Table A

Responses-to-Comments ("R-to-C") Table dated 1.4.2026

Table A: Responses-to-Comments (1.4.2026)

Departmental Comments		Applicant’s Responses
A.	**Environmental Protection Department (received on 19.1.2026)**	
Environmental Assessment (EA) and Sewerage Impact Assessment (SIA)		
1.	Having reviewed the information provided, EPD would like to seek further details from the applicant and request revision of the Environmental Assessment (EA) and Sewerage Impact Assessment (SIA) to determine the environmental acceptability of the development proposal. Our detailed comments are covered in the attached **Annex A**.	Noted. Please refer to the responses below and the revised EA, NIA and SIA.
2.	Please note that the proposed development is covered under an Environmental Impact Assessment (EIA) report approved (AEIAR-205/2017) and an Environmental Permit issued (EP-515/2017) under the Environmental Impact Assessment Ordinance (EIAO). The Applicant should review the EIAO implications at later stage and confirm with the EPD. The Applicant should also observe and ensure the proposed development will comply with all statutory requirements under the EIAO.	Noted.
Annex A:		
3.	**General** S.1.3.1: Please supplement the road type of the road(s) involved in the minor road junction improvement works. Please also clarify if the proposed development would cover pond filling (for which the environmental impacts should be addressed).	Please be clarified that there are planned minor road junction improvement works, and its implementation will be subject to later detailed design stage. Please note that Y/YL-MP/3, 7, 8 are 3rd parties applications for Yau Pok Road Light Public Housing. To avoid confusion, Figure 1.1 has been revised.

Departmental Comments		Applicant’s Responses
	Figure 1.1: Please confirm with PlanD on whether the name of Y/YL-MP/3, 7, 8 is “Yau Pok Road Light Public Housing” to avoid confusion.	
4.	**Air Quality** Section 2.2.3: Please note that it should be Air Pollution Control (Fuel Restriction) Regulations.	Revised accordingly.
5.	Section 2.3.3, Table 2.2 and Figure 2.1: Please add the proposed development as the ASR in Table 2.2, and supplement Section 2.3.3 and Figure 2.1 as appropriate.	The representative ASRs of Proposed Development are supplemented accordingly.
6.	Section 2.3.5: Re. R-t-C #9, please add “including openable window, fresh air intake or recreational use in open space” after “Proposed Development” in lines 21-22.	Revised accordingly.
7.	Section 2.3.8: Re. R-t-C #12, our comment is not fully addressed. Please confirm if there is any active/heavy industrial operation identified in the vicinity of the project site, and advise if any adverse I/R interface problem is anticipated. Please supplement. Please add “adverse” before “air quality impact” in the 2nd last line.	Please be clarified that no active/ heavy industrial operation/ emission source was identified in the vicinity of the project site. And no adverse I/R interface problem is anticipated. S2.3.8 has been revised accordingly.
8.	Section 2.3.9: Please revise “radius” in line 2 to “assessment area”.	Revised accordingly.

Departmental Comments		**Applicant’s Responses**
9.	Section 2.3.10: Please note that the identification of odour emission source should include the 500m assessment area from the boundary of the project site instead of 200m.	Please note that no odour emission source could be found as per site survey within 500m assessment area.
10.	Section 2.3.10: Please remove “It is noted that a separate EIA study and air and odour impact assessment will be carried out for the Proposed Development in later stage of development to comply with the requirements under EIAO.”, and replace by “Since the Proposed Development is covered by an approved Environmental Impact Assessment (EIA) report (Register No.: AEIAR-205/2017) and an Environmental Permit (EP-515/2017) under the EIAO, the Applicant undertakes to observe and ensure the Proposed Development will comply with the conditions in the EP and all statutory requirements under the EIAO.”.	Revised accordingly.
11.	Sections 2.3.12 - 2.3.13 and Figure 2.4: Please check if the separation distances are measured from the exhaust location of the proposed SPS to the nearby ASRs instead of the site boundary of the SPS, and update as appropriate.	The separation distances are measured from the site boundary of the proposed SPS to the nearby ASRs. It has been emphasized in S2.3.12.
12.	Figure 2.2: Please indicate the locations of the buildings in which part of them fall within the buffer zone, i.e. E&M structures such as TX Room & Main Switch Room for clarity.	It has been indicated in Figure 2.2 accordingly.
13.	S.4.2.3: Please revise as “As ~~for the current proposed development will also undergo its EIA study~~ **the Applicant**	Revised accordingly.

