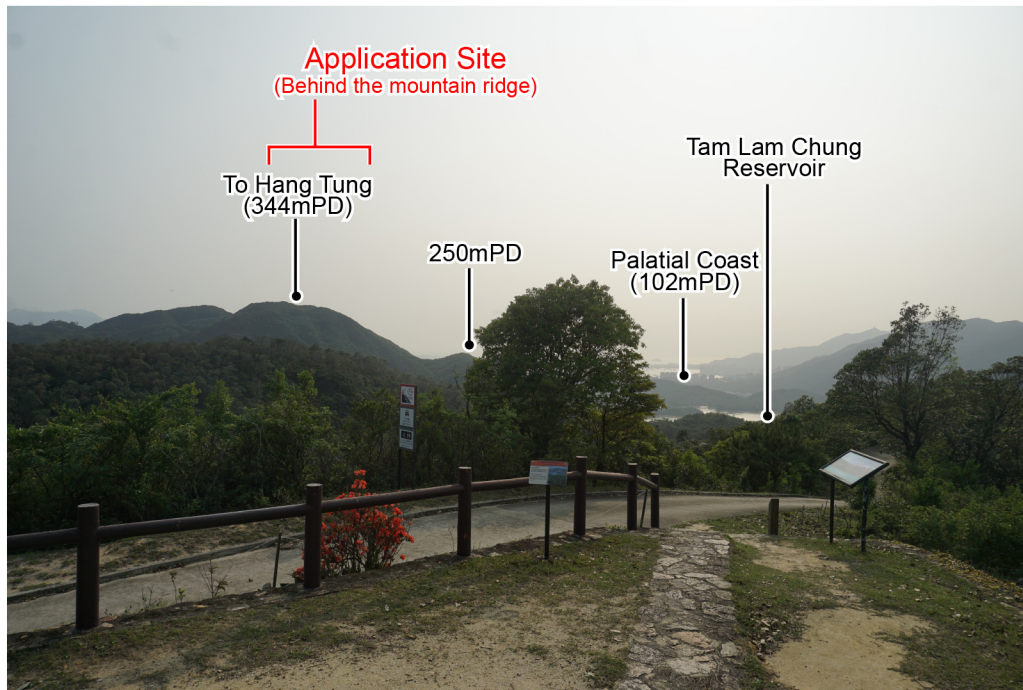
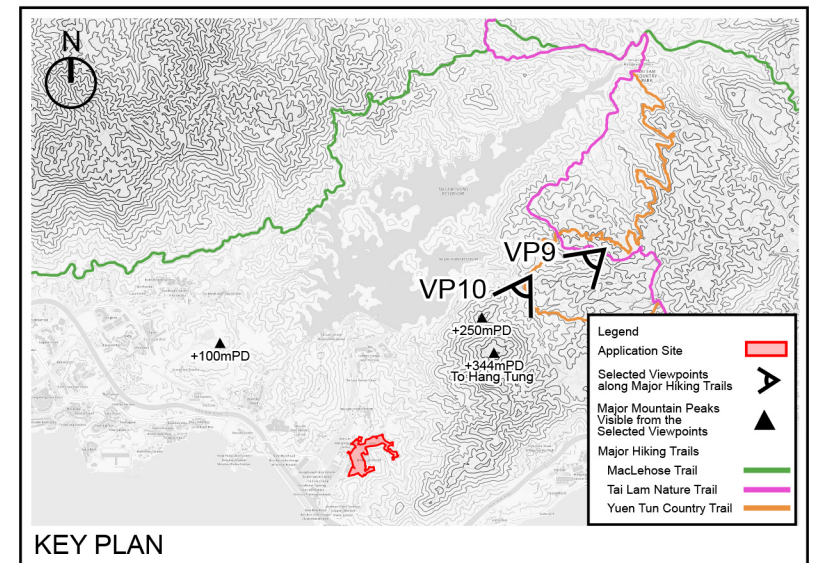


VP7 – Resting / Lookout Area between Distance Posts M189 and M190, MacLehose Trail

