

Section 12A Rezoning Application No. Y/YL-MP/9

To Amend the Notes of the “Comprehensive Development to include Wetland Restoration Area” Zone for a Proposed Comprehensive Development at Wo Shang Wai, Yuen Long, Lots 77 and 50 S.A in DD101

Response to Comments (Batch 1)

28 May 2025

Table of Contents

Response to Departmental Comments of District Planning Officer, Planning Department	1
Response to Departmental Comments of Urban Design and Landscape, PlanD	7
Response to Departmental Comments of Director of Electrical and Mechanical Services	9
Response to Departmental Comments of Drainage Services Department (DSD)	10
Response to Departmental Comments of Water Supplies Department.....	16
Response to Departmental Comments of Fire Services Department.....	17
Response to Departmental Comments of Environmental Protection Department	18
Response to Departmental Comments of Lands Department	35
Response to Departmental Comments of Civil Engineering and Development Department.....	37
Response to Departmental Comments of Secretary for Environment and Ecology.....	37

Attachments

Attachment 1: Landscape Function Analysis Plan

Attachment 2: Replacement pages of Planning Statement

Attachment 3: Section and Layout Plans of Temporary Sewerage Treatment Plant

Attachment 4: Master Layout Plan (Revised)

Attachment 5: Phasing Plan (Revised)

Attachment 6: Comparison Table of Current Scheme and Previous Approved S16

Attachment 7: Sewerage Impact Assessment (Updated)

Attachment 8: Drainage Impact Assessment (Updated)

Attachment 9: Water Supply Impact Assessment (Updated)

Attachment 10: Environmental Assessment (Updated)

Attachment 11: Preliminary Drillhole Records for Reference

Attachment 12: Estimation of Excavated Sediment for Reference

Response to Departmental Comments of District Planning Officer, Planning Department

<p>Comments from the District Planning Officer/Fanling, Sheung Shui and Yuen Long East, Planning Department (PlanD) (Contact person: Mr. Karen Chan, Tel.: [REDACTED])</p>	<p>Response(s):</p>
<p><u>Planning Statement</u></p> <p>(a) Please elaborate with more justifications and planning merits on the relaxation of plot ratio and building height restrictions.</p>	<p>The justifications for the proposed development that were presented in the Planning Statement, Section 10 are listed below for reference:</p> <ul style="list-style-type: none"> • Scheme complies with the planning intention of the OU(CDWRA) zone. The planning intention would continue to be to develop comprehensive residential development to include wetland restoration area as a means of incentive for the restoration of degraded wetlands. The completed WRA would continue its ecological function, while the residential portion continues to be designated for residential land use. • In line with Northern Metropolis Development Strategy (NMDS) to transform the area into a new engine for growth and housing supply. This is spearheaded by the infrastructure and MTRC railway upgrades, providing capacity and supporting facilities for developments to increase intensity. • In line with the principles of the San Tin Technopole of striving for co-existence of development and conservation. • Development trend of increasing intensity of similar comprehensive residential developments in the area. This is evident in the recent approvals of planning applications and OZP amendments in the vicinity for upzoning and relaxation of development intensity. (e.g. Y/YL-

	<p>NSW/7, Y/YL-NSW/8, Y/YL-NSW/9, and Land Sharing Pilot Scheme at Tung Shing Lei LSPS002)</p> <ul style="list-style-type: none"> • Compatible in land use and scale to the existing surrounding land uses. There will not be any adverse impact to the wetland ecology of the SPS WCP, and the proposed scheme complies with the principle of no-net-loss in wetland. The increased development intensity of the residential portion is insignificant as it would not create negative off-site disturbance impact, or lead to both loss in area and function of the existing wetland and fish ponds, and the conservation of continuous and adjoining fish ponds is maintained. The proposed scheme is also compatible in scale and land-use to the surrounding low- to medium-density housing neighbourhood on the west side of the San Tin Highway. • The proposed scheme complies with the Town Planning Board Guideline No. 12C, as supported by the technical assessments and discussed. • The assessment reports have demonstrated that the proposed scheme is technically feasible, in terms of environmental impact, drainage, sewerage, water supply, ecology, traffic, visual, air ventilation and landscape impact. <p>The planning merits that were presented in the Planning Statement are listed below for reference:</p> <ul style="list-style-type: none"> • Contributing to the medium- to long-term private housing supply with 3,571 units. • The Site has been underutilized for years and is currently vacant land with wild grass and partly paved. It is capable of speedy implementation as it is ready for construction.
--	---

	<ul style="list-style-type: none"> • From public education standpoint, providing wildlife viewing points, with vegetation screening, at the edge and outside of the WRA, and at the roof-top of the residential blocks, to raise the public awareness and education of biodiversity in the wetlands of this area. • Contains landscape gardens and ponds with recreational walk/ nature trail are introduced to create potential ecological habitat. Butterfly garden and lily pond garden are proposed with native vegetation, fruit trees and flowering plants to provide as an education area for ecological biodiversity (including birds). • Blue and green linkage is strengthened through enhanced streetscape planting, and heavy standard trees lining the internal roads. • An increased buffer planting (from 2.5m to 5m compared with the approved application No. A/YL-MP/344) within the residential portion of the Site, with 1 to 2 rows of trees to screen residential development and prevent disturbance to the WRA. This is an increased buffer planting area compared to the previous approved s16 scheme, with a 2.5m buffer planting within the residential portion. • Only low-rise buildings (about +21mPD) adjacent to the WRA and within 50m buffer from the nearest fishponds (i.e. land zoned as OU wetland conservation park) so that the proposed development would not lead to adverse ecological impacts. • The scheme provides a community facility of Residential Care Homes for Elderly (RCHE) with 100-places to meet the district-wide demand for such facilities in the future. <p>The additional planning merits proposed in this further information submission is listed below:</p>
--	---

	<ul style="list-style-type: none"> • The Site is the only comprehensive residential zone that is closest to the San Tin Technopole, and is situated at a unique location to be at the fringe and interface of the wetland ecosystem to the north, and permissible residential developments to the south. It would offer a unique and attractive living environment of a quality private residential neighborhood to attract global professional talents to work close to the San Tin Technopole. • The proposed scheme contains a stepped building height profile that was carefully designed with variation and gradation, to respect the wetland habitats to the north, and blend in with the existing private houses to the south, while creating an interesting and unique building profile. The central spaces of the residential portion of the site have the tallest buildings at 10-storeys. This building height at maximum 10-storeys are in fact medium-rise and compatible with the development context of the Technopole and transformation of the existing residential neighborhood, and has no adverse visual or ecological impact to the surroundings. The buildings heights descend from the central area to the north of the site, facing the WRA and SPS WCP are kept to the lowest at 3-storeys. The buildings heights also descend to the south of the site, facing the private residential neighborhood are at a reasonably low height of 6-storeys, and blend in with the adjacent houses. • The scheme has dedicated a large proportion of area (i.e. about 47% land area of the residential portion) for communal open space, landscaping, and gardens. There are pockets of landscaped open spaces scattered around the site, encouraging residents to enjoy the outdoors, creating visual interest and a lush walking environment. There will be communal landscaping along the internal
--	--

	roads, the perimeter of the Site and the pedestrian pathways.
(b) Noting from the application form that the development proposal involves excavation and filling of land, please provide more details on the proposed excavation and filling of land, including the site formation level and details of filled materials. Please also provide a plan showing the location of the filling and excavation, and clarify if such works have been carried out under previous approved planning applications.	The site formation level would be around 6.5mPD. Filled materials are mainly from on-site reuse of inert C&D material and excavated material. The filling and excavation is for the construction of basement carpark, for details, please refer to Basement Floor Layout in Appendix 3 of the Planning Statement. In addition, due to difficult geological conditions, there would be deep excavation required for the basement void to offset the limits of stress in portion of the site that is classified as Site A and Site C under GEO's Technical Guidance Note No.26 as Marble Sites.
(c) The approved Ecological Impact Assessment has included measures to avoid night-time lighting and glare to the surrounding areas. Noting that the proposed development is located at the immediate adjoining of the wetland restoration area and the future Sam Po Shue Wetland Conservation Park, please elaborate more on these measures, or advise if there are additional measures to alleviate such impact.	The response to this comment will be provided in Batch 3 FI submission.
(d) Table 4 – please provide a plan showing the demarcation of the wetland restoration area, communal open space, communal landscape and communal perimeter landscape and private garden. Please also clarify if the private open space of “not less than 9,998m ² ” is included as part of the 21,203m ² communal open space.	Please refer to the Landscape Function Analysis Plan (Attachment 1), which shows the demarcation of the Wetland Restoration Area (WRA), communal open space, communal landscape, communal perimeter landscape, and private garden. We would also like to clarify that the Private Open Space of 9,998m ² is intended for communal use by future residents and is included as part of the 21,203m ² .
(e) Section 7.7 - Please provide more details on the proposed Residential Care Home for the Elderly (RCHE), including its implementation arrangement, whether the communal open space can be used by the RCHE, whether RCHE can be co-located with E&M building, etc..	<p>As this is a rezoning application, the details on the proposed RCHE and implementation arrangements are not available, and subject to the detailed design stage.</p> <p>The access of the RCHE to use the surrounding communal open space, is subject to detailed design and conditions of land exchange at a later development stage.</p>