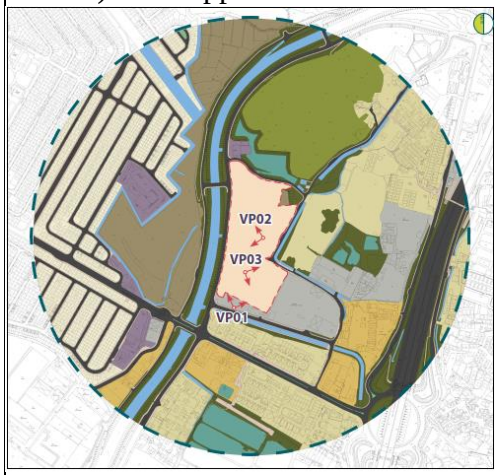
Departmental Comments		Applicant’s Responses
	undertakes to observe and ensure the Proposed Development will comply with the conditions in the EP and all statutory requirements under the EIAO, relevant mitigation measures will be proposed for implementation to control construction air quality impact ~~subject to the findings of EIA study~~.”.	
14.	**Noise** It appears that the site immediate east of Tower 1 is now a construction plant equipment warehouse (named 偉發建設機械有限公司) with various maintenance and plant movement inside. There is also an open site appeared with various activities undergoing immediately east of Tower 5 (which indicated as works in progress in Figures A5-2 and A5-3 in the NIA). The applicant and their consultant shall duly check and confirm if there is any fixed noise source impacts from these sites.	Additional site survey has been conducted. As advised by the operator, the Fan Keung Kee (Source ID: A1), 偉發建設機械有限公司 (Source ID: A2) and Lucky Horse Transport Company Ltd. (Source ID: A3) are sharing the same ingress / egress of the lot. The crane and forklift are also shared-used. A3 is part of A1, only for storage use. A2 is an equipment renting and selling company (e.g. generator). The lot is used for storage only, do not have maintenance activity. As the Source IDs A1, A2 and A3 are sharing the equipment in the same lot, the identified fixed noise sources would be considered in 1 group, which is same as the previous assumption (Section 7). The lot at the east of Tower 5 is for storage use only, no industrial noise was observed. The Tables 4.2 and 4.3 are updated. The predicted results have indicated that the cumulative noise levels for the representative NSRs will comply with the stipulated noise criteria.
15.	Please supplement the noise reduction effectiveness of the proposed 1.5m acoustic fins at T1, and provide justification.	For the fin located at the northern side of T1, it is used to minimize the potential fixed noise source impact from the adjoining open storage. No barrier effect will be applied as a conservative approach. For the fin located

Departmental Comments		Applicant’s Responses
		at the southern side of T1, barrier effect of -5dB(A) will be applied for the adjoining open storage. Sections 5.3 and 7.7 are updated.
16.	Please obtain TD’s endorsement on the traffic forecast.	Noted. The traffic forecast data has been submitted to TD for agreement. The TD’s endorsement will be provided once available.
17.	**Water Quality** S.3.5.2: Please revise as “As mentioned above, ~~the Proposed Development will be subject to an EIA study to be conducted at a later stage~~, **the Applicant undertakes to observe and ensure the Proposed Development will comply with the conditions in the EP and all statutory requirements under the EIAO. The** construction and operational phases water quality impact assessment will be carried out and proper mitigation measures will be recommended, if required.”.	Revised accordingly.
18.	S.3.5.3: Please revise as “~~The Proposed Development will also need to undergo an EIA study at the later stage~~ **The Applicant undertakes to observe and ensure the Proposed Development will comply with the conditions in the EP and all statutory requirements under the EIAO**, and the issue of sewerage and water quality impact due to SPS will be properly addressed.”.	Revised accordingly.
19.	**Waste Management and Land Contamination**	PAH has been included in S5.2.3.

Departmental Comments		Applicant’s Responses
	Response to Comment (29): Please check if “Project Administration Handbook (PAH) for Civil Engineering Works” should be included in Section 5.2.3.	
20.	Response to Comment (30)(v): Please review whether there will be only screenings from swage pumping station? Would screenings, silt and debris be generated during operation?	S5.3.3 has been revised to include screening, silt and debris, and they will be collected by contractor for off-site disposal, i.e. landfills.
21.	Response to Comment (33): The comment was not addressed. Please review if further mitigation measures could be included in the submission e.g. trainings to workers, excavated material in truck with proper covering for preventing spillage and dust generation, and so on.	The mitigation measures have been included in S4.5.8 accordingly.
22.	Response to Comment (35)(v): The comment was not addressed. Please check and remove the term if appropriate “As far as practicable” in section 4.5.3. Also, please remove the term if appropriate “As far as practicable” in section 4.5.5.	Removed accordingly.
23.	Response to Comment (36)(i): The comment was not addressed. In Table 4.2, please use the latest statistics from “Monitoring of Solid Waste in Hong Kong 2024” for estimating the quantities of inert C&D material and non-inert C&D material.	The estimation of the quantities of C&D materials has been revised based on latest statistics from “Monitoring of Solid Waste in Hong Kong 2024”.

