
Table | 1
Response-to-Comments

Section 12A Planning Application No. Y/NE-LYT/16

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21.03.2023	Railway Development Office, Highways Department (HyD)	<p>1. Please be advised that the site location of the captioned application may have conflict with the possible railway scheme being studied by this office to serve the New Territories North New Town. In order not to jeopardize the possible railway scheme under planning, we have reservation on the subject planning application at this stage. Please note that all related submissions should be circulated to this office for comment, and Non Building Area and/or Railway Reserve could be required to be imposed onto the captioned site if the planning application proceeds.</p>	<p>Noted. The proposed development has incorporated a 13m building setback to the north of the application site along Sha Tau Kok Road and provides a reserve for any future infrastructural improvement.</p>
		<p>2. It is noted that the estimated flat number of the development is 3,305. Please assess the impact to the East Rail Line arising from the development and propose mitigation measures (e.g. long haul bus) in TIA (Appendix 3).</p>	<p>The additional passenger demand for MTR East Rail Line associated with the Proposed Development is estimated to be no more than 733 persons during the peak hour, which is only 0.9% of the maximum carrying capacity of the East Rail Line, i.e. 82,500 passengers / hour / direction. Hence, the additional passenger demand is negligible, and will not result in adverse impact.</p> <p>Detail of the assessment is included in Chapter 4 of the revised TIA (see Enclosure 3).</p>

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24.4.2023	Antiquities and Monuments Office (AMO)	1. "Please note a portion of the application site on Lot 854 partially falls within Queen's Hill Site of Archaeological Interest ("SAI") whilst majority of the site is in close proximity to the SAI. An assessment of impact on heritage conservation, therefore, should be included in the Planning Statement for AMO's comment and agreement."	Noted with thanks. Heritage conservation has been given due consideration, please refer to the revised Planning Statement Para. 5.11.1 to 5.11.5 (See Enclosure 1).

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26.4.2023	Building Department (BD)	1. If the existing structures are erected on leased land without approval of the Buildings Department (BD) (not being a New Territories Exempted House), they are unauthorized under the Buildings Ordinance (BO) and should not be designated for any approved use under the captioned application.	Noted with thanks.
		2. Before any new building works are to be carried out on the application site, prior approval and consent of the Building Authority (BA) should be obtained unless they are exempted building works or commenced under the simplified requirement under the Minor Works Control System. Otherwise they are Unauthorized Building Works (UBW). An Authorized Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the BO.	Noted with thanks.
		3. For UBW erected on leased land, enforcement action may be taken by the BA to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the application site under the BO.	Noted with thanks.
		4. If the proposed use under application is subject to the issue of a licence, please be reminded that any existing structures on the application site intended to be used for such purposes are	Noted with thanks.

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		required to comply with the building safety and other relevant requirements as may be imposed. by the licensing authority.	
		5. The site shall be provided with means of obtaining access thereto from a street under Regulation 5 of the Building (Planning) Regulation B(P)R) and emergency vehicular access shall be provided under Regulation 41D of the B(P)R.	Noted with thanks.
		6. The development intensity shall not exceed the permissible as stipulated under the First Schedule of (BP)R). If the site is not abutting on a specified street having a width not less than 4.5m, the development intensity shall be determined by the Building Authority under Regulation 19(3) of the B(P)R at building plan submission stage.	Noted with thanks.
		7. The provision of open space about domestic buildings shall comply with the requirements as stipulated under Second Schedule of B(P)R.	Noted with thanks.
		8. You may wish to note that in general there is no requirement under the BO in respect of provision of car parking spaces for a proposed development. However, the applicant's attention is drawn to the provision of accessible car parking spaces designated for the use of persons with a disability as per the requirements under the B(P)R 72 and Division 3 of Design Manual: Barrier Free Access 2008 if BFA requirements are applicable to the subject development.	Noted with thanks.

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		9. Criteria under PNAP APP-2 Appendix C shall be complied with if GFA of car parking, loading and unloading areas under Regulation 23(3)(b) of the B(P)R is to be excluded.	Noted with thanks.
		10. Sustainable building design requirements and pre-requisites under PNAP APP-151 and APP-152 shall be complied with if GFA concession for green and amenity features and non-mandatory/ non-essential plant rooms and services is to be exempted/ disregarded.	Noted with thanks.
		11. Formal submission under BO is required for any proposed new works, including any temporary structure, site formation works like filling of ponds and land and site formation drainage works. Detailed comments under BO on individual sites for private developments such as permissible plot ratio, site coverage, emergency vehicular access, private streets and/or access roads, barrier free access and facilities, compliance with the sustainable building design guidelines (SBD), etc will be formulated at the formal building plan submission stage.	Noted with thanks.