<p>(f) Section 9 – please clarify if the building height restriction of “not exceeding 42mPD” as stated in the application form would be included in the proposed amendments remarks (c) of the Notes of the Outline Zoning Plan (OZP) for the subject “OU(CDWRA)” zone.</p>	<p>Noted. The paragraphs have been updated. Please see the replacement page no. 33 of the Planning Statement at Attachment 2</p>
<p><u>Appendix 3</u></p> <p>(g) Revised Master Layout Plan - Please include the visual and breezeway corridors on the plan.</p>	<p>The VIA will be updated and submitted in the next round of FI submission (Batch 3).</p> <p>The breezeway/ air ventilation corridors are shown in the Air Ventilation Assessment report in Batch 2 of this FI submission.</p>
<p>(h) Please provide section plan for the temporary sewage treatment plant.</p>	<p>Please find the section plans in Attachment 3.</p>
<p>Received 20.3.2025 by email:</p> <p>1. Two rezoning applications No. Y/YL-NSW/8 and Y/YL-NSW/9 for proposed comprehensive residential developments partially agreed by RNTPC on 28.2.2025, and a s.16 application no. A/YL-NSW/314 for a proposed residential development with wetland habitat and associated filling of ponds/ land and excavation of land approved with conditions by RNTPC on 28.2.2025, should be included.</p>	<p>Noted. The Planning Statement has been updated to reflect the approved planning applications.</p> <p>Please refer to Attachment 2 for the replacement pages.</p>
<p>2. Please note that our comments do not cover any on-going s.16/s.12A applications and only reflects the latest situation as at 20.3.2025. The Consultant should ensure that the planned/ committed developments have taken into account the latest status of the approved s.12A/ s.16 applications or approval of general building plan(s) or lease, if any. We defer to the Consultant to check the accuracy of the parameters and trip generation of the planned/committed developments.</p>	<p>Noted.</p>

Response to Departmental Comments of Urban Design and Landscape, PlanD

<p>Comments from the Chief Town Planner/Urban Design and Landscape, PlanD (Contact Person: Ms Nicole LEE; Tel: [REDACTED]) (Urban Design Unit)/ Mr Samuel HUI; Tel: [REDACTED] (Landscape Unit))</p>	<p>Response(s):</p>
<p><u>Urban Design and Visual Planning Statement</u></p> <p>(a) Section 7.5 – The consultant should clearly highlight and illustrate the visual and wind corridors as proposed under section 7.5 of Planning Statement on plan. It appears that part of the identified building separations are not well aligned and may not form continuous visual corridors and effective air paths/wind corridors within the Project Site.</p>	<p>The section 7.5 in the Planning Statement has been revised to provide clarifications.</p> <p>The VIA will be updated and submitted in the next round of FI submission (Batch 3).</p> <p>The breezeway/ air ventilation corridors are shown in the Air Ventilation Assessment report in Batch 2 of this FI submission.</p>
<p>(b) The visual corridors as mentioned in section 7.5 and Figure 3.1 of Visual Impact Assessment (VIA) do not tally. Please review.</p>	<p>The section 7.5 in the Planning Statement has been revised to provide clarifications.</p> <p>The visual corridor diagram in the MLP has been removed, please refer to the revised MLP Attachment 4.</p> <p>The VIA will be updated and submitted in the next round of FI submission (Batch 3).</p> <p>The breezeway/ air ventilation corridors are shown in the Air Ventilation Assessment report in Batch 2 of this FI submission.</p>
<p>(c) Para. 10.7.1 – the statement of the building disposition and form would contribute to better air ventilation at the pedestrian level is not well justified in accordance to the submitted Air Ventilation Assessment (AVA).</p>	<p>A revised AVA and responses has been submitted in Batch 2 of this FI submission.</p>
<p>(d) Section 10.7 – Please advise if there is any merits from visual perspective as compared to the previously approved scheme and/or the development intensity as permitted under the OZP.</p>	<p>The utilization of medium rise blocks for the Proposed Scheme instead of the 3-storey houses in the Approved Scheme allows the creation of a more comprehensive open space network and landscape framework at ground level. This includes some 9,998 m² of open space and not less than 30% of green coverage compared with 2,210 m² for the Approved</p>

	Scheme. This allows for an improved living environment for the future residents while also providing for better integration with the existing and future landscape context.
<p>AVA</p> <p>i. According to the RtC, the applicant claimed that the comments previously provided will be responded in batch 2 of draft FI submission.</p>	Please note, a formal FI submission of Batch 2 is provided, with RtC on the AVA comments.
<p>Planning Statement</p> <p>It is noted that the proposed amendment to the OZP is revised by adding not exceeding 42mPD after previously proposed 10 storeys excluding 1 storey of basement.</p>	Noted.
<p><u>Landscape</u></p> <p>Please note the advisory comment below:</p> <p>(a) The applicant is advised that the application does not imply the application for tree works approval, if any, such as pruning, transplanting and felling. The applicant is reminded to seek comments and approval for any proposed tree works from the relevant department.</p>	The advisory comment is noted. Should any tree works be required in the future, the applicant will seek separate approval from the relevant departments.
<p>(b) For the compliance of site coverage of greenery requirements under PNAP APP-152, submission should be made separately to Building Department (BD) for comments and approval.</p>	Noted the advisory comment. To comply with the site coverage of greenery requirements under PNAP APP-152, a separate submission will be made to the Buildings Department (BD) for their comments and approval.
<p>Further comments received from UD&L (Landscape Unit) on 21.05.2025 in response to our (informal) FI made on 02.05.2025</p> <p>Having reviewed the draft FI, it is noted that no new landscape information is provided for the application. We remain our view of having no adverse comment from landscape planning perspective.</p>	Noted.

Response to Departmental Comments of Director of Electrical and Mechanical Services

Comments from Director of Electrical and Mechanical Services (Contact Person: Mr. Tony TSE; Tel: [REDACTED])	Response(s):
<p><u>Town Gas Safety</u></p> <p>1. Having reviewed the latest layout plan of the proposed development, it is noted that a new RCHE with E&M building is proposed to be erected at the eastern side of the development which fall within 150 m consultation zone of underground high pressure town gas pipeline. As such, a quantitative risk assessment would be required to assess the potential risks associated with the gas installations.</p>	<p>Noted.</p> <p>Upon approval of this S12A rezoning application, the location of the RCHE with E&M building is subject to detailed design and a s16 planning application. The need for a quantitative risk assessment can be confirmed at a later stage.</p> <p>As a mitigation measure in this rezoning application, the RCHE with E&M building in the layout plan has been moved to a location to avoid the 150m consultation zone of the town gas pipeline. Please see the revised layout plan at Attachment 4.</p>
<p>2. The applicant shall therefore liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of existing or planned gas pipes/gas installations in the vicinity of the proposed development and any required minimum set back distance away from them during the design and construction stages of the proposed development.</p>	<p>As this is a rezoning application, the layout plan is subject to detailed design and a s16 planning application; therefore, the applicant will liaise with the Hong Kong and China Gas company Limited then.</p>
<p>3. The applicant is required to observe the following requirements of the Electrical and Mechanical Services Department's Publications via the following web-link for reference"</p> <ul style="list-style-type: none"> - Guidance Note on Quantitative Risk Assessment Study for High Pressure Town Gas Installations in Hong Kong (https://www.emsd.gov.hk/filemanager/en/content_287/GN_Qntve_Rsk_Asmnt_Study_Hgh_Prsre_Twn_Gas_Instltns_inHK.pdf) - Code of Practice on "Avoidance of Damage to Gas Pipes" 2nd Edition (https://www.emsd.gov.hk/filemanager/en/content_286/CoP_gas_pipes_2nd_(Eng).pdf) 	<p>Noted.</p>
<p><u>Further comments received from EMSD on 17.05.2025 in response to our (informal) FI made on 02.05.2025</u></p> <p>With reference to item 1 of response to Town gas safety comment, it is noted that the RCHE cum E&M building</p>	<p>Noted.</p>

would be relocated to be outside the 150m consultation zone of the underground high pressure town gas pipeline. In view of the above, please note that quantitative risk assessment is not a compulsory requirement in this case and we have no further comments from a town gas safety point of view.