Departmental Comments		Applicant’s Responses
24.	Response to Comment (36)(iv): For clarity, please provide details of how the estimation made for Table 4.1’s “site formation, excavation & filling, etc.”.	The estimation is preliminary and based on cut-and-fill balance. The breakdown of the estimation are listed below. The C&D materials generated from excavation of basement carpark = ~12,600m^3 The C&D materials generated from site formation = ~41,700m^3 The total C&D materials generated from site formation, excavation & filling, etc. =~54,300m^3
25.	Table 4.2: For non-inert C&D materials, please review and prioritize recycling and reuse, with landfill disposal considered only as a last resort.	As mentioned in the remark of Table 4.2, the non-inert C&D materials to be disposed off-site will follow the disposal mentioned in Table 4.1, i.e. recyclable non-inert C&D materials such as tree trunks and woody materials will be sent to Yard Waste Recycling Centre in Y-Park for reuse/ recycling, while other non-inert C&D materials that cannot be reused or recycled will be disposed of at landfill as a last resort. Remark underneath Table 4.2, has also emphasized prioritizing recycling and reuse, with landfill disposal considered only as a last resort.
26.	Section 4.5.8: Please review the applicability of the statement “It is recommended to avoid undertaking maintenance of equipment on-site as far as possible in order to avoid generation of chemical waste.”. Please includes the following in the section: “During the planning stage, explore alternatives to processes that generate chemical	S4.5.8 is now read as S4.5.9. The practice of conducting maintenance work of machinery off-site is considered applicable to this project. Please note that mitigation measures, including chemical waste recycling, and collection of non-recyclable chemical waste by licenced chemical waste collectors for disposal at licenced

Departmental Comments		Applicant’s Responses
	waste, with the goal of eliminating chemical use, minimizing waste quantities, or selecting chemicals that have lower environmental, health, and safety impacts.”.	waste disposal facilities such as CWTC, are applicable to the chemical waste generated at both on-site and off-site locations. The statement has been supplemented to S4.5.9.
27.	Section 5.3.3 and Table 5.1: The amount of food waste is inconsistent with the section 5.3.3 and the Table 5.1. To avoid confusion, please review and check whether MSW include food waste. Please also check whether “NSW” is a typo?	The estimated amount of food waste disposed per day should be 1.57 tonnes based on the latest statistics from “Monitoring of Solid Waste in Hong Kong 2024”. The estimated amount stated in S5.3.3 and Table 5.1 have been revised. The estimated amount of MSW stated in Table 5.1 includes food waste. To avoid confusion, it is now described as “Total MSW”. The typo has been revised accordingly.
28.	Section 5.3.3 and Table 5.1: Please check and revise if appropriate the heading of the Table 5.1 as “Estimated Quantities of Waste during Operational Phase”. Please also review and explain whether it is suitable and comparable for the estimation of sewage pumping station in this project by referring to another project “Sai O Trunk Sewer Sewage Pumping Station”. In addition, according to GEOINFO MAP, a pond area may fall within the project area. As such, please review and confirm whether there is any sediment dredging and disposal work required. If affirmative, please include the relevant requirements in the submission.	The title of Table 5.1 has been revised. The quoted “Sai O SPS” EIA study is of similar nature and that the design capacity of that SPS is about 20,600 m^3/day, while the proposed SPS under current application is much smaller at about 1,056 m^3/day. Thus, it is conservative to adopt the waste quantity from the Sai O SPS study. Text in S5.3.3 has been amended.

Departmental Comments		Applicant’s Responses
		Kindly note there is currently no pond on-site (Please see the site photo below). This application does not involve any pond filling activities.  VP03: Existing site environment

Departmental Comments		Applicant's Responses
29.	Please review and supplement in the EA report if potential land contamination is anticipated on the project area. If land contamination is not involved, the consultant may wish to supplement a short paragraph to provide a brief overview on the land use changes at the excavation area to substantiate that no potential land contamination issues were involved due to the existing and historical land uses. Please also update the Planning Statement if necessary.	The application site has previously obtained EIA approval under the "AEIAR-205/2017 - Proposed Low-rise and Low-density Residential Development at Various Lots and their Adjoining Government Land in D.D. 104, East of Kam Pok Road, Mai Po, Yuen Long, N.T.". According to Chapter 7 of the approved EIA report, "*no land contamination issues was identified as the Project Site has not been used by land contamination uses as stated in Sections 3.1 and 3.2 of Annex 19 in the EIAO-TM. There are no records of existing and/ or historic activities relating to chemicals and hazardous substances in the area. Thus, further assessment is not required*." Since the EIA approval, an amendment development scheme was subsequently submitted and approved under planning application no. A/YL-MP/287 in 2020. And relevant preparation works and submissions to discharge Environmental Permit conditions under the EP No. EP515/2017, have been conducted in 2022, which were then stopped by the pandemic until the current planning application. As there is no known development at the application site, findings in the previous EIA study is still valid. S5.1.2 has been added. The Applicant will review the EIAO implications at later stage.
30.	**Sewerage Impact Assessment** RtC item 42 & Section 4.4 – Please clarify if the intention of this section is to list out all the planned sewerage system proposed to be utilised by this application. Please review and revise accordingly.	Please be clarified that section 4.4 of the report is to list the planned sewerage system from other applications (Application nos. Y/YL-NSW/7 and Y/YL-MP/10). Section 7 of the report presented the planning of sewerage discharge from this application.

