
**Appendix B –
Responses-to-Comments Table
(Public Comments)**

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 Public Comments

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	Public Comments	Applicant's Response
1.	Given that almost 30% of the Site is Government Land, the Applicant should compensate through the provision of GIC facilities to benefit the public.	Please note that apart from residential development, the Applicant also endeavours to deliver various public planning gain under the current scheme, including formation sites for village housing, provision of public refuse collection point & relocated public toilet, public open space, public children playground and public car park, and provision / modification of village road, pedestrian access to Wong Uk Tsuen and pedestrian route to burial ground, which are considered to serve broader community needs. To enhance the mobility of future residents as well as the surrounding villagers and visitors, a covered transport layby for public transport is also proposed.
2.	Luen On San Tsuen is short from car parking spaces which should be compensated in the proposed development.	Please note that the Applicant has explored feasibility of providing public car parking facilities within the Application Site, and has proposed to provide a public car park with 17 parking spaces. The public car park will be open for the use by all members of the public in accordance to the management plan to be approved by the relevant government department(s).
3.	There are concerns from Wong Uk Tsuen villagers regarding the reprovisioning arrangement of the village access.	Please note that various areas within and surrounding the Application Site will be open for public access. These areas, along with their corresponding access arrangement (e.g. opening hours), have been illustrated in the updated Indicative Access Arrangement Diagram under Annex A of the responses-to-departmental-comments table under Appendix A .
4.	Given the proposed development will be formed at a level higher than its surroundings and given that Tai Lam Chung is generally a low-lying area prone to flooding, the proposed development will result in potential flooding impact on the surrounding villages.	As demonstrated in the submitted Drainage Impact Assessment, various drainage mitigation measures, such as construction of box culverts, new U-channels and stormwater detention tank, will be proposed to achieve a development sustainable in drainage terms. Relevant Government departments have also been consulted to ensure that the Proposed Development would be acceptable in drainage terms.

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5.	Given that there have been archaeological findings near the Site in the past, the proposed development will result in potential archaeological impact.	Please note that an archaeological impact assessment has already been completed in accordance with the previous draft special conditions under the draft lease of TMTL No. 417 and no further archaeological works was considered required according to the impact assessment report. The Applicant will inform AMO immediately when any antiquities or supposed antiquities under the ordinance are discovered in the course of works.
6.	The proposed increase in GFA and BH has not duly considered the impact from the Brothers Point Terminal Doppler Weather Radar and the Hong Kong International Airport.	<p>Regarding concerns on the Brothers Point Terminal Doppler Weather Radar (TDWR) – according to LegCo Paper No. CB(1)408/11-12(05), the Hong Kong Observatory (HKO) had been operating weather radars since 1959 and following strictly the code of practice issued by the Office of Telecommunication Authority (OFTA). OFTA and the Department of Health (DH) had confirmed that the radiation level of another nearby TDWR (near Marine Police Base) fully complied with the international standards issued by the World Health Organization. HKO also engaged in early 2011 an expert from a local university to carry out independent radiation measurement, which re-affirmed that the radiation level was well within the international safety limit. Since the technical specifications of the Brothers Point TDWR are similar to those of the TDWR near Marine Police Base, its radiation level is expected to resemble that of the existing TDWR and there should not be adverse health impact on nearby residents.</p> <p>Also, please note that the Brothers Point TDWR is NOT classified as a Potentially Hazardous Installations (PHI) and there is no particular separation distance requirement for weather radar station under Hong Kong Planning Standards and Guidelines (HKPSG). The weather radar station is located more than 350m from the Application Site. It is anticipated that the Proposed Development will not affect / be affected by the operation of the weather radar station.</p> <p>Regarding concerns on the Hong Kong International Airport – please note that the Proposed Development with maximum building height of 84mPD will not exceed the Airport Height Restrictions as prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance</p>

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		(Cap.301), and the Civil Aviation Department has no comment on the proposal from the perspective of safeguarding the operations of the Hong Kong International Airport.
7.	The Tai Lam Chung area is located near flight paths and the proposed development will be subject to aircraft noise impact.	<p>According to the approved EIA report for Expansion of Hong Kong International Airport into a Three-Runway System (Ref.: AEIAR-185/2014), the Application Site is completely outside the NEF25 contour as required under the Hong Kong Planning Standards and Guidelines (HKPSG). No unacceptable aircraft noise impact within the Application Site is identified. Better insulation would be considered for the Proposed Development (e.g. 8mm glass or better instead of nominal glass pane of 6mm thickness) at detailed design stage subject to further review and study.</p> <p>In future, all noise mitigation measures as proposed in the Noise Impact Assessment Report shall be clearly indicated in the sales brochure to ensure that perspective buyers or future residents will be well informed of any potential noise impact.</p>
8.	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.	According to the approved Route 11 EIA report, there will be no more liquid chlorine store at the Tai Lam Chung Chlorination Station soon as confirmed by WSD. Therefore, it is anticipated that the Development would not be subject to any hazard impact from the concerned Chlorination Station during the development's operation in 2030.
9.	Given the economic downturn and over-supply of housing, whether there is still need for additional housing supply.	Increasing housing supply is still one of the Government's most vital goals as reiterated in the 2025 Policy Address. The Proposed Development will offer an opportunity to contribute to the flat supply in short to medium-term to help meet the private housing supply target under the Long Term Housing Strategy.

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10.	The proposed development will affect the two existing shrines (大皇爺及伯公神祇) and whether there are any mitigation measures.	Please be clarified that the two shrines will be preserved in-situ. The Proposed Development and all the associated works will not affect the existing shrines.
11.	The reduction in flat size is a degradation of liveability and the provision of at-grade public car park is inefficient to use the valuable land.	The Proposed Development will comprise a flat mix of different sizes that takes into account and caters to the needs of different user groups as well as market trend. Besides, the provision of parking spaces is formulated in accordance with HKPSG standard. The Applicant will further review the flat mix and car park design during the detailed design stage.