Response to Departmental Comments of Drainage Services Department (DSD)

Comments from Chief Engineer/Mainland North, Drainage Services Department (DSD) (Contact Person: Mr Jacky LEONG; Tel: [REDACTED])	Response(s):
<p>Please note the following comments on the drainage impact assessment (DIA):</p> <p>1.1 Terminal manholes should be provided near the lot boundary to demarcate the maintenance responsibility for the 2100mm and 1350mm diameter pipe. The drainage facilities, including the box culvert, existing concrete pipes, and outlets, will be maintained by the occupier. Please provide the invert level of the terminal manhole and the corresponding invert level of the existing streamcourse for reference.</p>	<p>The invert levels of the terminal manholes have been provided in S8. (Attachment 8)</p>
<p>1.2 Section 5.5: Please advise the long form for “ARI Events”.</p>	<p>Revised. The long form for “ARI Events” is Average Recurrence Interval Events.</p>
<p>1.3 Section 5.5.4: It is not very clear how the adopted A, B and C cases were being specified in the Advice Note No. 1. Please elaborate. Yet, considering the size of the catchment and standard design rainfall was used instead of a point rainfall as suggested under Section 4.3.6 of the Stormwater Drainage Manual. Please review if the application of ARF in the calculation is appropriate.</p>	<p>The worst case of areal reduction factor of 1.0 was already adopted in the model. In addition, as stated in Section S5.5.3, “Hydraulic impact incurred by rainfall profiles with areal reduction factors of 0.82 and 1.0 are analysed in consistency with the previous approved DIAs. Areal reduction factor of 1.0 was used for the San Tin Basin to estimate peak flood levels for all areas in the San Tin Basin. Whilst an aerial reduction factor of 0.82 was used for the entire Shenzhen River Basin including the catchments draining from Chinese Mainland to estimate peak flood levels for the Shenzhen River. The worst-case scenario from the two conditions will be used in the analysis for the proposed mitigation measures.”</p>

1.4 Section 8.3.2: Please supplement the report with photographic records of the existing storage pond and pumping station at WSW Village for reference.	The photographic records of the existing storage pond and pumping station at WSW Village has been supplemented in Appendix.
1.5 Section 8.3.3: As an emergency bypass channel is proposed, please ensure it is shown in the drainage layout plan. Additionally, in Section 8.3.2, the invert level of the discharge pipes is stated as +4.2mPD. Please confirm whether pumps will be installed at the bypass channel, given that its invert level is +3.6mPD. Would it be possible to lower the invert level of the bypass channel further to enhance flood mitigation for WSW Village?	The emergency bypass has been removed in the Assessment, because the development of the project site will not lead to malfunction of the pump at WSW village and the drainage arrangement of the WSW village.
1.6 Section 8.3.4: Please advise if flap valve will be provided for the box culvert and the invert level of the box culvert and the existing stream course at the discharge point.	Flap valve will be provided for box culvert
1.7 Section 9.1.3 and 9.1.4: It appears counter-intuitive that water level could decrease and there could be “no adverse drainage impact” with the concurrent loss of flood storage and increase in CN value. Please elaborate and supplement on any mitigation works proposed.	As state in Section 8.2.1, “Wetland Restoration Area will attenuate the discharge from the proposed development to mitigate the potential adverse drainage impact due to loss in flood storage volume and increase in CN values.”
1.8 Section 9.2 and 9.3: Apart from the high existing capacity, please supplement on the relevant change in discharge rate for the confirmation that there will be no adverse drainage impact to the western portion and box culvert.	Appendix G provided the change in discharge rate of the Project Site. Although there is a slight increase in discharge rates of east and west portions, high-capacity drainage system can ensure no adverse impacts to the western portion and box culvert.
1.9 Section 10: The temporary drainage arrangement was developed in May 2009 and appears to be outdated, as it may not align with the current site conditions and design standards. Please review the scheme and submit a construction drainage impact assessment before commencing the works.	The temporary drainage arrangement has been revised in S10.
1.10 Section 10.1.1, 10.1.2 and 12.1.6: It is mentioned that the ditch has been filled up while some temporary drainage would be constructed by MTR for flow diversion. Please advise the as-is situation, the relevant	The catchment MTR site does not drain to the system within the Application Site, so there are no any interfaces with the proposed development. Any development of Application

program and if there may be any interface with the proposed development. Please supplement the relevant calculation to demonstrate that the relevant arrangement is adequate to avoid imposing unacceptable flood risk to the adjacent areas.	Site has no impact on the drainage of MTR site.
1.11 Appendix D: It appears that the storm constants b and c for 200 year return period were not consistent with the SDM Corrigendum No. 1/2024. Please review the calculation as appropriate.	Note and revised.
1.12 Figure 3: Understanding the proposed site has undergone a lengthy development history. Please elaborate whether the existing drainage shown on the plan is the as-in situation or a snapshot at the specific year as the pre-development situation. If it is the latter case, please also provide the as-in situation today.	Site visit has been carried out on 27 th March. Updated existing flow path has been updated in S.3 and Figure 3.
1.13 Figure 6: Please indicate the flow direction of the proposed box culvert. Also, it is not clear where the labels “PIPES I.L = +4.20mPD”, “WSW_PIPE01_554”, “WSW_BC01_283” were pointing to. Please also indicate clearly what the rectangular box at the downstream of the 2100 and 1350 dia. pipes. Please review.	The flow direction of proposed box culvert has been added, and the location of labels has been pointed in Figure 6. In addition, there are no 2100 and 1350 dia. pipes during site visit, so they have been removed in the Figure. In addition, new drainage system outside the wetland has been proposed to convey the runoff from WSW village and east portion of Application Site to Mai Po Tributary, as shown in Figure 6.
Please note the following comments on the sewerage impact assessment (SIA): 2.1 Section 5.5: Please indicate the construction and maintenance responsibilities of the proposed SPS and RM, and also for the sewerage facilities in the fallback options (i.e. or please confirm it all follows section 8.1). DSD would not take up the operation and maintenance responsibility on the sewerage facilities constructed by private developers on government land unless otherwise agreed.	Noted and revised. The proponent will take up the construction responsibilities of the proposed SPS and RM, and the sewerage facilities outside the Application Site to connect San Tin EPP and NSW SPS. The operation and maintenance responsibilities of the facilities outside Application Site boundary are proposed to be hand-overed to DSD after completion of construction subject to their agreement.
2.2 Section 6.9: Relevant discharge should be covered in the DIA for assessment.	The assessment has been included in DIA.

2.3	Please advise at what stage will the sewage disposal method be confirmed for detailed assessment.	When the design info of the EPP and sewerage network is available, the sewage disposal method will be confirmed.
2.4	Please check with CEDD's project team and Environmental Protection Department (EPD) whether the capacity has been reserved for the subject site in the planned San Tin EPP and YLSTW through the Nam Sang Wai SPS.	The capacities and residual capacities to cater the sewage flow from the Application Site of San Tin EPP (S5.2, S5.3 and S5.4), YLSTW (S7.3) and NSW SPS (S7.4) have been elaborated. The results show that all of them has sufficient capacities to cater the sewage flow from the Application Site.
2.5	The SIA report needs to meet the satisfaction of SIG/EPD, the planning authority of sewerage infrastructure.	Noted
2.6	As the option for connection to San Tin EPP and YLSTW remains subject to many uncertainties, we remain cautious about the technical feasibility of the proposal and withhold further comments on the schemes until sufficient information is available from an operation, maintenance, and sewerage planning perspective.	Noted
Further comments received from DSD on 21.05.2025 in response to our (informal) FI made on 02.05.2025		
Comments on the Sewerage Impact Assessment		Noted. The conclusion has been revised. (Attachment 7)
1.	R-to-C no. 2.3 - Please indicate in the conclusion that further SIA report to finalize the sewage disposal strategy will be submitted for review when the relevant design information of EPP and ST/LMC development node sewerage network are available. Please liaise with CEDD's project team to ensure the ADWF of the subject site has been reserved/adopted in the design of ST/LMC development node's sewerage network.	
2.	Please advise if a temporary on-site sewage treatment facility is also required for Option 2.	A temporary on-site STP is not required for this Option 2.
3.	The consultant shall note that the acceptance of the SIA does not imply	Noted.