Departmental Comments		Applicant’s Responses
31.	RtC item 43 & Table 2 – Please provide the reference source of “Table 150-12001Projected number of domestic households and average household size”. Please supplement your responses in the SIA report.	Noted. The Table 150-12001 is enclosed in Appendix C for reference. “(reference to Table 150-12001: Projected number of domestic households and average household size of 2026 and 2031 whichever larger, by the Census and Statistics Department)” is also added to Table 2 of the report.
32.	RtC items 44 & 48 and Sections 7.3 & 7.4 – i. Please supplement your responses in the SIA report accordingly. ii. Please check the anticipated population intake of the proposed developments under Section 7.3. Please revise accordingly. iii. Please revise Scenario 1 under Section 7.4 as “ If this application is to be proceeded before all of the six proposed developments – The applicant will be responsible for the construction of…” . Please state the maintenance responsibility. Please provide hydraulic assessment with sewer details e.g. proposed manholes, invert levels, pipe length etc. from the application site to NSW SPS to demonstrate the feasibility of the sewage disposal scheme. iv. Please clarify if Scenario 2 under Section 7.4 means this application is to be proceeded after Y/YL-NSW/7 but before Y/YL-MP/10 or this application is to be proceeded after Y/YL-NSW/7 and Y/YL-MP/10. Please assess both cases, state the construction and maintenance responsibility and provide hydraulic assessment for both cases.	i. Approval authorities of Drainage Services Department and Environmental Protection Department is included in Section 7.4. ii. The anticipated population intake of the proposed developments of Y/YL-MP/7 and Y/YL-MP/8 have been reviewed. The latest anticipated population for these proposed developments have been considered and the relevant sections and calculation have been revised. iii. Section 7.4 has been amended. In the hydraulic assessment, we have adopted the minimum fall (1 in 300 or 1 in 400) to ensure adequate self-cleansing velocities. The exact lengths/ invert levels will be provided when exact alignment and site condition confirmed. The current assessment focused on the overall feasibility and key hydraulic parameter. The detailed design will be provided in detailed design stage and under separated submission. iv. Please be confirmed that Scenario 2 is about both “this application is to be proceeded after Y/YL-NSW/7 or Y/YL-MP/10 but before Y/YL-MP/10 or Y/YL-NSW/7 and this application is to be proceeded after Y/YL-NSW/7 and Y/YL-MP/10. Each developer will be responsible for completing any remaining sections of the proposed sewerage system. The long-term maintenance responsibility for gravity sewers conveying sewage from multiple developers will be handed over to DSD.

Departmental Comments		Applicant’s Responses
33.	RtC item 45 - Please supplement your responses in the SIA report.	Sections 8.4 & 9.3 of report have been updated with “The Applicant will be responsible for the upgrading of the proposed communal gravity sewers.”
34.	RtC item 46 - Please supplement your responses in the SIA report.	Response of RtC item 46 has been included in Section 8.6 of the report.
35.	RtC item 47, Neighbourhood Elderly Centre in Appendix C – Please clarify if the population is elderly or staff.	The population for “Elderly Activity Centre” includes both elderly and staff.
36.	RtC item 49 & Note 1 under Table 6 – It appears that Appendix C does not cover the estimated swage flow from nearby developments. Please revise.	The sewerage flow from Y/YL-MP7, Y/YL-MP/8 and Yau Mei San Tsuen shall refer to Appendix B. Note 1 under Table 6 has been amended.
B.	**Chief Town Planner/Urban Design & Landscape Section, Planning Department (“PlanD”) (received on 19.1.2026)**	
1.	*Urban Design Perspective* The immediate surroundings are mainly occupied by existing village settlements and low-rise residential developments of up to 3 storeys, open storage yards, temporary structures and ponds. There are some planned/approved developments near the Site, including an approved s.12A rezoning application (No. Y/YL-MP/10) for a residential development (plot ratio (PR) of 1.59 and maximum building height (BH) of 59.85mPD) to its immediate north and Development at Ngau Tam Mei Areas	Noted.