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2.5.2023	Lands Department (LandsD)	This office has the following. comments on the captioned s.12A planning application from land administration point of view:	
		<p>1. The inclusion of Government land into application site is subject to application and approval for a land exchange. There is no guarantee that the land exchange application if submitted will be approved and such application will be considered by Lands Department acting in the capacity of Landlord at its sole discretion. This rezoning application or approval (if given) shall not pre-empt the consideration and decision of the approving authority for the land exchange, if submitted by the applicant. The area and extent of Government land included in the application site has not yet been verified at this stage. .</p>	Noted with thanks.
		<p>2. Lot No. 782 RP in D.D. 83 is not included in the applicant site and will become isolated by the proposed development. Standalone R(C) development on Lot 782 RP in D.D. 83 becomes infeasible. Please consider if the exclusion Lot 782RP in D.D. 83 from the rezoning exercise is desirable. Although Para. 5.4.2 of the Planning Statement stated that the existing access (presumably both vehicular and pedestrian access) at Dao Yang Road/Hai Wing Road will be maintained for Lot No. 782 RP in D.D. 83, this is a private agreement between the Applicant and the owner of the lot concerned and</p>	The applicant has made every effort to deliver a comprehensive development at the site by amalgamating the scattered lots since previous years. While the inclusion of Lot 782 RP in D.D. 83 would benefit the proposed development, the applicant has been unable to reach the lot owners after several attempts. Therefore, adequate access to Lot 782 RP has been reserved along Hai Wing Road.

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		cannot be enforced under lease. You may consider to impose conditions under planning regime to ensure compliance.	
		3. The area and private lots to the south of Dao Yang Road (such as Lot Nos. 856 and 2144 in D.D. 83) and east of Hai Wing Road (such as Lot Nos. 778 and 780 in D.D. 83) will be blocked by the proposed development. The application stated that the existing access at Dao Yang Road/Hai Wing Road will be maintained. If vehicular and pedestrian access can be maintained by the proposed development to the existing users of Dao Yang Road and Hai Wing Road, please consider suitable planning conditions be imposed for this rezoning application.	Noted with thanks. It is reiterated that although part of the existing Hoi Wing Road is under private ownership, the current access would be maintained to serve local residents. Access to other lots, such as 782RP, 792RP, 792 S.A. ss.1, 803 S.A. ss.2 RP, 803 S.A. ss.2. S.A, 803 RP, and 804 S.A. ss.2, would be reserved for local residents and would not be blocked, as specified in the MLP and revised Planning Statement.
		4. Please advise if the proposed disposition of the buildings and Master Layout Plan proposed in the Planning Statement is indicative and advisory only rather than a requirement of the proposed rezoning (if approved).	Please note that the proposed disposition of the buildings and Master Layout Plan proposed in the Planning Statement is not a requirement of the proposed rezoning.
		5. Any requirement to provide urban design or specific facilities such as the 13m building setback will not be included in the land document if no relevant B/Ds agree to act as the approving and monitoring authority under lease.	Noted.
		6. Part of Lot No. 854 in D.D. 83 falls within Queen's Hill Site of Archaeological Interest, Archaeological Site No. AM01-1654. Advice from AMO should be sought.	Noted with thanks.

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		<p>7. The lot owners are required to seek a land exchange from' Lands Department (LandsD) to implement the proposed development if approved by the Town Planning Board (TPB). In the event the subject application under S. 12A of the Town Planning Ordinance (TPO) is accepted or partially accepted by the TPB with a set of clear development parameters (including but not limited to the proposed user, gross floor, area and car parking provisions, as appropriate) defined / firmed up and further submission to the TPB (including applications) for permission under S. 16 of the TPO after the corresponding amendment to the Outline Zoning Plan (OZP) has been made) is not required, the lot owners may submit a request for streamlined processing of land exchange application. Depending on the circumstances of each case, LandsD at its sole and absolute discretion may, upon receipt of such valid request and subject to payment of the administrative fees) (including fee payable to the Legal. Advisory and Conveyancing Office, if required) by the lot owners, commence the streamlined processing of the land exchange application on a without prejudice and non-committal basis while Planning Department (PlanD) is taking forward the relevant OZP amendment.</p>	<p>Noted with thanks.</p>

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		<p>8. The lot owners are reminded that once the accepted or partially accepted proposal is reflected in the OZP and approved under S. 9 of the TPO, a formal application for land exchange by lot owners to LandsD is still required. Every application submitted to LandsD will be considered on its own merits by LandsD at its absolute discretion acting in its capacity as a landlord and there is no guarantee that the land exchange application will eventually be approved by LandsD. If the application for land exchange is approved by LandsD, it will be subject to such terms and conditions as may be imposed by LandsD at its absolute discretion, including payment of premium and administrative fees).</p>	<p>Noted with thanks.</p>