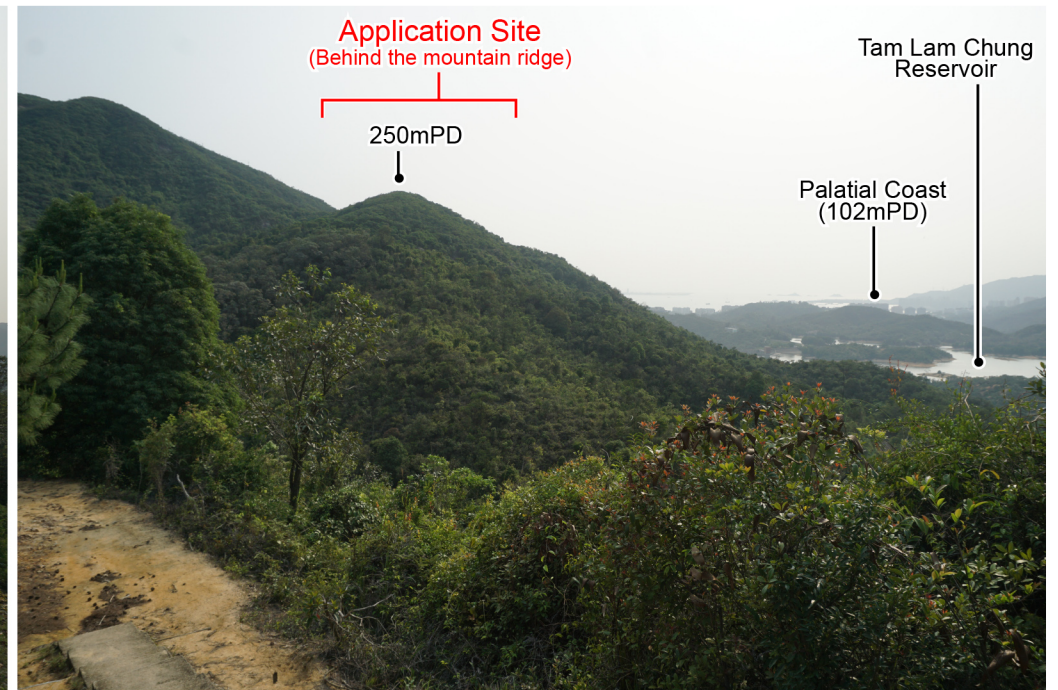


VP8 – Picnic Site near Kat Hing Bridge, MacLehose Trail and Tai Lam Nature Trail





VP9 – Tai Lam Nature Trail Lookout (East)



VP10 – Distance Post C6308, Yuen Tun Country Trail

**Table A1 – Brief Analysis of the Four Selected Viewpoints along Major Hiking Trails in Vicinity**

Viewpoints and Selection Reason	Approx. Viewing Distance	Degree of Visibility on the Application Site and Anticipated Visual Impact
<p><b>VP7 – Resting / Lookout Area between Distance Posts M189 and M190, MacLehose Trail (+75mPD)</b></p> <p>A resting / lookout area along MacLehose Trail (Section 10) where benches are provided and an open view towards the Tai Lam Chung Valley is available. Hikers are likely to take a rest and enjoy the scenic view at this VP.</p>	<p>About 2.5km to the Northwest of the Application Site</p>	<p>The Application Site is not visible from this VP as it is obstructed by the mountain ridge in the foreground. There would be <b><u>no visual impact</u></b> caused by the Proposed Development.</p>
<p><b>VP8 – Picnic Site near Kat Hing Bridge, MacLehose Trail and Tai Lam Nature Trail (+70mPD)</b></p> <p>A picnic site with benches, tables, a pavilion and provision of portable toilets. It serves as a merging point of MacLehose Trail and Tai Lam Nature Trail. Hikers are likely to take a rest at this VP and enjoy the view towards the Tai Lam Chung Reservoir.</p>	<p>About 4.1km to the Northeast of the Application Site</p>	<p>The Application Site is not visible from this VP as it is obstructed by the mountain and existing vegetation in the foreground. There would be <b><u>no visual impact</u></b> caused by the Proposed Development.</p>
<p><b>VP9 – Tai Lam Nature Trail Lookout (East) (+270mPD)</b></p> <p>An elevated lookout area along Tai Lam Nature Trail with benches, a table and information panels. Hikers are likely to take a rest and enjoy the scenic view at this VP.</p>	<p>About 2.6km to the Northeast of the Application Site</p>	<p>The Application Site is not visible from this VP as it is obstructed by the mountain ridge in the foreground. There would be <b><u>no visual impact</u></b> caused by the Proposed Development.</p>
<p><b>VP10 – Distance Post C6308, Yuen Tun Country Trail (+190mPD)</b></p> <p>While this VP is not an official resting / lookout area, it is the closest point along the Yuen Tun Country Trail to enjoy an open view towards the southwest and towards the Application Site.</p>	<p>About 2km to the Northeast of the Application Site</p>	<p>The Application Site is not visible from this VP as it is obstructed by the mountain ridge in the foreground. There would be <b><u>no visual impact</u></b> caused by the Proposed Development.</p>

**Annex B**

Indicative Diagram showing Pedestrian Circulation with regards to Requirements of Draft Lease of TMTL 417