Departmental Comments		Applicant’s Responses
	to its further southeast. The development proposal of a maximum PR of 1.51 and a maximum BH of 59.85mPD is considered not incompatible with the planned/approved developments.	
2.	According to the Visual Impact Assessment (VIA), the proposed development would result an overall slightly adverse visual impact. It is noted that some design measures are proposed to promote visual permeability, including provision of building separation of 15m and major visual corridors of about 33.5m wide on an east to west axis.	Noted.
3.	We would like to take this opportunity to update our observations/comments from air ventilation perspective as follows: Taking into account the scale of the proposed development (site area of not more than 2 hectares and overall PR of not more than 5), it is considered that significant adverse air ventilation impact due to the proposed development on the surrounding pedestrian wind environment is not anticipated.	Noted.
C.	**Social Welfare Department (received on 19.1.2026)**	
1.	We would like to express our concern, as the reference to a Neighbourhood Elderly Centre (NEC) service may cause confusion and give the impression that a subsidised NEC has been supported and will be provided at the site. The	To avoid any doubt, the “NEC” is now renamed as “Elderly Activity Centre”, which would be privately operated.

Departmental Comments		Applicant’s Responses
	applicant is advised to consider changing the wording / specifying the private mode of the elderly centre to avoid misunderstanding.	
2.	The subject private development comprises 1,303 flats with an anticipated population of around 3,500. The provision of a new NEC is not considered justified, as the service demand arising from the anticipated population intake can be absorbed by the nearby elderly centres. Hence, the proposed NEC is not supported from a service perspective.	
D.	**Agriculture, Fisheries and Conservation Department (received on 23.1.2026)**	
1.	No further comments on the EcoIA and the application.	Noted.
E.	**Water Supplies Department (received on 23.1.2026)**	
1.	It is noted that a population figure including both "domestic" and "nondomestic" is adopted to assess the water demand of the planned development. Please be advised only domestic population i.e. 3,519 according to your SIA shall be considered in residential development like the subject application. All non-domestic water demand is already considered in the service trade allowance.	Noted. The assessment in Appendices 2.2 and 2.3 of revised WSIA report have been revised accordingly.
2.	Please adopt a unit demand of 0.104m^3 per head per day for flushing water demand, instead of 0.07m^3 per head per day.	Revised accordingly.
3.	The applicant shall provide calculation to prove that the capacity of the proposed DN300 water main crossing San	The calculation has been provided in Appendix 2.3 and the result is supplemented in S2.4.7. Please note that the capacity of the proposed DN300

Departmental Comments		Applicant's Responses
	Tin Technopole will not be exceeded due to the additional demand arising from the concerned development.	water main will not be exceeded due to the additional demand from the Proposed Development.
F.	**Chief Town Planner/Urban Design & Landscape Section, Planning Department ("PlanD") (received on 23.1.2026)**	
1.	*Landscape Perspective* With reference to the aerial photo of 2023, the site is situated in an area of miscellaneous rural fringe landscape character comprising pond, temporary structures, scattered tree groups and village houses within the "V" zone to the east. The proposed development of eight nos. of domestic/non-domestic building blocks of maximum 16 storeys would bring changes to the existing landscape character surrounded by low-rise buildings.	Noted.
2.	According to the Landscape Proposal, 247 nos. of existing trees are surveyed within the application site. 154 and 13 existing trees are proposed to be felled and transplanted respectively. 437 new trees are proposed within site. According to the Landscape Plan, landscape provisions with hard and soft landscape treatment, including landscape buffer, lawn, swimming pool, water feature, etc are proposed.	Noted.
G.	**Transport Department ("TD") (received on 2.3.2026)**	
1.	Drawing No. 2.1 - It is noted that tight curve is proposed at the northern side of the development. Please supplement the swept path to demonstrate the maneuvering of the vehicles	Swept path analysis for two 7m vehicles at the bend is shown in **Appendix A of the revised TIA**. Sufficient manoeuvirng space has been provided at the bend under the current MLP.

