

Table A: Responses-to-Comments (11.4.2024)

Departmental Comments		Applicant’s Responses
A. Transport Department (received on 5.2.2024)		
A. Traffic Impact Assessment (TIA Report)		
1.	Apart from the supplementary note, no updated TIA is submitted in the FI-7. Please update the TIA which should have incorporated the updated MLP.	Noted. Please be advised that the TIA report has been updated to incorporate the updated MLP.
2.	Please provide the estimated population, modal split public transport demand arising from the subject development, impact assessment on existing public transport (“PT”) services and propose suitable PT services where appropriate. Furthermore, please review whether any additional transport facilities (e.g. lay-by and turn around facilities) should be provided to support the recommended PT services (if any) to satisfy the passenger demands arising from the development site.	Noted. The estimated population, modal split public transport demand arising from the subject development, impact assessment on existing public transport services are included in Section 5.4 of the updated TIA report. The results of the assessment have indicated that the public transport service capacity in the vicinity could serve the additional passenger demands.
3.	Noting some of the existing PT mentioned in the TIA report are outside 400m walking distance, please exclude them from the relevant table/drawings.	Please be advised that the nearest existing bus stops and GMB stops to the Subject Site are shown in Table 3.4 and Drawing 3.7 of the updated TIA report. The farther existing bus stops and GMB stops have been excluded from Drawing 3.7 .
4.	In estimating the PT trips provided by each bus, 120 pax/bus with 75% occupancy rate should be adopted as the calculation basis.	Noted. Please be advised that in estimating the PT trips, 120 pax/bus with 75% occupancy rate has been adopted as the calculation basis as presented in Section 3.4 and Section 5.4 of the updated TIA report, showing the existing public transport utilisation and public transport service assessment respectively.
5.	The TIA report has not been updated as per the previous submitted RtC dated 31.7.2023. Please incorporate your RtC and submit a revised TIA report. For RtC item d), it is noted that you have excluded an irrelevant ATC station. To ensure the results of surveyed traffic flow would not be underestimated during social events in 2019 and	Noted. Please be advised that the updated TIA report has already incorporated the latest MLP. Due to the social event in year 2019 and the COVID-19 pandemic situation from years 2020 to 2021, the traffic counts reported in the latest

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	<p>COVID-19 epidemic situation from 2020 to 2021, please review the growth rate which may have been underestimated.</p>	<p>ATC report over the years between 2013 and 2018 have been referenced and presented in Table 4.1 of the updated TIA report. It is noted that over the past 6 years (i.e., 2013 to 2018), the average annual traffic growth pattern shows a growth rate of +0.90% per annum. In order to provide a conservative assessment, the growth rate +1.0% per annum is being adopted in the updated TIA report to cover the growth in traffic from year 2022 to design year 2028.</p>
6.	<p>Section 3.2.2: Please conduct another recent survey as the previous survey conducted on 8 December 2022 may have underestimated the traffic conditions due to epidemic situations.</p>	<p>According to the HKSAR government’s announcement regarding adjustments of social distancing measures on 21 March 2022 and 14 April 2022, all catering and scheduled premises have been allowed to re-open based on the first and second stages of relaxation in social distancing measures since 21 April 2022 and 19 May 2022. Social and economic activities have resumed in an orderly manner, and the daily lives of citizens have largely returned to normalcy. Therefore, it is considered that the traffic survey on 8 December 2022 could reflect the normal traffic condition and was not underestimated due to pandemic.</p> <p>Besides, the adopted growth rate +1.0% per annum is being applied to cover the growth in traffic from year 2022 to design year 2028 in the updated TIA report. However, in the event that another recent survey is conducted, the adopted growth rate +1.0% per annum will be applied to cover the growth in traffic from year 2024 to design year 2028. It will reduce the number of growth years from 6 years (i.e., from year 2022 to year 2028) to 4 years (i.e., from year 2024 to year 2028). As the design year for the TIA assessment remains unchanged, it is considered that using the previous survey conducted on 8 December 2022 as the base year of</p>

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		the assessment can provide a more conservative assessment due to the longer periods of growth years on traffic flows.
7.	The Table 7 of the supplementary note appears to be incorrect as there will be no house of flat size between 130-160 m ² as shown in Table 1. Please review and revise the parking provision. Plans showing the location of parking space should be supplemented in the updated TIA.	Please be clarified that there will be 27 units of flat size between 130 – 160m ² as presented in Table 2.1 of the updated TIA report. Please refer to Drawing No. B8 of the updated TIA report showing the location of parking space.
B. Environmental Protection Department (received on 8.4.2024)		
A. Environmental Assessment (EA Report)		
1.	Noise Please be informed that we have no comment on the noise aspect of the Environmental Assessment submitted under FI(8). As stated in our previous reply, please impose an approval condition for submission of a Noise Impact Assessment (NIA) report and implementation of noise mitigation measures to achieve full compliance with relevant noise standards to the satisfaction of DEP/TPB.	Noted.
B. Sewerage Impact Assessment (SIA Report)		
1.	It is noted that pipes MH540 to MH235 are not in use, please liaison with DSD and check the feasibility to re-use these sewers.	DSD has been consulted. It is proposed that a survey be carried out in detailed design stage to inspect the conditions of the nearby existing sewers. If poor conditions are found, proper replacement works would be carried out by the Project Proponent at the construction phase to the satisfaction of DSD. Text has been added in S2.5.8.
2.	Sewers P1 to P15 are proposed by other development entities, with no guarantee of their completion before the projected intake year of the proposed development in 2025. In light of this, please formulate a contingency plan that account for the possibility of these sewers not being operational / constructed at that time.	There will be no population intake at the proposed development should the planned sewers not available at the time of project completion. Or otherwise, the Project Proponent will be responsible for the construction of that section of the sewers if a population intake be required. Text has been added in S2.5.7 and S3.1.3.

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3.	Section 1.3.1: The section number 1.3.1 duplicates itself, please delete.	The duplicated text has been removed accordingly.
4.	Appendix 2.1 and 2.2: Please advise if 225 mm instead of 300 mm should be taken as the diameter to calculate the full bore velocity and capacity from MH540 to MH500 and MH500 to MH460.	300mm is taken as the diameter for calculation. The brackets are now removed in the appendices to avoid confusion.
5.	Appendix 2.1 and 2.2: It is calculated that some of the full bore velocity values cannot meet the minimum limit of 0.7 and 1 m/s for 200-300 mm and 300-900 mm pipes respectively.	Noted. The proposed upgrading works and change in invert level to the existing sewers, are now indicated in Figure 2.1 and in S2.5.1 accordingly. Relevant calculations in Appendices 2.1 and 2.2 have also been updated accordingly. The full bore velocity can now meet the 0.7 and 1 m/s for 200-300 mm and 300-900 mm pipes respectively.
C. Drainage Services Department (received on 9.4.2024)		
A. Sewerage Impact Assessment (SIA Report)		
1.	Para. 2.6: Please revise, “2.6.1... to site boundary within private lot...”; and “... from site boundary within government land...”.	Text in S2.6.1 and S2.6.2 have been revised accordingly.