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2.5.2023	Transport Department (TD)	Comments from TENTE	
		1. Section 2.8 - Please also add junctions between Jockey Club Road and Lok Yip Road / San Wan Road, between Fanling Station Road and San Wan Road, and between Sha Tau Kok Road and Shi Wan Road in your assessment.	Additional assessment for the 3 requested junctions are added to the revised TIA. Please refer to the attached TIA for details (see Enclosure 3).
		2. Section 2.11 - Please advise me of the date of the traffic survey carried out in year 2019. In addition, the traffic flow in year 2019 may be affected by the social events and it is noted that the surveyed traffic flow at some junctions is significantly lower than that in our record, please review your assessment.	Updated traffic surveys were carried out on the following dates to collect the latest traffic data during the AM peak period (0700 - 0900 hours), and the PM peak periods (1700 - 1900 hours): i) Thursday, 11 th May 2023, and ii) Friday, 12 th May 2023 Subsequently, the revised TIA adopted the results of the updated traffic survey (see Enclosure 3).
		3. Table 2.3 - Based on our knowledge, existing traffic flow at J02 appears to be on the lower side. Please review.	Existing traffic flow at J02 has been updated based on the latest traffic surveys carried out in May 2023. Please refer to the revised TIA for details (see Enclosure 3). <i>[Note: Table 2.3 is revised as Table 2.1 in the revised TIA.]</i>
		4. Table 2.4 - Please provide the details on how the design flows are assumed. It is also observed that the design flow for the dual-2 RR is higher than that of the dual -2 DD. Please clarify.	The design flows are reviewed and updated based on different road and carriageway types, number of lanes, and width. Please refer to the revised TIA for details (see Enclosure 3). <i>[Note: Table 2.4 is revised as Table 2.2 in the revised TIA.]</i>
5. Table 3.4 - Please review the size of the Motorcycle Parking Space and LGV Loading /Unloading Bay.	Dimension of motorcycle parking space, and LGV loading / unloading bays are corrected to meet the current design standard as follow:		

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			i) Motorcycle = 2.4m (L) x 1.0m (W) x min. 2.4m (H), and ii) LGV = 7.0m (L) x 3.5m (W) x min. 3.6m (H)
		6. Table 4.1 -- Please justify why the "mean" traffic rates are adopted given the remoteness of the development site.	Trip rates for “Private Housing” provided in the TPDM is only available for unit with average flat size 60m ² or larger; whereas the average flat size for the Proposed Development is only 44m ² , which is 27% smaller. Hence, it is opined the use of mean rates for larger flat size has provided a conservative, i.e. higher, estimation on traffic generation.
		7. Section 4.6 -- Please explain why "2014-based TPEDM" was referred in your assessment but not the latest version of TPEDM. Please also explain why the	The latest “2019-based TPEDM” is adopted in the revised TIA (see Enclosure 3).
		8. 2026 -- 2034 traffic growth factor is calculated by the equation $(1+X_1)^5$ but not $(1+X_1)^8$.	The traffic growth factor is calculated as follow: $2026 \text{ to } 2034 \text{ traffic growth factor} = (1+X_1)^8$
		9. Section 4.7 -- Please seek comments from PlanD on the new development to be considered in the TIA.	PlanD comment on this specific topic is sought, and the following reply was received: “All technical assessments should include the existing developments and the planned/committed developments including approved valid planning applications and planning and engineering studies which could be found within the public domain via Town Planning Board's Statutory Planning Portal 2, the Planning Department's website and the Planning Enquiry Counters.”

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			<p>In additional to the information obtained from the Town Planning Board's Statutory Planning Portal 2, and Planning Department, new developments listed in the revised TIA are also obtained from other public domains including the website of District Council, Housing Department, Civil Engineering and Development Department etc. Hence, the list of new developments included is opined comprehensive.</p>
		<p>10. Section 4.9 -- Please clarify if the proposed improvement works would be completed after year 2031 (i.e. year of population intake), and hence demonstrate that the assumed assessment year of 2034 is the worst case scenario from traffic angle.</p>	<p>The proposed improvement works to be implemented by others are all expected to complete and operational by 2031. In view the Proposed Development will complete in 2031, the assessment year of 2034, i.e. 3 years after the completion date, is considered the worst case scenario from traffic viewpoint when comparing with the completion year.</p>
		<p>11. Table 4.5 - Please provide the details on how the design flows are assumed.</p>	<p>The design flow are reviewed and updated based on different road and carriageway types, number of lanes, and width. Please refer to the revised TIA for details (see Enclosure 3).</p>
		<p>12. Section 4.15 - We may have further comments on this section subject to your review on the traffic model and assumption adopted in the TIA.</p>	<p>Noted.</p>
		<p>13. Section 4 - Please assess the traffic impact due to the proposed junction. Please also provide the LOS assessment on existing footpath.</p>	<p>Traffic assessment for the proposed junction of the Proposed Development with Sha Tau Kok Road is included, which shall operate with capacity. Please refer to Table 4.5 of the revised TIA for details.</p>