<table>
<tr><th colspan="2">Departmental Comments</th><th>Applicant’s Responses</th></tr>
<tr><td></td><td>at the bend. Besides, please demonstrate adequate sight line could be provided.</td><td>The road layout in the MLP will be further reviewed, if needed in the detailed design stage, to the satisfaction of TD. The detailed design of the road layout will ensure that adequate sightline is provided, and will be submitted to TD in subsequent detailed design stage.</td></tr>
<tr><td>2.</td><td>Para 2.3.3 - Considering that the route via Fairview Park Boulevard is a more direct connection to Fairview Park Interchange, the proposed directional sign is not adequate to avoid the traffic using Fairview Park Boulevard. As such, please obtain and provide the consent on the right of way from the private road owner. If the applicant fails to provide the consent of right of way, appropriate traffic management measures should be proposed by the applicant.</td><td>Noted. Appropriate traffic management measure (such as, proposed left-turn ban at the development egress) will be provided to avoid development traffic using Fairview Park Boulevard to access Fairview Park Interchange. The potential access arrangement (with the left-turn ban) is shown in Appendix B of the revised TIA and is subject to detailed design. The major access route of the proposed development (with the left-turn ban) is shown in TIA Drawing 3.1.</td></tr>
<tr><td>3.</td><td>Table 3.2 - The RCF for Fairview Park Interchange at the pm peak is much lower than the values assessed under the TIA of the other projects. Please review and justify your findings.</td><td>The RCF for Fairview Park Interchange at the PM peak has been revised and checked by comparing with the recently approved application Y/YL-MP/10 nearby, as summarized below.
<table>
<tr><th></th><th>RCF at PM Peak</th></tr>
<tr><td>Latest TIA</td><td>0.61</td></tr>
<tr><td>TIA report under Y/YL-MP/10</td><td>0.68</td></tr>
</table></td></tr>
<tr><td>4.</td><td>Table 4.1 - Please elaborate how the trip generations from various development are estimated.</td><td>Details of the estimated trip generations of the planned developments are presented in Appendix E of the revised TIA.</td></tr>
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Departmental Comments		Applicant’s Responses
5.	Para 4.2.25, 4.2.26 - These paragraphs are unclear. Please clarify whether 2-tier transport models are adopted in forecasting the traffic flow and include the methodology and assumptions for the models.	Please be advised that the estimated traffic flows generated from the proposed development on adjacent strategic road (San Tin Highway) is less than 100 pcu at the critical bound during peak hour as shown in **TIA Drawing 4.3**. According to the latest “TIA Checklist for Development Project” (February 2026 Edition) published by TD, 2-tier transport models are not required for this project. The traffic forecast was made reference to the BDTM. The basic road network, planning assumptions, traffic circulation patterns and etc. have all been reviewed and considered in the exercise. The traffic trips induced from the identified committed project/developments have been included in the traffic forecasts. The traffic forecast has also checked with reference to traffic forecast in other TIA. Details refer to Section 4.2.
6.	Appendix T1 - The proposed pick-up/drop-off point is sized to accommodate only one bus/shuttle bus to pick up/ drop off only. Please review and revise the layout to ensure sufficient space remains for other vehicles to pass by safely when a bus/ shuttle bus is stopped.	The proposed drop-off area is flexible in the design for future bus use. It can accommodate expansion if required in the future (**Appendix F**). Should there be a bus stop at the drop-off area, the detailed design will ensure that the operation of bus is not affected, and will be submitted to TD under subsequent detailed design stage.
7.	Table 4.2 - The unit should be “pcu/hr/100 student”.	Table 4.2 has been revised accordingly.
8.	Drawing 5.4 - The applicant should prepare separate drawings to clarify the scope of the junction improvement works to be implemented under the 2 development for case when (i) the junction improvement works under Y/YLMP/ 10 and Sha Po development are completed before the development, (ii) the junction improvement works under	Two scenarios with and without the planning application Y/YL-MP/10 and Sha Po Public Housing development have been included in the TIA, which are shown in **Drawing 5.4** and **Drawing 5.6** respectively. Details are covered in Sections 5.1.18. The Applicant would submit the junction design/arrangement to the satisfaction of the relevant departments during detailed design stage as well as possibly covered in the land transaction.

Departmental Comments		Applicant’s Responses
	Y/YL-MP/10 and Sha Po development are not completed before the development. Para 5.1.14 should also be updated accordingly.	
9.	Drawing 5.5 - Please supplement the swept path and queue length estimation for Junction J6.	Relevant swept paths for 12.8m bus at the proposed improvement works of Junction J6 are shown in **Appendix G of the revised TIA**. Sufficient manoeuvirng space has been provided at the junction. Besides, queue length assessment was also conducted for junction J6 and the result is presented in **Table 5.5**. No traffic queue back onto adjacent junction is anticipated according to the result.
10.	Referring to comment no. 19 in last submission, please incorporate the full transport modelling methodology and assumptions in this submission for our review, including, but not limited to, future highway and railway network assumptions, highway toll assumptions, vehicle fleet sizes. Moreover, the validation criteria of STM and LATM should be provided for our consideration.	Please be advised that the estimated traffic flows generated from the proposed development on adjacent strategic road (San Tin Highway) is less than 100 pcu at the critical bound during peak hour as shown in **Drawing 4.3**. According to the latest “TIA Checklist for Development Project” (February 2026 Edition) published by TD, 2-tier transport models are not required for this project. Details refer to 4.2.12 to 4.2.14.
11.	Please note that the 2019-based TPEDM may not be compatible with the planning intentions reflected in the 2021-based TPEDM. Consequently, the traffic forecasts and recommendations derived from this dataset could deviate from what is actually required within the context of the 2021-based TPEDM. Please justify whether applying a growth factor could really reflect PlanD's planning intention in the latest 2021-based TPEDM.	Please refer to our response in Item 10.