<p>DSD's agreement to operate or maintain the drainage facilities outside the development boundary. While the concern regarding the operation and maintenance responsibilities of drainage facilities on government land by a private party—particularly for lengthy pipelines and with associated facilities—is acknowledged, DSD, in principle, would not maintain drainage facilities that exclusively serve a private development unless otherwise agreed.</p>	
<p>4. Therefore, for the proposal to construct drainage facilities on government land, the developer should note that the final responsibility for the operation and maintenance of these facilities may rest with them, especially in cases where the pumping station is located within the site boundary and discharges through a rising main. For permission to construct on government land, LandsD should be consulted. Under these circumstances, the developer may review and reconsider the option of having their own sewage treatment plant, particularly when existing drainage facilities are not available in the vicinity and the details of future drainage arrangements remain uncertain.</p>	<p>Noted, the applicant will review in later stage and consult LandsD on the construction on government land.</p>
<p>5. Additionally, the developer may be required to submit an O&M manual for their drainage facilities on government land to DSD for agreement, and regular inspections should be conducted by the responsible party. In the event of any damage caused by drainage facilities maintained by the private owner on government land, the government may seek reimbursement from the responsible party. Furthermore, if required by the government, the private owner may also need to divert their utilities at their own expense.</p>	<p>Noted</p>
<p>Comments on the Drainage Impact Assessment:</p> <p>6. With view of the exceptional long development planning history of the project, please clarify</p>	<p>The pre-development scenario describes the condition before construction of wetland restoration area. (Attachment 8)</p>

the timeframe when the snapshot of the pre-development scenario was taken. Please remark on the comparison of the as-is situation and the pre-development scenario should there be already any difference.	The difference between the as-is situation and the pre-development is the wetland. In the pre-development scenario, the wetland restoration area (i.e MP02A-a9 in Figure 5) is set as an unpaved area (undeveloped area) in the model, while the development of wetland is completed in the as-is situation. The construction of the wetland restoration area is to offset the increasing flow rate and volume due to the development, in accordance with the town planning approvals, so the constructed wetland cannot be considered as the pre-development scenario. Other areas in the as-is situation remain the same as the pre-development scenario to set as unpaved areas and drain to Mai Po Tributary.
7. For the easy understanding of the situation, please highlight the differences in model setting with a plan or otherwise, in terms of the paving situation comparing the pre-development scenario, post-development scenario and the last-approved post-development scenario.	The modelling settings for the pre-development scenario, post-development scenario and the last-approved post-development scenario in terms of paving situation (CN value) are provided in Appendix F and Table 7-1, Table 7-2 and Table 7-3.
8. Section 8.3.3: The applicant should agree upon the maintenance responsibility at the interface between the existing system and the opening with the responsible party of the WSW Village Discharge and resolve any disputes. While the details of the opening and its arrangement are not described in detail, the applicant is reminded to ensure that the existing pump head is sufficient to accommodate their drainage design.	Noted.
9. Section 8: The information regarding the terminal manhole is not provided. Please be reminded to include the terminal manhole in the drainage plan as part of the BD submission.	The invert levels are 2.91mPD for the proposed terminal drainage pipe (DN2100), and 1.71mPD for the proposed terminal box culvert (3.5m in width x 2.5m in height), which are both higher than the invert level of Mai Po Tributary of 1.38 mPD based on the previous approved DIA. Section 8.12 has been revised. (Attachment 8)

Response to Departmental Comments of Water Supplies Department

Comments from the Chief Engineer/Construction, Water Supplies Department (Contact Person: Mr Ho Yuan HO; Tel: [REDACTED])	Response(s):
<p>Please note our comment below on the Water Supply Impact Assessment:</p> <ol style="list-style-type: none"> Regarding Para. 3.1.2, Para 3.2.2. and Table 3.1, please adopt 0.040m3 per person per day for fresh water service trade allowance, 0.007m3 per m2 per day for irrigation demand and 0.104m3 per person per day for residential flushing water demand. 	<p>Noted. The parameters in calculations have been changed accordingly.</p> <p>Please refer to the Water Supply Impact Assessment (revised) in Attachment 9.</p>
<ol style="list-style-type: none"> Regarding Para 4.2.2, the tee-off pipe is proposed to be of 350mm diameter which is an odd size. Please adopt DN400. 	<p>Noted, the proposed tee-off pipe diameter have been changed to DN400.</p>
<ol style="list-style-type: none"> Please note that Tsing Lung Tsuen, Fan Tin Tsuen, Wing Ping Tsuen and Tung Chan Wai at San Tin will also source fresh water from DN600 FWM at San Tin Highways. Please include their demand in your demand assessment and hydraulic calculation. 	<p>Noted, based on the MRPs obtained from WSD, the populations in the villages mentioned have been estimated and considered in the WSIA.</p> <p>Although demand have increase, the impact was not significant and the conclusion from WSIA have not changed.</p>
<p><u>Further comments received from WSD on 21.05.2025 in response to our (informal) FI made on 02.05.2025</u></p> <p>(1) Section 2.3 - Please review Table 2.2 as some population information is missing in this table. Please also note that "existing developments" should include all customers / premises that would be supplied by the existing DN600 FWM in San Tam Road;</p>	<p>Noted. Thank you for the clarification. The existing development in the Chuk Yuen Tsuen area have been taken into consideration in the revised report. (Attachment 9)</p>
<p>(2) Further to Item (1), please note that that population and water demand from other "planned developments" (i.e. developments under other ongoing or approved planning applications) should be taken into account in order to assess the overall impact to the existing water supply system, in particular the existing DN600 FWM;</p>	<p>Noted. Thank you for the clarification. The planned development in the area have been taken into consideration in the revised report. (Attachment 9)</p>

(3) Section 3.1 - For FW unit demand: Please adopt 0.3 m ³ /head/day instead of 0.39 m ³ /head/day for the proposed 6 - 10 storey residential towers; Please adopt 0.39 m ³ /head/day for the proposed houses; Please adopt 0.23 m ³ /head/day for the proposed RCHE (Please also update the text in Para. 1.2.4 as the unit demand for RCHE is not the same as hospitals);	Noted, the calculation has been updated. (Attachment 9)
(4) Para. 3.2.3 - Please review if there is any existing RCHE in the existing developments. Please also update the unit demands for RCHE as 0.23 m ³ /head/day & 0.104 m ³ /head/day respectively for fresh & flushing water.	Noted, the calculation has been updated. (Attachment 9)
(5) Para. 3.2.4 and 3.2.5 - Please review the FW unit demand. Please adopt 0.3 m ³ /head/day for general private multi-storey residential developments. The unit demand of 0.39 m ³ /head/day would only apply to new private houses;	Noted, the calculation has been updated. (Attachment 9)

Response to Departmental Comments of Fire Services Department

Comments from the Director of Fire Services, Fire Services Department (Contact Person: Mr Wing Hei CHEUNG; Tel: [REDACTED])	Response(s):
Detailed Fire Services requirements will be formulated upon receipt of formal submission of Short Term Tenancy (STT)/ Short Term Waiver (STW), general building plans or referral of application via relevant licensing authority as appropriate. Furthermore, the provision of emergency vehicular access shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority. In addition, height restriction as stipulated in relevant regulations governing the proposed social welfare facilities shall be observed. Licensing requirements will be formulated upon receipt of a formal application via the Licensing Authority	Noted.

Response to Departmental Comments of Social Welfare Department

Comments from the Director of Social Welfare, Social Welfare Department (Contact Person: Ms Doris LEUNG; Tel: [REDACTED])	Response(s):
<p>Our comments on the application from services perspective are provided below by making reference to the Residential Care Homes (Elderly Persons) (RCHE) Regulations as well as the Code of Practice for Residential Care Homes (Elderly Persons) June 2024 (Revised Edition) (CoP):</p> <p>1. The design and construction of the proposed RCHE (including but not limited to the accessibility, building height, ceiling height, barrier free access, passage and doorway, habitation area, all basic facilities, minimum area of floor space for each resident, etc) shall be in full compliance with prevailing statutory and licensing requirements, such as the Residential Care Homes (Elderly Persons) Ordinance (Cap. 459) and its subsidiary legislation, and the latest version of the Code of Practice for Residential Care Homes (Elderly Persons).</p>	<p>Noted. Upon approval of this rezoning application, at the detailed design stage, the design and construction of the proposed RCHE will be in full compliance with prevailing statutory and licensing requirements.</p>
<p>2. The proposed RCHE shall incur no financial implication, both in capital and recurrent, to the Government.</p>	<p>Noted. The proposed RCHE shall incur no financial implication, both in capital and recurrent, to the Government.</p>
<p>Further comments received from SWD on 21.05.2025 in response to our (informal) FI made on 02.05.2025</p> <p>Regarding the R-TO-C for SWD, we have no further comment.</p>	<p>Noted.</p>