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			<p>Pedestrian assessment for nearby footpath sections and signalized crossing are also added. These facilities are expected to operate with capacity with the additional pedestrian flow associated with the Proposed Development. Please refer to the revised TIA for details (see Enclosure 3).</p>
		<p>14. Figure 2.2 - Please indicate the Area of Influence (AOI) on the figure.</p>	<p>The AOI is added to Figure 2.1 of the revised TIA (see Enclosure 3). <i>[Note: Figure 2.2 is changed to become Figure 2.1 in the revised TIA]</i></p>
		<p>15. Figure 4.2 and Figure 4.3 - Based on the two figures, vehicles are assumed to enter Fanling Highway westbound via. Sha Tau Kok Road and San Wan Road. Please review if this assumption is valid given the route via. Ma Sik Road and So Kwun Po Road is a shorter route.</p>	<p>There are 3 possible routes from the Proposed Development to Fanling Highway westbound (So Kwun Po Interchange), and Table 1 below compares the details amongst these routes.</p> <p>TABLE 1 COMPARISONS OF 3 POSSIBLE ROUTE TO FANLING HIGHWAY WESTBOUND</p>

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			Routing	Distance ⁽¹⁾	Estimated Travel Time ⁽¹⁾	Number of Signalised Junctions along route
			via Ma Sik Road	3.2 km	8 min.	8
			via Jockey Club Road	3.6 km	8 min.	7
			via San Wan Road	3.6km	8 min	5
			<p>(1) Information provided by the HKeMobility website, Transport Department.</p> <p>Table 1 shows that although the route via Ma Sik Road is the shortest, i.e. 3.2 km, but distances via Jockey Club Road and via Ma Sik Road is only 0.4km longer, which is negligible. In addition, the estimated travel times are identical amongst all 3 routes.</p> <p>However, the route via Ma Sik Road and via Jockey Club Road pass through 8 and 7 signalised junctions respectively, whereas the route via San Wan Road only passes through 5 signalised junctions. Hence, the route via San Wan Road is less likely to be stopped, and is opined more attractive to drivers.</p> <p>In addition, traffic flows along Ma Sik Road and Jockey Club Road will increase with the population intake of Fanling North NDA and Fanling Area 17 by 2031; consequently, the travel times via Ma Sik Road and via Jockey Road are expected to increase in the future.</p>			

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			<p>Whereas, traffic condition along San Wan Road is expected to remain similar to the existing condition, and the travel time will not be significantly increased.</p> <p>Therefore, the route via San Wan Road is chosen.</p>
		<p><u>Comments from TONI</u> <u>Traffic Impact Assessment Report</u></p> <p>1. Para. 2.2, Table 2.1 and Figure 2.1 - The existing public transport services may change from time to time. Please ensure that the existing public transport (PT) services are up-to-date prior to each submission in future. It is observed some of the existing PT services, such as KMB 78B and CTB 56A, were not incorporated in your table. Please suitably update the she service details of the PT services in your table. In addition, there is a GMB stop of GMB 503/503K opposite to the Queens Hill Public Transport Terminus, please also update the figure concerned.</p>	<p>The list of public transport services and stop locations are updated (as of 31 May 2023) in the revised TIA attached.</p>
		<p>2. Para. 2.10 -- It is noted that only one-hour survey was conducted for both AM and PM peak. Please advise the reason and your source and definition of "peak hour" for the junctions concerned.</p>	<p>The traffic surveys were carried out for 2 hours for each peak AM and PM peak period, i.e. 0700 – 0900 and 1700 – 1900 hours. The traffic data was then summarized to identify AM and PM perk hour, and the peak hour traffic data was extracted for traffic analyses.</p>
		<p>3. Para. 2.11 -- Please advise if the peak hour traffic flow in 2019 also refer to the same survey period mentioned in para 2.10.</p>	<p>The revised TIA has been updated to adopt latest traffic data collected in May 2023.</p>

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		4. Table 3.1 - Please specify the number of population in the table.	The estimated population is added to Table 3.1.
		5. Para. 4.8 and Table 4.3 - Please be reminded to take into account the intensification of FLN and KTN NDA when conducting the assessment. Please also be reminded to include all the planned/ proposed developments in the summary table in liaison with relevant departments. It is observed that some of the proposed developments, such as Fanling Area 48, Tong Hang, etc. are not included.	Table 4.3 shows a comprehensive list of other new developments identified within the AOI and the surrounding area, which included the Fanling North NDA, and various public housing developments in Fanling. Comment from Planning Department on information regarding these new planned developments has been sought. Please refer to our response to TENT’s comment no. 9 above for details.
		6. Please advise the Area of Influence of your TIA.	The AOI is indicated in Figure 2.1 of the revised TIA.
		7. The TIA report did not conduct any assessment on the potential impact of public transport services in connection with the proposed development. The Consultant should conduct a detailed assessment and comprehensive transport plan which include but not limited to the followings: The assessment of the existing public transport; <ul style="list-style-type: none"> • The estimated demand on public transport; • The modal split of different modes of transport; • Availability of transport facilities to cater for the commuting needs of the proposed development; • The plan should be further supplemented with relevant utilization surveys, recommendation on enhancement 	Assessment on the potential impact of public transport services associated with the Proposed Development are included the revised TIA, which includes the following: <ul style="list-style-type: none"> - Occupancy and utilization of the existing public transport available; - Estimation on demand and mode of public transport services; - Review on impact of the existing public transport services; and - Mitigation proposals to accommodate the additional passenger demand.