Departmental Comments		Applicant’s Responses
12.	Referring to comment no. 20 in the last submission, please note that the 2021- based TPEDM lacks some essential planning parameters, which hampers its use for traffic assessment. Please confirm whether the full set of planning parameters - including, but not limited to, students, school places, household income, visitors, mobile residents, transients, and other pertinent cross-boundary assumptions - has been endorsed by PlanD in alignment with their latest planning intentions.	PlanD should be consulted by the Applicant as whenever appropriate and needed.
13.	Para. 2.4.1: Please advise if the pick-up/ drop-off facility as shown in Appendix T2 could accommodate 632 passengers/ hours during peak hour as projected under para. 4.2.20.	Under para 4.2.20 and 4.2.23, the anticipated numbers of bus trips and passengers boarding during peak hour are 31 bus/hr and 632 pax/hr. The estimated average queue in peak hour would be about 21 passengers (i.e. 632/31). Based on the average pedestrian space of 0.6 m^2/p under satisfactory LOS C, the required queueing area is 12.6 sqm. The footpath area in the pick-up/drop-off facility under the current MLP provides area more than the required 12.6 sqm, as illustrated in **Appendix F of the revised TIA.** It should be sufficient to accommodate the anticipated number of passengers boarding. The layout in the MLP is subject to change in the detailed design stage. Should there be a bus stop at the drop-off area, sufficient queuing area will be provided in the detailed design.
14.	Para. 4.2.21: Under the TIA for Y/YL-MP/10, a long haul and short haul bus routes with respective 8 trips/ hr and 15 trips/ hr are proposed. The combined headway will turn out	The proposed drop-off area could accommodate 2 buses as illustrated in **Appendix F of the revised TIA**, which could serve a maximum capacity of 32 bus during peak hour according to the TPDM Vol 9 Ch. 2 Table 2.7.6.1

Departmental Comments		Applicant’s Responses
	to be 24 trips/ hr, representing 2.5 minutes per trip. If this is so, please evaluate if there is adequate area available for Appendix T2 to house two bus stops with two separate passenger queue. Also, with such frequent bus services, please also review if the proposed PU/DO point will block the XYZ when franchised bus will provide services at such headway.	for two single stands with through service. Under the para. 4.2.23, the anticipated number of bus trips during peak hour is 31 bus/hr, which the proposed drop-off area should be sufficient to accommodate the anticipated number of bus trips. Besides, the pick-up/drop-off point for bus would be located about 65m away from the XYZ, which traffic queue back on the public road is not anticipated. The layout in the MLP is subject to change in the detailed design stage. Should there be a bus stop at the drop-off area, sufficient area will be provided for the future bus service in the detailed design.
15.	Para. 4.2.24: As we had raised earlier, the applicant should not assume their proposed shuttle bus will be approved by the Transport Department. All the PT services are intended for TIA purpose and illustration purpose. With availability of planned public transport services for 3 application sites of Y/YL-MP/7, Y/YL-MP/8 and Y/YL-MP/10, the approval for non-franchised bus services is quite slim.	Noted.
H.	**Drainage Services Department (“DSD”) received on 18.3.2026**	
Drainage Impact Assessment (DIA) Specific Comments		
1.	Sections 5.3 & 8: The applicant should clarify maintenance methodology of existing box culvert if existing wing wall is proposed to be demolished and decked over. The applicant should also provide details of maintenance access for maintenance of existing box culvert by responsible party. Besides, the applicant should clarify maintenance	Maintenance access will be provided for the maintenance of existing box culvert. The methodology and details of maintenance access will be provided in detail design stage and seek approval from the DSD. During the construction stage, the decking will be maintained by this applicant. Upon the completion of project, the proposed decking and the box culvert will be maintained by DSD.