Response to Departmental Comments of Environmental Protection Department

Comments from the Director of Environmental Protection (Contact Person: Mr Chris WONG; Tel: [REDACTED])	Response(s):
<p>1. Having reviewed the information provided, EPD would like to seek further details from the applicant and request revision of the Environmental Assessment (EA) report to determine the environmental acceptability of</p>	<p>Noted.</p>

the development proposal. Our detailed comments are covered in the attached Annex. Please respond to all comments and provide further details and update the EA and Sewerage Impact Assessment (SIA) for our further review.	
2. Please note that the proposed development is covered under an EIA report approved (AEIAR-120/2008) and an Environmental Permit issued (EP-311/2008/E) under the 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.
<u>Planning Statement</u> 1. S.5.3: Please revise as <i>“Since the proposed development is covered under an EIA report approved (AEIAR-120/2008) and an Environmental Permit issued (EP-311/2008/E) under the EIAO, the Applicant undertakes to review the EIAO implications at later stage and confirm with the EPD. The Applicant will observe and ensure the proposed development will comply with all statutory requirements under the EIAO.”</i>	S.5.3 has been revised accordingly. (Attachment 2)
<u>Environmental Assessment</u> <i>Background</i> 2. Please include an indicative location and layout plan of the proposed development. Please also provide a description of the surrounding environ, the current site conditions.	A new Figure 0.1 has been added. A description of the surrounding environs is stated in the 3 rd para. of the Background section, further text is added to elaborate on current site conditions. (Attachment 10)
3. Please provide description of the proposed development and future landuses.	As stated in the 2 nd para. of the Background section, this proposed comprehensive residential development comprises of club house, landscaped open spaces, car parks, residential care homes for elderly. As shown in the Indicative Development Parameters table, the future landuses will comprise a wetland, communal spaces and domestic plots.
4. Please cover Section 5 of the planning statement regarding the EIAO implications of the proposed development in the EA.	Additional text added to cover EIAO implications

5. Please provide a summary of EM&A programme in this report.	Refer to Section 5.
<i>Air Quality</i>	
6. Figure 1.1: Please provide clearer figure (i.e. zoom-in) to show the nearby roads and indicate the provision of sufficient buffer distance.	A new Figure 1.2 has been provided.
7. Section 1.2 – 4th paragraph - (a) Please revise “dust control and suppression” in the last line to “air quality control”.	Noted and revised.
8. Section 1.2 – 10th paragraph - (a) Please revise “usage” in line 2 to “uses”. - (b) Suggest to delete the last sentence.	Revised. The last sentence has been deleted.
9. Section 1.3.1 - (a) Please confirm if there is no concurrent project within 500m assessment area of the project. If affirmative, please revise “in the vicinity” to “within 500m assessment area” in the last sentence and put this sentence under Section 1.5.1.	No concurrent projects were identified. Section 1.5.1 has been updated accordingly.
10. Section 1.3.2 - (a) According to the Planning Statement and Background of this EA, there will be two options for the treatment of the sewage from the proposed development, i.e. (1) a pipe connection to the new STL MC EPP and adopting a temporary on-site sewage treatment plant before STL MC EPP is commissioned (if there is program mismatch and the sewage from the proposed development cannot be treated by STL MC EPP as planned); or (2) a pipe connection to the existing Nam San Wai SPS for discharge to Yuen Long Sewage Treatment Works. Therefore, the potential air quality and/or odour impact should be assessed.	Noted. The planned temporary STP on-site has been included in section 1.3.2, as part of one of the options for sewerage treatment. It has been further elaborated in Section 1.5.2.
11. Section 1.4.1 – 1st paragraph, Table 1.3 and 1.4 - (a) Please revise “background” in line 1 to “ambient”. - (b) SAMP v2.1 is now available, please review and update as necessary. - (c) Please note the new AQOs is tentatively to be implemented in early 2025, the study	Noted and updated. SAMP v2.1 is referenced.

may need to adopt the new AQOs if it is finalized after the implementation of new AQOs	Noted. A table with the new AQOs has been included in Section 1.2. The prevailing AQOs will be removed once the new AQOs come into effect.
<p>12. Section 1.4.2</p> <ul style="list-style-type: none"> (a) The locations of ASRs are missing in Figure 1.1., please present their locations in a new figure. Please clarify whether the shortest horizontal distance is measured from the Project Boundary to the ASRs. 	<p>Figure 1.1 has been updated.</p> <p>The shortest horizontal distance from the Project site boundary to the ASRs is measured and presented in Table 1.6.</p>
<p>13. Section 1.5.1 - 3rd paragraph</p> <ul style="list-style-type: none"> (a) Please revise “reduce” in line 5 to “control”. (b) Suggest to delete “The potential air quality impact is anticipated to be short-term and” in the last sentence. Also please revise “dust” in the 2nd last line to “air quality”. (c) Based on the excavation volume and number of construction trucks, the scale of the excavation works is large. It is unclear adverse air quality impact would not be expected during construction phase. Please remove “with” in Line 8 and replace “adverse air quality impact would not be expected” by “will be implemented” in the last sentence. (d) Please supplement the duration of the construction activities to support whether the air quality impact would be short term. 	<p>(a) Noted and revised.</p> <p>(b) Noted and updated.</p> <p>(c) Noted and revised accordingly.</p> <p>(d) The commencement year of the construction period, i.e. 2027, has been indicated in the first paragraph of Section 1.5.1. The “short-term” reference has been deleted in accordance with comment 13(b).</p>
<p>14. Section 1.5.1 – 5th paragraph</p> <ul style="list-style-type: none"> (a) Please add “PM and” before “gaseous” in the 2nd last line. (b) Since the number of NRMMS to be operated on site is unknown, it is unclear emission from operation of on-site diesel-powered mechanical equipment is minimal. Please replace “are considered to be minimal” by “would be controlled” in the last sentence. 	<p>(a) Added</p> <p>(b) Noted and updated accordingly.</p>
<p>15. Section 1.5.1 – 7th paragraph</p> <ul style="list-style-type: none"> (a) Please revise “dust” in line 2 to “air quality”. 	Updated.
<p>16. Section 1.5.1 – 8th paragraph</p> <ul style="list-style-type: none"> (a) Please supplement the duration of the pond excavation works to confirm that it is short duration. 	<p>(a) Mention of the duration of the ponds excavation works has been removed</p> <p>(b) Added</p>

<ul style="list-style-type: none"> - (b) Please add “airtight and” before “watertight” in the 2nd bullet. - (c) Please supplement that in case of future complaint against the pond excavation work or if odour is detected during site inspection, the applicant shall be responsible for investigation of the odour or odour nuisance and take remedial actions as appropriate. 	(c) Noted and added.
<p>17. Section 1.5.1 – 9th paragraph</p> <ul style="list-style-type: none"> - (a) Please add “adverse” before “odour” in line 1 and revise “considered to be short-term and controllable” in lines 1-2 to “not anticipated”. 	Noted and updated with thanks.
<p>18. Section 1.5.2 – 1st paragraph</p> <ul style="list-style-type: none"> - (a) Please add “ - Mai Po” after “Castle Peak Road” in line 3. - (b) Please revise “Project” in line 4 to “air” and add “of the proposed development” after “receivers”. - (c) Please supplement the 3rd sentence that 20m buffer distance should be applied for EX and 10m buffer distance should be applied for RR and hence the buffer distance requirements for San Tin Highway and Castle Peak Road <ul style="list-style-type: none"> – Mai Po can be fulfilled according to Table 3.1 of Chapter 9 of HKPSG. - (d) Please supplement the 4th sentence that 5m buffer distance should be applied for local distributor (LD) and hence the buffer distance requirement for Mai Po South Road can be fulfilled according to Table 3.1 of Chapter 9 of HKPSG. Please clarify whether “feeder road is similar to a local distributor” is agreed by TD. - (e) Please include a table summarizing the nearby roads and the corresponding buffer distance provided for clarity. 	<p>(a) Added.</p> <p>(b) Revised accordingly.</p> <p>(c) Noted and supplemented.</p> <p>(d) The sentence has been supplemented. Feeder Roads and Local Distributors share similar definitions and are therefore considered as LD for the HKPSG buffer distance requirement, i.e.: - Feeder Roads - Roads connecting villages or more remote settlements to Rural Roads. - Local Distributors - Roads within Districts linking developments to the District Distributor Roads.</p> <p>(e) Table 1.7 has been provided for the nearby roads and their buffer distances.</p>
<p>19. Section 1.5.2 – 2nd paragraph</p> <ul style="list-style-type: none"> - (a) Suggest to delete the 6th sentence in lines 9-11. - (b) Please put the 2nd last sentence before the 3rd last sentence. - (c) Please revise “potential” in the last line to “adverse” and delete “to be significant” at the end. 	<p>(a) Deleted</p> <p>(b) Noted and rearranged.</p> <p>(c) Noted and revised.</p> <p>(d) Added</p>

