

Appendix A

Responses-to-Comments Table

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COMMENTS FROM RELATED DEPARTMENTS

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1.	Electrical & Mechanical Services Department, Gas & General Legislation Branch, Gas Standards Division B, LPG Vehicle Sub-division, dated 17 October 2025 1. There is a high pressure (HP) town gas pipe running along Hiram's Highway. 2. Increase in population brought in by the proposed development adjacent to the HP pipeline is significant. A Quantitative Risk Assessment (QRA) conducted by the project proponent is required to assess the potential risks associated with the HP pipeline, having considered the proposed development and implement mitigation measures if necessary for compliance with the risk guidelines of the Hong Kong Planning Standards and Guidelines. 3. The project proponent is required to observe the requirements of the Electrical and Mechanical Services Department’s “Guidance Note on Quantitative Risk Assessment Study for High Pressure Town Gas Installations in Hong Kong” for carrying out the QRA. The guidance note can be downloaded via the following web-link:- https://www.emsd.gov.hk/en/gas_safety/publications/guidance_notes/index.html	Noted. Noted. The Quantitative Risk Assessment (QRA) would be submitted at the detailed design stage after the planning application is agreed. Noted.
2.	Environmental Protection Department, Water Quality Management Division, Sewerage Infrastructure Group, Regional Sewerage Infrastructure Planning (HK Island, Tolo Harbour & Port Shelter), dated 10 October 2025 <u>Sewerage Impact</u> 1. Section 4.1 – Please provide the time of anticipated occupation of the proposed development. 2. Section 5.3.1 & 5.3.3 – The Guidelines for the Design of Small Sewage Treatment Plants (GDSSTP) has been updated in December 2024. Please check	Noted. The tentative completion year is about 2031, which has been incorporated into the revised Sewage Treatment and Disposal Proposal (STDP) Report (Appendix B refers). Noted. Sections 5.3.1 and 5.3.3 of the revised STDP Report have been updated accordingly.

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	and update Section 5.3.1 & 5.3.3 accordingly. 3. Section 6.1 & 6.2 – Please review the instantaneous backwash flow rate of the swimming pool as it should not be dependent on the backwash duration. 4. Section 6.2 – Please review the PDWF of the commercial flow from J11. 5. Section 6.2 – Please remove the unit flow factor (10.500m³/day) of the swimming pool to avoid confusion. 6. Section 6.2 & 6.3 – Please review the peak total sewage flow from the proposed development based on the comments above.	Noted. The instantaneous backwash flow rate of the swimming pool was not dependent on the backwash duration. The presentation of the revised STDP Report has been amended to avoid confusion. Noted and amended in the revised STDP Report. Noted and removed in the revised STDP Report. Noted and amended accordingly in the revised STDP Report. The peak total dry weather flow generated from the proposed development is 51.11 l/s.
3.	Home Affairs Department, Sai Kung District Office, Sai Kung Office, dated 17 October 2025 1. The concerned location is one of the flooding black spots. Drainage works are scheduled to be carried out in the vicinity of lamp post no. VE4018. 2. Please be informed that this office would not take up the management and maintenance responsibilities of the proposed vehicular access and the associated deck structure inside and solely used by/connected to the proposed residential site. 3. It is noted that existing access inside the proposed residential site are connected to/used by some households. The developer is advised to provide an access for the affected households during and after the construction of the residential site. Map at the enclosure refers (please see Attachment II). 4. The proposed site is in the vicinity of Hing Kong Shek Village, Pak Wei Village, Luk Mei Tsuen and Marina Cove, with an estimated population size of about 200 persons for each village and 535 units of households for Marina Cove.	Noted. Noted. Noted. An interim access during the construction of the proposed development a footpath for public use after the construction will be provided along the eastern boundary of the Application Site to the concerned households. Please refer to the Supplementary Information for the indicative road access to the households (Appendix C refers). Noted. Please be rest assured that the proposed development has been proved technically feasible from various aspects, including visual, landscape, traffic, environmental, drainage, sewerage, geotechnical and water supplies, with incorporation of appropriate mitigation

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	The local villagers and residents may very likely raise objections to the additional 120 household units from several aspects of traffic (regular congestion of Hiram’s Highway), public utility (refuse collection, drainage and sewage system) and everyday living (the only supermarket in a small shopping centre in Marina Cove). 5. We also notice from the relevant OZP that the subject site largely falls within “Green Belt” (“GB”) zone. In general, it is envisaged that there will be strong local sentiment against housing development within a “GB” zone. In this connection, conducting a general consultation at the district level on the subject proposal is deemed necessary.	measures and improvement works. No adverse impacts on the surrounding environment are anticipated. Noted. In the event that the Section 12A Application is agreed by the Town Planning Board, an amendment to the OZP would be proposed to rezone the Application Site from “GB” and area shown as ‘Road’ to “R(C)5”. During the period, the amendment would be exhibited for public inspection for 2 months, within which the public, including the residents nearby, may make representation in respect of the amendment, which ensures that all local views on the subject proposal, if any, would be considered.
4.	Transport Department, NT Regional Office, Traffic Engineering (NTE) Division, Housing & Planning Section, dated 15 October 2025 1. Re. Section 3.1.2, the latest AADT figure shall be adopted. 2. Re. Section 3.2.1, it is noted that the traffic survey was carried out in December 2023. In order to assess the traffic impact of the proposed development, latest traffic figures shall be adopted. 3. Re. Section 3.2.1, please include the Nam Pin Wai roundabout in the assessment.	Noted. The latest AADT figures are adopted accordingly. Please refer to Section 3.1.2 of the revised Traffic Impact Assessment (TIA) (Appendix D refers) for details. Noted. Additional traffic surveys have been conducted on 11 October 2025 (Saturday) and 13 October 2025 (Monday) for updating the report. In addition, a new junction, namely Nam Pin Wai roundabout has been surveyed included as one of the assessment locations. Please refer to Sections 3.2 and 3.3 of the revised TIA. As such, please refer to the updated Table 3.1 Existing Junction Capacity Assessment for details. Noted. Nam Pin Wai roundabout is included in the assessment accordingly with additional traffic survey conducted in October 2025. Please refer to Sections 3.2 and 3.3 of the revised TIA for details.

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	4. Re. Section 4.2.1, the latest Annual Traffic Census Reports shall be adopted. 5. Re. Section 5.1, please review the pedestrian access arrangement across the Pak Wai roundabout.	Noted. The latest AADT figures are adopted accordingly. Please refer to Section 4.2.1 of the Updated TIA for details. Noted. A cautionary crossing is proposed to facilitate pedestrians across the Pak Wai roundabout. Please refer to Section 5.3 and Figure 5.5 for details.
5.	Water Supplies Department, New Works Branch, Construction Division, System Planning Section, dated 17 October 2025 1. It is noted that existing water mains as shown in the enclosed sketch (please see Attachment I) are within the proposed lot and is likely to be affected. The grantee/applicant is required to either divert or protect the water mains found on site. 2. 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. The cost of diversion of existing water mains upon request will have to be borne by the grantee/applicant; and the grantee/applicant shall submit all the relevant proposal to WSD for consideration and agreement before the works commence. 3. If diversion is not required, the following conditions shall apply: (a) Existing water mains are affected as indicated on the site plan and no development which requires resiting of water mains will be allowed. (b) Details of site formation works shall be submitted to the Director of Water Supplies for approval prior to commencement of works. (c) No structures shall be built or materials stored within 1.5 metres from the centre line(s) of water main(s) shown on the plan. Free access shall be made	Noted. Noted. Noted.

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	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 main(s) 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. (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. (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.	

(Last updated 23 October 2025)