

Response-to-Comments (R to C) Table

No.	Comment	Response
A. Comments from DSD on the Original Submission (Contact: Mr. Flexor NG at 3965 8915)		
A1	In the absence of a drainage proposal of the proposed development and information on the existing drainage conditions, it is difficult to judge whether the concerned planning application would cause adverse drainage impact to the surroundings. In view of this, the applicant is required to submit a drainage proposal to DSD to demonstrate, inter alia, how the existing flow paths as well as the run-off falling onto and passing through the site could be intercepted and disposed of via proper discharge points. The drainage proposal should also demonstrate the existing drainage system to which the proposed connection will be made has the spare capacity to cater for the additional discharge from the proposed development.	Please find attached the Storm Drainage Design prepared by Troika Engineering Limited for application reference A/YL-MP/172 dated July 2009, together with the corresponding compliance letter. The drainage design has already taken into account the lots covered by the current application, as these lots formed part of the development under A/YL-MP/172. Lot 3235 S.B in D.D. 104 was originally planned for NTEH development and is now proposed to be used for an electricity package substation. There is in principle no difference to the originally approved drainage design, and the drainage matters should therefore be considered already catered for.
A2	The applicant is reminded that the subject development should not obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc.	Ditto.
A3	To encourage a higher quality submission and avoid rounds of comments, thereby shortening the processing time, the applicant is advised to complete the attached checklist (Appendix A) as part of preparing the revised proposal and include them in the submission. Otherwise, a longer processing time may be required by DSD.	Ditto.
B. Comments from Transport Department (Contact: Mr. Vincent LAI at 3855 6515)		
B1	Please estimate the number of trips generated/attracted during the construction phase and the types of construction vehicles. Please clarify whether the total number of heavy goods vehicle trips (i.e 23) is referring to the total number of trips per hour/per day or	Low-loader (HGV) for Excavators - available on site for the residential developments under another planning reference. So there will be zero trip generation. Low-loader (HGV) for paving machine and

	throughout the construction period.	compact roller – 2 trips total Dump trucks (HGV) – since the excavated soil will be predominantly backfilled on-site, approximately 5-8 trips are expected. Pavement Material Delivery Truck (HGV) – 12 trips Crane truck (HGV) – 1 trip for delivery of package substation Total HGV trips: 23 during the construction phase Total LGV trips (Worker Van / Pickup): 48 total trips during the construction phase (2 daily trips over a period of approximately 4 weeks in total, Monday to Saturday)
B2	Please supplement the swept path at the ingress/egress of the site.	Please refer to attached drawing SK-03
B3	It is noted that no parking space will be provided within the site. Please clarify the parking arrangement during inspection and maintenance. Please clarify the location of the parking spaces of the residential development as quoted in the draft responses-to-comments table. Please seek the agreement from the lot owner if the proposed car parking space is not a public carpark.	During the operational phase, routine maintenance and inspection vehicles will be parked along Lot 3235 RP adjacent to Lot 3235 S.B or Lot 3236 S.D in D.D. 104, which is one of the private lots of the residential development served by the proposed package substation. No permanent parking spaces within the immediate substation site footprint are required. Agreement from the lot owner will be sought.
C. Comments from Environmental Protection Department (EPD) (Contact: Mr. Chris WONG at 2835 1145)		
C1	The voltage of the proposed underground cable connecting to the proposed substation; and	The voltages of the proposed underground cables connecting to the proposed substation are 11000 volts three-phase 50hertz for incoming supply source and 380/220 volts three-phase four-wire 50-hertz for outgoing supply to the customers.
C2	The length of the proposed underground cable, and run-in/out and access road.	The exact design of the electricity supply is still in preparation phase and therefore the length of the proposed underground cable and run-in/out and access road are not

		available at this moment.
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