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		<p>of existing services and/or proposed new services, etc.;</p> <ul style="list-style-type: none">• 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 (eg. 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.;• For any service proposal, the consultant may consider spare capacity of relevant PT facilities at the proposed terminating points to cater the new service, If the proposed new service is to serve as railway feeder, relevant spare capacity of the relevant rail lines should be indicated.• The frequency, fleet size, origin- destination, etc. of the proposed PT plan in TTIA. For the destinations of the long-haul bus routes, if any, please ensure the destinations are based on actual utilization surveys from similar residential areas nearby. Please also ensure there are sufficient transport facilities at the destination to cater for the proposed PT services.	<p>Please refer to the revised TIA attached for details.</p>

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		<p>8. It is noted that the expected population will be around 10,000. Please review if a Public Transport Terminus should be provided under the scope of this project to cater for the public transport needs of new population intake. Otherwise, please advise how the existing transport facilities could cater for such transport demand.</p>	<p>Noted. Mitigation proposals on existing public transport service to accommodate the additional passenger demand associated with the Proposed Development are included in the revised TIA attached.</p>
		<p>9. Please indicate the ingress and egress of the proposed development and the associated traffic flow in the drawing for our reference and review.</p>	<p>Figures 3.3, 4.1 and 4.2 of the revised TIA attached show the requested information on vehicular access of the Proposed Development, and the associated traffic flows.</p>
		<p><u>Supporting Planning Statement</u></p>	
		<p>1. The planning section should include the assessment on the impact on public transport services apart from the traffic impact as mentioned in para. 5.4.4.</p>	<p>Noted. Please refer to para 5.3.5 of the Planning Statement (see Enclosure 1). The revised TIA also included assessment on public transport services (see Enclosure 3).</p>
		<p>2. While franchised bus services and GMB services are available in the vicinity of the proposed development, we would like to highlight that the existing PT services and facilities have almost been fully utilized, especially the feeder services to/from Fanling and Sheung Shui Station. It is foreseeable that there would be capacity problem without provision of any new PT services and facilities. Please provide your detailed assessment / analysis on the availability of PT services, and</p>	<p>Noted. Mitigation proposals on existing public transport service to accommodate the additional passenger demand associated with the Proposed Development are included in the revised TIA attached (see Enclosure 3).</p>

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		facilities to cater for the passenger demand arising from the proposed development to support your application re. the above-mentioned comments on your TIA report.	
		3. We do not agree with your conclusion that in para. 6.6.1 and 7.1.2 since the TIA did not cover any assessment on public transport service and should be further revised for our further review.	To support the conclusion in para 6.6.1 and 7.1.2, the revised TIA attached included assessment on public transport services (see Enclosure 3).
		4. We would like to highlight that all your conclusions related to traffic and public transport matters in your supporting planning statement for the proposed development is subject to further review with your submission of a revised TIA to address the above-mentioned comments and other comments from relevant parties concerned. Please also circulate your revised submission to our Bus and Railway Branch for comments.	Noted.

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25.5.2023	Urban Design and Landscape Section, Planning Department (UD&L)	<p><u>Landscape</u></p> <p>1. Having reviewed the submitted information, the applicant clarified in Enclosure 1 and Enclosure 2 – Appendix 4 that total 190 nos. of existing trees were surveyed within the site boundary. 8 and 26 nos. of them are proposed to be retained and transplanted respectively. 172 nos. of new trees are proposed to be planted within the site for the loss of 156 nos. of existing trees. 7359.3m² of greenery area, which is more than 30% of the site area, and 10,027m² of open space would be provided for the target population (i.e. 9,915 occupants).</p>	Noted.
		<p><u>Detailed Comments/ Advisory Comments on Enclosure 2 - Appendix 4 of Planning Statement - Tree Preservation and Landscape Proposal</u></p> <p>2. No additional buffer planting is provided along the southern and eastern site boundaries. Our previous comment remains valid.</p>	<p>The Site is in narrow slender form, but it accommodated residential towers, clubhouse, shopping arcade, EVA and common landscape areas. The disposition of the proposed buildings and EVA has taken into account the design requirement like building separation, light penetration, air corridor and fire service. It is very difficult to provide wide planting verges for buffer planting along the boundaries. Besides, there are open storages, workshops, temporary structures and village houses abut to the Proposed Development, with their normal access within the Application Site Boundary. Footpaths should be allowed along the south and west boundaries for daily use</p>