Departmental Comments		Applicant’s Responses
	responsibility of the proposed decking and maintenance access after the proposed decking works.	
2.	Tables 7.3 and 7.4 & Appendix D: The applicant should review if the proposed connections to existing drainage system would increase stormwater discharge to Chuk Yuen Stormwater Pumping Station.	Based on the revised hydraulic calculations, the overall stormwater discharge from the site for post-development is slightly decreased compared to the pre-development condition. The minor redistribution of flow at specific discharge points is negligible and it is anticipated that will not increase the overall load on the Chuk Yuen Stormwater Pumping Station. Detailed please refer to the Table 7.3, Table 7.4 and Appendix D of the revised report.
3.	Figure 3 in Appendix E: Some site boundaries still lack the peripheral drains/channels.	U-channel will be provided in detail design stage and convey the flow to the existing manholes according to hydraulic calculation in Appendix D.
4.	Appendices D & E: The applicant should be reminded that the extreme sea level due to climate change by the end of the 21st century under a 50-year return period is 5.01mPD. The design of the site formation level/drainage facilities should consider this to minimize flood risk.	Noted. The proposed finished level of the site is approximately +5.40 mPD, which is above the extreme sea level of 5.01 mPD. Climate change and design allowance have been incorporated to the calculation to minimize the flood risk.
5.	Appendices C & D: According to the topography, the applicant should consider external catchment area at the south of the application site.	The flow from external catchment area at the south of the application site has been collected via 450mm and 850mm u-channel along the site boundary and conveyed to the existing box culvert. The drainage layout plan and corresponding calculation has provided in Appendix F.
6.	Appendix D: The applicant should calculate time of concentration as per SDM and its Corrigenda published by DSD instead of assuming time of concentration as 5 minutes.	The hydraulic calculation in Appendix D has been revised. The previous assumption of a 5-minute time of concentration has been replaced with detailed calculations in accordance with the Stormwater Drainage Manual (SDM) and its latest Corrigenda published by DSD.

Departmental Comments		Applicant’s Responses
7.	The applicant should employ a qualified engineer (Registered Professional Engineer in the Civil Engineering discipline) to prepare for drainage submission. The drainage submission should be signed and certified by a qualified engineer.	Noted.
8.	Paragraph (A)(i)(1 and 2) of the previous comments on the original submission (our email dated 5.11.2025 refers) remains valid.	Noted.
General Comments		
9.	When there is proposed land filling works for the development, proper surface channels should be provided at the lower level and wall toe to collect the overland flow to/ from adjacent areas.	Noted.
10.	Paragraph (A)(ii) of the previous comments on the original submission (our email dated 5.11.2025 refers) remains valid.	Noted.
Sewerage Impact Assessment (SIA) Specific Comments		
11.	R-to-C (No.:G(B)(i)(3)) & Appendices D & F: The applicant should review feasibility of the proposed modification of existing manhole FSH1001886 as backdrop manhole. The existing public sewerage system should not be affected unless a diversion proposal has been submitted	Noted. The proposed invert levels have been reviewed to avoid modifying the existing manhole to backdrop manhole. The proposed invert level of sewerage system will be subjected to change and review during design stage to suit the actual site condition. A temporary diversion proposal of existing sewerage system will be submitted and seek DSD’s agreement if necessary.

Departmental Comments		Applicant’s Responses
	and designed to the satisfaction of DSD and such agreed diversion works should be carried out by the applicant at the cost of his project. Also, the applicant should review invert level of the proposed sewerage system so as to minimize the need of using backdrop manhole.	
12	The applicant should clarify words 'public gravity sewers' mentioned in the submission. This Department will only take over those public drainage facilities constructed on government land and located downstream of the terminal manhole. When the proposed gravity sewers are exclusively used by the proposed development, those sewers shall be maintained by the applicant at his/her own cost. If the proposed sewers become public sewers that serve multiple users, the applicant shall hand over the sewer on government land to DSD for maintenance.	Section 9.3 is revised to clarify maintenance responsibility. The Applicant remains responsible for the construction and maintenance of sewers exclusively serving the development. Upon becoming public facilities serving multiple users, the relevant sewer segments on government land will be handed over to DSD for maintenance.
13	Section 8.3, Table 5 & Appendix D: The applicant should clarify discrepancy of size of the proposed sewer mentioned in the submission.	The proposed gravity sewer connecting to the public network is revised to DN1000 throughout the report and the updated layout plan.
14	Section 7.4: For scenario 2, the applicant is also responsible for liaising with other developers for the upgrading the details & the implementation of associated works of the proposed PSL works.	Noted.

Departmental Comments		**Applicant’s Responses**
15	Paragraph 2(B)(i)(1, 2) of the previous comments on the original submission (our email dated 5.11.2025 refers) remains valid.	Noted.
General Comments		
16	The applicant's attention is drawn to EPD’s ProPECC PN 1/23 on discharge from the proposed swimming pool. Swimming pool main drain, footbath main drain and swimming pool make-up tank drain should be connected to storm water drains (except in the Water Gathering Grounds where the applicant is advised to consult WSD) while the filtration plant backwash should be discharged to sewerage facilities.	Noted.
17	Paragraph 2(B)(ii) of the previous comments on the original submission (our email dated 5.11.2025 refers) remains valid.	Noted.