<ul style="list-style-type: none"> - (d) Please add “subject to no air sensitive uses located within the buffer zones” after “proposed development” in Lines 1-2. - (e) Please remove “Hence, no adverse air quality impact is expected from the proposed basement car park” in Line 16 since it is uncertain no adverse air quality impact from the car park based on the available information and noting the large number of parking spaces of the proposed carpark. - (f) Please supplement the location of the ventilation exhaust of the carpark on a map to confirm that they will be located away from any nearby ASRs. Please also show the location of the ingress/egress on a map. - (g) Please supplement the induced traffic in terms of vehicles per hour expected from the proposed development to confirm that the vehicular emission impact is limited. 	<p>(e) Noted and updated.</p> <p>(f) Figure 1.2 has been supplemented with the location of ingress/egress points to the basement carpark. The location of ventilation exhausts of the basement carpark will be determined in the detail design stage. These will be designed to be located facing away from nearby ASRs, as far as practicable.</p> <p>Reference to the vehicular emission impact being limited has been removed. By incorporating the recommended buffer zones into the design of the proposed development, adverse impact from vehicular emission to planned ASRs is not anticipated.</p>
<p>20. 20. Section 1.5.2 – 3rd paragraph</p> <ul style="list-style-type: none"> - (a) Please add “and food waste pre-treatment facilities” after “STLMC EPP” in line 3. - (b) It is unclear no odour impact from the STLMC EPP to the proposed development based on the 500 m separation distance. Please review the assessment findings of the STLMC EPP in the relevant approved EIA report for San Tin / Lok Ma Chau Development Node and supplement in this section. 	<p>(a) Added</p> <p>(b) Noted. Reference is made to the findings of the approved EIA for San Tin / Lok Ma Chau Development Node.</p>
<p>21. Section 1.5.2 – 4th paragraph</p> <ul style="list-style-type: none"> - (a) According to the Planning Statement and Background of this EA, there will be two options for the treatment of the sewage from the proposed development, i.e. (1) a pipe connection to the new STLMC EPP and adopting a temporary on-site sewage treatment plant before STLMC EPP is commissioned (if there is program mismatch and the sewage from the proposed development cannot be treated by STLMC EPP as planned); or (2) a pipe connection to the existing Nam San Wai SPS for discharge to Yuen Long Sewage Treatment Works. Therefore, the potential air quality/odour impact arising should be assessed. For option (1), please provide details about the temporary on-site sewage treatment plant (e.g. location, capacity, odour treatment facilities, exhaust 	<p>Noted. Section 1.5.2 has been supplemented.</p>

location, etc.) to justify if it will give rise to any odour impact to the nearby ASRs.	
<p>22. Section 1.6.1 – 1st paragraph</p> <ul style="list-style-type: none"> - (a) Please delete “To ensure compliance with the AQOs at the ASRs at all times,” in line 1. - (b) Please review if any control measures of malodorous excavated materials specified in the 8th paragraph of Section 1.5.1 can be incorporated in this section. 	<p>(a) Noted and deleted.</p> <p>(b) Additional mitigation measures have been incorporated in Section 1.6.1 for malodorous excavated materials.</p>
<p>23. Section 1.6.2</p> <ul style="list-style-type: none"> - (a) Please revise the sentence in line 1 as “As the adverse air quality impact during the operational phase is not anticipated,”. 	Noted and deleted.
<p>24. Section 1.8</p> <ul style="list-style-type: none"> - (a) Suggest to delete the last sentence. 	Deleted
<p>25. Section 1.9 – 1st paragraph</p> <p>26. - (a) Please delete “at source to acceptable levels” in line 2.</p>	Deleted
<p>27. Figure 1.1</p> <ul style="list-style-type: none"> - (a) As mentioned in Comment #14(c) above, 20m buffer distance should be applied for San Tin Highway and 10m buffer distance should be applied for Castle Peak Road – Mai Po. Please update. - (b) Please update the title of the figure. 	A new Figure 1.2 has been provided and updated accordingly.
28. Please highlight all the changes/amendments in the next submission.	All changes have been highlighted in yellow.
<p><i>Noise</i></p> <p>29. Please state clearly in the EA that there is a mechanism (i.e. land lease or the future s.16 planning application) to require the applicant to submit a proper NIA report to review, explore, demonstrate and implement appropriate noise mitigation measures for full compliance with the relevant noise criteria and requirements under ProPECC PNs, HKPSG and NCO in both construction and operation phases of the proposed developments. Other noise comments are provided as follows.</p>	Noted and revised in S2.1.
30. S.2.2.1 - Suggest reviewing if there are any diagnostic rooms or wards included in the	Please be clarified that there will be no diagnostic rooms or wards in the proposed development.

proposed development. If yes, the road traffic noise criteria should be 55 dB(A).	
31. S.2.5.2 - Please document TD's agreement on the traffic forecast data in the report once available. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g. traffic consultant) that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.	Noted and will be provided once available in the upcoming revisions.
32. S.2.7.2 - Please advise on the minimum thickness of the glass panes for all windows (and any doors leading outdoors) in all noise sensitive rooms (such as dinning rooms, living rooms and bedrooms) within the development and confirm whether these windows (and doors where appropriate) are well-gasketted. If deemed appropriate, please discuss in this sub-section that such windows and doors could offer the future occupier an option for a quieter indoor noise environment. An example is given below, which the proponent or her consultant may adopt if deemed appropriate. <i>"Glass panes in all windows of all noise sensitive rooms (e.g. living rooms, dinning rooms and bedrooms) within the development have a minimum thickness of X mm. All these windows are well-gasketted, providing the future occupants an option for a quieter indoor noise environment."</i>	Relevant details of the glass panes for all windows (and any doors leading outdoors) in all noise sensitive rooms within the development will be advised in the NIA report submitted at a later stage of the project.
<i>Water Quality</i> 33. S.3.2 - Please note that ProPECC PN 2/23 has been superseded by ProPECC PN 2/24. Please update relevant sections.	Noted and updated
34. S.3.5.1.2 – Please describe the potential water quality impacts associated with the Project in this report, even though there are no expected significant changes of the impacts from the previous application.	Description of construction phase water quality impacts have been added
35. S.3.5.1.2 and S3.6.2 – For the temporary on-site STP, please add that a discharge licence under the WPCO shall be applied and any	Noted and updated

discharge should be complied with the term and conditions of the discharge licence.																													
36. S.3.6.2 - Please mention and elaborate that appropriate measures recommended in ProPECC PN 1/23 should be followed.	Noted and added																												
<p><i>Waster Management</i></p> <p>37. S.4.2: As the requirements of the circular ETWB TC(W) No. 19/2005 shall be applicable to public works contracts, while ADV-19 shall be applicable for private project. Please clarify and update Sections 4.5.1.1 and 4.7.1 if necessary.</p>	Noted and revised.																												
38. Table 4.2: It appears that the figures provided in Table 4.2 and the following paragraph do not align with that of Table 4.1. Please review and clarify.	Table 4.1, Table 4.2 and Section 4.4.1.1 have been revised.																												
39. S.4.4.1.6 and 4.4.2.3 – Please share the calculation and assumption adopted on the estimation of maximum dump truck trips for transportation of identified waste types, with information including but not limited to (i) dump truck and vessel capacity, (ii) bulk factor assumption, (iii) duration of construction period; (iv) daily quantity of C&D materials at peak, etc.	<p>To take more conservative approach on vehicle trips estimation, the no. of dump truck trips is revised to present the peak C&D material disposal period in table below. Section S.4.4.1.6 and 4.4.2.3 have been revised as well.</p> <p>Construction Phase</p> <table border="1"> <tr> <th colspan="2">During Site Clearance, Site Formation and Construction of Infrastructures</th></tr> <tr> <th colspan="2">Inert C&D Material</th></tr> <tr> <td>Inert C&D Material for Disposal</td><td>342,800 m³</td></tr> <tr> <td>Bulk Factor of Inert C&D Material</td><td>1.7</td></tr> <tr> <td>Tentative Disposal Period</td><td>Year 2027 & 2028 (24 months)</td></tr> <tr> <td>Dump Truck Capacity</td><td>7 m³</td></tr> <tr> <td>No. of Working Days per Month</td><td>26 days</td></tr> <tr> <td>Vehicle Trips per day (rounded)</td><td>$(342,800 \times 1.7) / 24$ = 134 Trip</td></tr> <tr> <th colspan="2">Non-inert C&D Material</th></tr> <tr> <td>Non-inert C&D Material for Disposal</td><td>95,800m³</td></tr> <tr> <td>Bulk Factor of non-inert C&D Material</td><td>1</td></tr> <tr> <td>Tentative Disposal Period</td><td>Year 2027 & 2028 (24 months)</td></tr> <tr> <td>Dump Truck Capacity</td><td>7 m³</td></tr> <tr> <td>No. of Working Days per Month</td><td>26 days</td></tr> </table>	During Site Clearance, Site Formation and Construction of Infrastructures		Inert C&D Material		Inert C&D Material for Disposal	342,800 m ³	Bulk Factor of Inert C&D Material	1.7	Tentative Disposal Period	Year 2027 & 2028 (24 months)	Dump Truck Capacity	7 m ³	No. of Working Days per Month	26 days	Vehicle Trips per day (rounded)	$(342,800 \times 1.7) / 24$ = 134 Trip	Non-inert C&D Material		Non-inert C&D Material for Disposal	95,800m ³	Bulk Factor of non-inert C&D Material	1	Tentative Disposal Period	Year 2027 & 2028 (24 months)	Dump Truck Capacity	7 m ³	No. of Working Days per Month	26 days
During Site Clearance, Site Formation and Construction of Infrastructures																													
Inert C&D Material																													
Inert C&D Material for Disposal	342,800 m ³																												
Bulk Factor of Inert C&D Material	1.7																												
Tentative Disposal Period	Year 2027 & 2028 (24 months)																												
Dump Truck Capacity	7 m ³																												
No. of Working Days per Month	26 days																												
Vehicle Trips per day (rounded)	$(342,800 \times 1.7) / 24$ = 134 Trip																												
Non-inert C&D Material																													
Non-inert C&D Material for Disposal	95,800m ³																												
Bulk Factor of non-inert C&D Material	1																												
Tentative Disposal Period	Year 2027 & 2028 (24 months)																												
Dump Truck Capacity	7 m ³																												
No. of Working Days per Month	26 days																												