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			<p>of the Locals. Vertical greening is considered as an effective means to provide a soft-planted edges along the boundaries in consideration of spatial, maintenance and security requirements.</p> <p>In this submission, the landscape design has also been reviewed to provide more trees, shrubs and vertical greening along the boundary in order to enhance the edge greenery (see Enclosure 4).</p>
		<p>3. The applicant should explore the opportunity for tree planting to meet 1:1 in terms of aggregated DBH as far as practicable when there is available planting space and sufficient growing space.</p>	<p>Noted. Tree planting opportunities has been maximized in this submission (see Enclosure 4). It is proposed that 209 heavy standard trees with average 100mm, 120mm and 150mm DBH will be planted for compensation of 156 removed trees. Therefore, the compensation ratio will be enhanced to be 1:1.34 and 1:0.71 in terms of quantity and quality respectively.</p> <p>Although the compensation ratio in terms of aggregated DBH cannot achieve 1:1, the planting strategy follows that sufficient space should be provided for the planting of compensatory trees taking into account the adequate space required to cater for the establishment and healthy growth of the trees up to maturity, in order to ensure that the greenery opportunity within the site is optimized where practicable.</p>
		<p>4. It is noted that vertical green wall is only proposed along the northeastern site boundary. The applicant should clarify and</p>	<p>There are open storages, workshops, temporary structures and village houses abut to the Proposed Development with their normal</p>

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		<p>provide more information on the proposed treatment of the interfacing between the southeastern/western site boundaries and the surroundings.</p>	<p>access within the Application Site Boundary. Footpaths should be allowed along the southern boundary for daily use of the Locals.</p> <p>Portion of Dao Yang Road at west falls within the Application Site. This portion will be preserved as existing conditions for use of the road users.</p> <p>In this submission, the landscape design has been reviewed to provide more trees, shrubs and vertical greening along the boundary in order to enhance the edge greenery (see Enclosure 4).</p>
		<p>5. According to the Vertical Green Wall Details (Dwg. no. LD106 and LD107), solid wall with wire rope facing to the proposed residential development is proposed for the vertical greening. The applicant should critically review whether such proposed landscape treatment could help to provide smooth transition between the development and the adjoining neighbours as mentioned in Section 5.1.2 in Appendix 4.</p>	<p>To clarify, the existing neighbours abut to the Site are mainly used for workshops, storages, temporary structures and village houses with partition solid walls or coregulated sheets. Besides, the Site is narrow slender form but it accommodated residential towers, clubhouse, shopping arcade, EVA, parking lots and common greenery. It is difficult to provide wide planting verges for buffer plantings along boundaries. Solid wall with wire rope facing to the proposed residential development is proposed for greening, maintenance and security purposes.</p>
		<p>6. In Landscape Master Plan (Dwg. no. LMP02), the ‘Entrance to Shopping Arcade’ is indicated with proposed shrubs/groundcovers, which does not tally with Landscape</p>	<p>Noted. Landscape Master Plan, dwg. no. LMP02 has been revised accordingly (see Enclosure 4).</p>

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		Master Plan (Dwg. no. LMP01). Please review and revise accordingly.	
		7. Further to the above, spot levels at landscape areas on Dwg. no. LMP02 are difficult to read. Please review.	Noted. Colored spot levels have been added for clarity (see Enclosure 4).
		8. The landscape treatments and proposed layout in Landscape Section (Dwg. no. LD102) does not tally with the Landscape Master Plan. Please rectify.	Noted. Landscape Section, dwg. no. LD102 has been revised accordingly (see Enclosure 4).
		9. In Communal Open Space Provision (Dwg. no. OS01), some landscape areas should not be counted as open space, such as the landscape areas along the EVA near Tower 1, 4 and 5. The applicant is reminded that countable open space should be functional and usable for active recreation and/or passive recreation in accordance with HKPSG Ch.4 Recreation, Open Space and Greening.	Noted. Communal Open Space Provision, dwg. no. OS01 has been reviewed and revised accordingly. In this submission, the roofs of the residential flats have been utilized as communal open spaces for the enjoyment of the occupants (see Enclosure 4).
		10. The applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling under lease. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works.	Noted. Separate submission for tree works will be submitted to relevant government department in detailed design stage.

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		<p><u>Urban Design</u></p> <p><u>Detailed Comments / Advisory Comments</u></p> <p><u>Responses to Comments Table (RtoC) on Revised MLP</u></p> <p>11. RtoC (Item 4) – It would be advisable for the applicant to provide widths of setbacks of proposed shopping arcade on the revised MLP for ease of reference.</p> <p>12. RtoC (Item 5) –The levels of the proposed EVA adjoining the shopping arcade are different among the revised MLP (Roof) (12.15mPD), revised MLP (G/F) (12.2mPD), Section A-A and landscape master plan (12mPD). The applicant may wish to clarify/rectify.</p> <p>13. Section 3 - The applicant may consider to provide brief discussion on the determination of visual envelope for complete information.</p> <p>14. With reference to Fig. 2, it seems that no viewing point (VP) is selected from the north of the Site. Please consider to incorporate a VP at Tsung Shan.</p> <p>15. Para. 6.3.5 – With reference to Fig. 2, Hang Mei Tsuen Park is not selected as a VP under the VIA, while discussion on VP7 is missing. Please review and revise as appropriate.</p> <p>16. Judging from the photomontage at VP1, it appears that the viewing direction (which is to the south rather than the east towards the Site) is incorrect. Moreover, the building bulk and</p>	<p>Noted. Widths of setbacks have been indicated on A-P-101F (see Enclosure 2).</p> <p>The level of the proposed EVA adjoining the shopping arcade is 12.0mPD and the level of G/F of the shopping arcade is 12.15mPD. The drawings have been revised (see Enclosure 2).</p> <p>Noted. Determination of visual envelope has been further elaborated in Section 5.1 and 5.2 of the text report (see Enclosure 5).</p> <p>Noted. A viewing point (8) – Jogging Trail at Tsung Shan which is located to the north of the Site has been added for reference (see Enclosure 5).</p> <p>To clarify, there is no viewpoint at Hang Mei Tsuen Park and relevant paragraphs have been deleted accordingly. Besides, discussion on VP7 has been added accordingly (see Enclosure 5).</p> <p>Noted. Photomontage at VP3 has been reviewed and revised accordingly (see Enclosure 5).</p>

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		<p>height as shown in the photomontage appears to be smaller and lower than those of the proposed development at VP6. Please ensure the accuracy of submitted photomontages and review the visual appraisal as appropriate.</p>	
		<p>17. With reference to the Town Planning Board Guidelines No. 41 on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board, known planned developments as permitted by the statutory plans such as the housing development in the “R(A)1” site should be taken into account in the VIA. Please consider to reflect the “R(A)1” development in the photomontages and visual appraisal as appropriate.</p>	<p>Noted. The housing development in the “R(A)1” site have been included in photomontages and visual appraisal (see Enclosure 5).</p>
		<p>18. Section 6 and Table 1.0 –Please ensure the consistency between the VP analysis and the summary table, for instance, visual sensitivity at VP3 and VP6 are rated as “medium” in Paras. 6.3.1 and 6.3.4, but indicated as “low” in Table 1.0.</p>	<p>Noted. Relevant sections and tables have been reviewed and revised accordingly (see Enclosure 5).</p>
		<p>19. Section 7.5 and Table 4.0 – Comparing the submitted photomontages at VP4 and VP5, the magnitude of the visual change at VP4 appears to be more substantial as a large portion of existing open sky would be obstructed by the proposed development. While the visual impact at VP5 would be slightly to moderately adverse, moderately adverse visual impact at</p>	<p>Noted. The rating of magnitude change of visual change at VP4 and VP5 has been reviewed and revised accordingly (see Enclosure 5).</p>

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		<p>VP4 would be more justified. Please review and revise the ratings of visual obstruction, effect on visual resources and overall visual impact at VP4 as appropriate.</p>	
		<p>20. Para. 8.4 and Table 4.0 - According to Table 4.0, the overall visual impact of the proposed development would range from “negligible to slightly adverse” to “moderately adverse”, instead of “negligible to moderately adverse” in Para. 8.4. Please review/rectify. In this connection, please review and revise the conclusion about the overall visual impact of the proposed development in Item (g) of the Executive Summary and Paras. 5.5.6, 6.6.2, 6.1.3(g) of SPS accordingly.</p>	<p>Noted. Relevant paragraphs have been reviewed and revised accordingly (see Enclosure 1 and Enclosure 5).</p>
		<p><u>Air Ventilation</u></p> <p>21. The proposed development in the Site, with a site area over 2 ha and an overall PR of 5 or above as well as a total GFA over 100,000 sq.m, may have potential adverse impact on the pedestrian wind environment of the surrounding areas. In the absence of sufficient information/justification, such impact cannot be ascertained. Having said that, it is noted that some air ventilation measures, such as an about 19m-wide building separation between Tower 1/ 4 and an about 13m building setback from Sha Tau Kok Road-Lung Yeuk Ta, etc. have been provided, the applicant may wish to elaborate in this regard and provide further information, including prevailing wind directions</p>	<p>Noted with thanks. Air ventilation considerations of the application site and the proposed development are evaluated. Please refer to the revised Planning Statement Para 5.10.1 to 5.10.16 (see Enclosure 1).</p>