	Vehicle Trips per day (rounded)	$(95,800 \times 1) / 24 / 26 / 7$ = 22 Trip
	Chemical Waste	
	Total General Refuse per month	<u>few hundred litres</u>
	Vehicle Trips per day (estimated)	<u>1</u> Trip
	General Refuse	
	Total General Refuse per day	<u>200 kg</u>
	Bulk Factor of General Refuse	<u>311.73 kg/m³</u>
	Vehicle Trips per day (estimated)	$(200 / 311.73) / 7$ = 1 Trip
	Estimation of maximum dump truck trips for transportation per day	158
	Operation Phase	
	General Refuse	
	General Refuse per month	14.4 tpd
	Bulk Factor of General Refuse	<u>311.73 kg/m³</u>
	Dump Truck Capacity	7 m ³
	Vehicle Trips per day (rounded)	$(14.4 \times 1000) / 311.73$ = 7 Trip
	Chemical Waste	
	Total General Refuse per month	<u>few hundred litres</u>
	Vehicle Trips per day (estimated)	<u>1</u> Trip
	Food Waste	
	Total General Refuse per day	6.3 tpd
	Bulk Factor of Food Waste	<u>311.73 kg/m³</u>
	Vehicle Trips per day (estimated)	$(6.3 \times 1000) / 311.73$ = 7 Trip
40. S.4.4.2.1 - The Monitoring of Solid Waste in Hong Kong 2023 has been published. Please quote the latest version of the report and update the quantity estimation based on the latest figures.	Noted. Section 4.4.2.1 has been updated according to the Monitoring of Solid Waste in Hong Kong 2023.	
Sewerage Impact Assessment		
41. S1.6: typo “stories” should read “storeys”.	Revised. Please find the Sewerage Impact Assessment (Revised) in Attachment 7 .	

42. S.1.8: Please provide reference for the number of beds and staff for RCHE.	The information on bed numbers and staff is provided by the developer and complies with the Code of Practice for Residential Care Homes for the Elderly
43. S.5.3: typo "Sant" should read "San". Please site the reference of the reserved capacity of San Tin EPP for additional sewage flow from developments similar to S.5.2.	Revised.
44. S.5.5: Noting that the information of sewerage system to San Tin EPP is not available from CEDD at the moment, the applicant is required to submit a SIA at a later stage to confirm the sewage disposal option that would be pursued. That means, if the option discharging to the sewerage system under San Tin Technopole (STT) is to be implemented, the applicant shall submit an updated SIA assessing the potential sewerage impact to the STT sewerage system based on the latest STT sewerage scheme for conducting the hydraulic assessment and verifying the assumptions adopted in the current assessment. Please revise accordingly.	Noted. If the option discharging to the sewerage system under San Tin Technopole (STT) is to be implemented, the applicant shall submit an updated SIA accordingly.
45. S.7.3: Please consider if findings of Feasibility Study of Sewerage to Unsewered Area/Villages in Northwest New Territories should be quoted, which may have been outdated.	Another reference from EIA of Yuen Long Effluent Polishing Plant – Investigation, Design and Construction has replaced the old one in S7.3, stating that the total projected flow to be conveyed to YLSTW/YLEPP in Year 2030 is 92,000m ³ /d
46. S.7.4: To assess the utilisation of NSWSPS, other planned developments utilising NSWSPS are also required to be taken into account in addition to current sewage flow and the sewage flow from the proposed development. Please revise.	Updated residual capacity of NSWSPS has been evaluated in S7.4.
47. Please consult DSD on the responsibility of sewers maintenance.	The maintenance responsibilities of the sewers outside Application Site boundary are proposed to be hand-overed to DSD after completion of construction subject to their agreement.
<p><u>Further Comments received on 10.04.2025 from EPD</u></p> <p>1. In light of the previous comment in the file "20250224 - WSW S12A Presub RtC Dept Comments", it is recommended to supplement a section in the waste management chapter to address the land contamination issue. Please include aerials photos and/or site photos to</p>	<p>The justification of "land contamination assessment in the approved EIA is still valid. And thus no land contamination assessment included in this submission." has been supplemented in "Background" Section.</p>

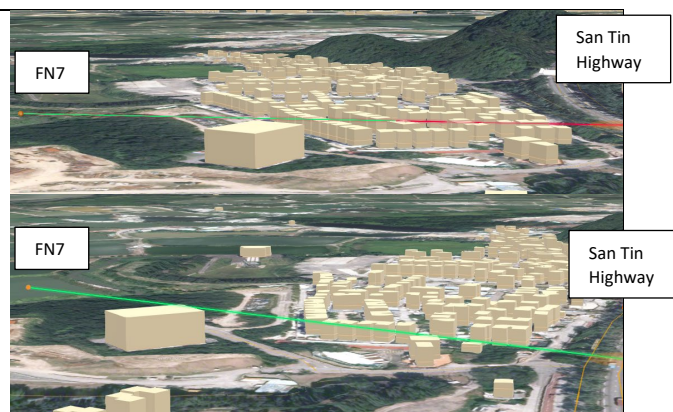
substantial the findings that "land contamination assessment in the approved EIA is still valid. And thus no land contamination assessment included in this submission".	
2. Section 4.4.1.2 – Please provide the previous ground investigation information to substantiate the findings.	Several representative ground investigation record are appended in the RTC your easy reference. (Attachment 11)
3. Table 4.3 – Please elaborate how the figure of 77,300 m ³ was derived.	The estimation of 77,300 m ³ is appended in the RtC for your easy reference. However, this is not recommended to be included report. (Attachment 12)
4. Sections 4.4.1.6 and 4.4.2.3 – (i) It is recommended to include the calculation and assumption adopted on the estimation of maximum dump truck trips for transportation in the main text for better clarity. (ii) Regarding Rtc item 8 in "20250224 - WSW S12A Presub RtC Dept Comments", please update the figure from 1.51 kg/person/day, to 1.44 kg/person/day, according to The Monitoring of Solid Waste in Hong Kong 2023. Moreover, please review whether chemical waste and food waste were included in the calculation of the number of truck trips per day during operation.	(i) By making recently approved EIA (i.e. AEIAR-263/2024 - Development of Integrated Waste Management Facilities Phase 2 (I-PARK2)) as a good reference, the calculation of maximum dump truck trips for transportation is not included in the main text of the waste chapter. As such, the calculation of maximum dump truck trips for transportation is not included in this report. Instead, assumption adopted on the estimation has been supplemented as remarks under Table 4.4 and Table 4.6 . (ii) The figure has been updated from 1.51 kg/person/day, to 1.44 kg/person/day, according to The Monitoring of Solid Waste in Hong Kong 2023 in Section 4.4.2.1 . Also, the vehicle trips per day for operation phase in Section 4.4.2.3 have been updated to include the number of vehicle trips of general refuse, chemical waste and food waste.
5. Tables 4.4 and 4.6 – For better clarity, please add a column to indicate the number of truck trips involved for transporting each waste type to the designed outlet.	Noted and revised accordingly.
6. Section 4.7.1 – Previous comment on the file "20250312- WSW S12A RtC (Draft)_waste" has not been duly addressed. Please review if ADV-19 instead of ETWB TWC No. 19/2005, shall be quoted.	Noted and revised accordingly.
Further comments received from EPD on 21.05.2025 in response to our (informal) FI made on 02.05.2025 EA – Background	Noted and revised accordingly. (Attachment 10)