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		<p>with support of the site wind availability data available at PlanD’s website, discussions on the existing wind performance taking into account surrounding site context and the potential wind performance with the proposed development.</p>	
		<p><u>SPS</u></p> <p>22. Para. 5.5.3 of the SPS and Illustration 5 (Enclosure 1 refers) – With reference to the revised MLP, among the four proposed building separations, two are about 7m (between Tower 4/Tower 5) and 11m (between Tower 2/Tower 3) in width. According to the Sustainable Building Design Guidelines, the minimum width of the air corridor along its path between buildings shall not be less than 15m. Moreover, the proposed building separation between Tower 1/Tower 2 seems to be obstructed by other towers in different wind directions; and unlike what is indicated in Para. 5.5.3, none of the proposed building separations are not less than 20m in width on the revised MLP. The applicant may wish to present clear and sufficient specifications for the proposed air ventilation measures of the proposed development on Illustration 5, and this plan should be provided with scale.</p>	<p>Noted with thanks. The relevant description in VIA has been revised accordingly (see Enclosure 5).</p> <p>Planning statement has been revised accordingly, Illustration 5-I and Illustration 5-II are supplemented (see Enclosure 1).</p>
		<p>23. As a general remark, ‘building separation’ or ‘air path’ would be a more appropriate term than ‘wind corridor’ for the proposed air</p>	<p>Noted. Relevant terms in VIA have been reviewed and revised accordingly (see Enclosure 5).</p>

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		ventilation measures within the Site (e.g. Paras. 5.2.2, 5.5.3 of the SPS and Bullet Point 3 under Para. 4.2.1 of the VIA).	

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4.5.2023	Water Supplies Department (WSD)	Major Comments on the Application/Main Reasons of Objection: We have the following comments on the WSIA, appendix 7 of the planning statement:	Noted with thanks. The WSIA has been revised (see Enclosure 6).
		1. Table 3.1, please use 300 l/head/day for fresh, water unit demand of the residential development,	Noted. 300 l/head/day has been adopted for fresh water unit demand of the residential development.
		2. Table 3.1, please use 104 l/head/day for flushing water unit demand of the residential development	Noted. 104 l/head/day has been adopted for flushing water unit demand of the residential development/
		3. Table 3.1, service trade of 40 l/head/day is required in your water demand estimation according to WSD DI 1309.	Noted. Service trade of 40 l/head/day has been adopted.
		4. Table 3.1 and Appendix B, as service trade will cover store, canteen etc, associated with the residential development, please remove the water demand estimation from "Staff of residential development", "Staff of retail shop", "Staff of restaurant".	Noted. Table 3.1 and Appendix B have been revised accordingly.
		5. Table 3.4--Please use 250mm dia. Instead of 300mm dia. for the proposed fresh water main.	Noted and revised accordingly.
6. Appendix B -- Discrepancies were found in the calculation of water demand from swimming pool. Please clarify the frequency for maintenance of the pool is 1 per year or 1 per month and revise the calculation.	The maintenance of the pool is assumed to be carried out once a year, and the duration to fill up the pool after maintenance is estimated to be 30 days. Calculation of water demand from swimming pool has been included in the total fresh water demand of the Proposed Development.		

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		<p>Other Detailed Comments:</p> <p>Existing water mains as shown in the enclosed sketch are inside the proposed lot and will be affected. The applicant is required to either divert or protect the water mains found on site.</p> <p>If diversion is required, existing water mains inside the proposed lot are needed to be diverted outside the site boundary of the proposed development to lie in Government land. A strip of land of minimum 1.5 m in width should be provided for the diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the grantee/applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before the works commence.</p>	<p>Noted. If diversion of existing water mains is required, the Authorised Person (AP) will submit all the relevant proposal to WSD during the detailed design stage in the future.</p>
		<p>If diversion is not required, the following conditions shall apply:</p> <p>a) Existing water mains are affected as indicated on the site plan and no development which requires resiting of water mains will be allowed.</p>	<p>Noted.</p>
		<p>b) Details of site formation works shall be submitted to the Director of Water Supplies for approval prior to commencement of works.</p>	<p>Noted.</p>
		<p>c) No structures shall be built, or materials stored within 1.5 /3 metres from the centre line(s) of water mains) shown on the</p>	<p>Noted. Such arrangement of the access will be reviewed by the AP during the detailed design stage in the future.</p>

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		plan. 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.	
		d) No trees or shrubs with penetrating roots may be planted within the Water Works Reserve or in the vicinity of the water mains) shown on the plan. No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the Director of Water Supplies. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe.	Noted.
		e) No planting or obstruction of any kind except turfing shall be permitted within the space of 1.5 metres around the cover of any valve or within a distance of 1 metre from any hydrant outlet.	Noted.
		f) Tree planting may be prohibited in the event that the Director of Water Supplies considers that there is any likelihood of damage being caused to water mains.	Noted.
		* adopt 1.5 metres for water mains below 600mm dia. And 3 metres for water mains of 600mm dia. And above.	Noted.

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11.5.2023	Highways Department (HyD)	1. I supposed there will be a run-in out between the applicant site and the Sha Tau Kok Road - Lung Yeuk Tau. The proposed run-in out arrangement and the Traffic Impact Assessment for the run-in/out at Sha Tau Kok Road - Lung Yeuk Tau should be commented and approved by TD;	Noted with thanks.
		2. The run-in/ out should design and construct them in accordance with prevailing HyD Standard Drawings to the satisfaction of HyD and TD	Noted with thanks.
		3. Adequate drainage measures should be provided to prevent surface water running from the application site to the nearby public roads and drains.	Noted with thanks.