1. Please revise as “Should this application be approved by TPB, the feasibility of these two sewerage conveyance options will be reviewed. and tThe potential environmental impacts and EIAO implications arising from the proposed options along with the revise development will be assessed in an updated Environmental Impact Assessment report reviewed at later stage and confirm with the EPD to ensure the proposed development complies with all statutory requirements under the EIAO”.	
EA – Air quality 2. Section 1.1: Please revise “resulting from” in line 1 to “upon and arising from”.	Noted and revised. (Attachment 10)
3. Section 1.2 – 7th paragraph and Section 1.5.1 – 5th paragraph: Please note that the Air Pollution Control (Fuel Restriction) (Amendment) Regulation 2024 commenced on 1 April 2025. The sulphur content of liquid fuel is tightened to 0.001% by weight.	Noted and revised. (Attachment 10)
4. Section 1.4.1 – 1st to 3rd paragraphs, Tables 1.3 and 1.4: Please compare the pollutant concentrations with the updated AQO criteria and parameters.	Table 1.3 has been updated to the new AQO and parameters.
5. Section 1.5.1 – 3rd paragraph: Suggest to revise “effectively minimized” in line 1 to “controlled”.	Noted and updated. (Attachment 10)
6. Section 1.5.1 – 7th paragraph: It is supportive to carry out an EM&A programme to monitor the air quality impact during the construction phase of the project. Since the site is relatively large, please supplement more details about the monitoring, for example, the potential locations of the continuous dust monitoring, which will be selected at some representative locations such as those ASRs with close proximity of the project site.	The EM&A Manual of the approved EIA report will be followed, including the same monitoring locations. Continuous dust monitoring will only be considered should there be a new EIA for the development.
7. Section 1.5.1 – 8th paragraph: Suggest to delete “for a short duration” in line 3.	Noted and deleted. (Attachment 10)

8. Section 1.5.1 – 10th paragraph: Please advise if the identification of concurrent project is carried out by site surveys, desktop review and/or approved planning/EIA applications, etc.. Please supplement. Please cover a review of San Tin Technopole as a concurrent project considered under the EA.	Potential concurrent projects were reviewed and identified accordingly. Air, noise and water sections have been updated. (Attachment 10)
9. Section 1.5.2 – 1st paragraph: Please review the separation distances between the nearest air-sensitive uses of the proposed development and San Tin Highway and Castle Peak Road – Mai Po, since the distances are different from those shown in Figure 1.2.	The separation distance between the nearest air-sensitive uses of the proposed development and San Tin Highway and Castle Peak Road – Mai Po has been revised to 107m.
10. Section 1.5.2 – Table 1.6: Please supplement the buffer distances of the private roads surrounding the proposed development as mentioned in the 1st paragraph of Section 1.5.2 to the table.	The buffer distances of the private roads have been supplemented in Table 1.6.
11. Section 1.5.2 – 3rd paragraph: Suggest to delete the last sentence.	The last sentence has been deleted.
12. Section 1.5.2 – 4th paragraph: i. Please confirm if the temporary on-site STP will be abandoned, demolished, and/or no longer in use after the STLMC EPP commences to collect the sewage generated from the proposed development, in order to justify that it will no longer give rise to any odour impact after the sewage is handled by the STLMC EPP.	Revised accordingly. (Attachment 10)
ii. Please delete “and will” in line 10, and add “for the treatment of exhaust before discharge to the atmosphere” after “hydrogen sulphide)” in line 11.	Revised accordingly. (Attachment 10)
iii. Please provide more information about the design and control measures of STKSTW to support they are comparable to the temporary on-site STP besides the treatment capacity.	Control measures have been provided.
iv. The potential odour impact arising from the second option of the sewage treatment should also be assessed. Please supplement.	It has been supplemented.
v. Also please advise when the options of the sewage treatment will be confirmed (e.g. at a later detailed design stage, EIA stage, etc.). In any case,	The option for sewage treatment will be confirmed at a later detailed design.

please specify if the odour impact will be further assessed when it is confirmed.	
13. Section 1.5.2 – 5th paragraph: Please provide the shortest separation distances between the exceedance zones and the nearest air-sensitive use of the proposed development at different elevations to justify no air-sensitive use of the proposed development is within the exceedance zones. Please review and update accordingly.	The shortest distances between the exceedance zones and the nearest air-sensitive use at different elevations have been provided.
14. Section 1.6.1 – 1st paragraph: i. Please revise “minimize” in line 2 to “control”. ii. Exempted NRMM should be avoided. Please delete “as far as practicable” in the 14th bullet. iii. Please add “airtight and” before “watertight” in the 17th bullet. iv. Please update the 19th bullet to tally with the 4th bullet of the 8th paragraph of Section 1.5.1.	i. Revised accordingly. ii. Noted and deleted. iii. Noted and added. iv. 19th bullet has been updated.
15. Section 1.9 – 2nd paragraph: Please add “air quality” after “adverse”.	Noted and added.
EA – Noise 16. Please remove “To be updated” from the title.	Noted and revised in this updated revision.
17. Figures 2.1 to 2.8 have been missing. Please rectify.	Inserted in this updated revision.
18. S.2.2.2 (RtC item 30): The consultant has advised in the RtC that there will be no diagnostic rooms or wards included in the RCHE under the proposed development area. As a result, the stricter noise criterion for road traffic of 55 dB(A) for L10 (1hr) will not be adopted. Such development design should be explicitly stated in s.2.2.2. Since diagnostic rooms and wards are typically common in RCHEs, if it is determined that they are necessary in future, the applicant shall commit to update the noise assessment accordingly.	The road traffic noise criterion of the RCHE was revised to 70 dB(A) for L10 (1hr) in this updated revision. The Proposed use of the RCHE is listed in appendix 2.6. Please be clarified that there will be no diagnostic rooms or wards in the proposed development.
19. S.2.2.2: Please clarify the statement on “Error! Reference source not found”	Noted and revised in this updated revision.
20. S.2.2.2 – last 2 paragraphs: Most of the site will be separated from San Tin Highway by more than 300m with Royal Palms lying	Line-of-sight from FN7 (~21mPD) to San Tin Highway is partially screened:

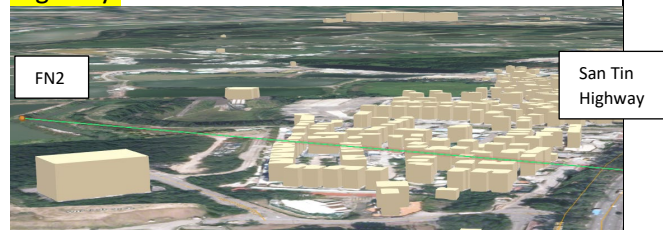
between. Therefore, most of the site is unlikely be affected by San Tin Highway. Please justify the application of ASR “B” for the whole development. Besides, for the assessment of the planned fixed noise source, it is necessary to measure the background noise level for the determination of the appropriate noise criteria.



Direct line-of-sight from FN5 (~42mPD) to San Tin Highway:



Direct line-of-sight from FN2 (~42mPD) to San Tin Highway:



Please note that all representative NSRs for fixed noise assessment are within 300m from San Tin Highway and most of them have direct line-of-sight to San Tin Highway. Considering there are few NSRs with line-of-sight being partially screened, it is conservatively assumed that the site would be indirectly affected” by IF. Noise measurement is considered unnecessary as quantitative fixed noise assessment for planned fixed noise source was not conducted.

21. S. 2.5.2 (RtC item 31): Please document TD’s agreement on the traffic forecast data in the report once available. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g. traffic consultant) that TD’s endorsed methodology has been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.

Noted. The TD’s agreement will be provided in the upcoming revisions.

<p>22. Table 2.12 & Figure 2.3a: Table 2.12 presented the traffic noise assessment results at 25 assessment points (i.e. TN1 to TN25), while Figure 2.3a indicates that there are 33 assessment points (i.e. TN1 to TN33). Please check and clarify. Besides, a traffic noise assessment models shall be provided for checking.</p>	<p>Noted and revised in this updated revision. Traffic noise assessment model has been appended.</p>
<p>23. Table 2.13: Please provide excel spreadsheet for checking the calculation of planned fixed noise source impacts at representative NSRs.</p>	<p>Noted and appended.</p>
<p>24. S.2.7.2 (RtC item 32): The consultant referenced ProPECC PN4/23 to indicate the effectiveness of mitigation measures, specifically stating that a reduction of at least 6 dB(A) is required to minimize the impact of road traffic noise on noise-sensitive rooms. Since ProPECC PN4/23 is based on ProPECC PN5/23, with the thickness of the window panes specified. Therefore, Please advise on the minimum thickness of the glass panes for all windows (and any doors leading outdoors) in all noise sensitive rooms (such as dinning rooms, living rooms and bedrooms) within the development and confirm whether these windows (and doors where appropriate) are well-gasketted. If deemed appropriate, please discuss in this sub-section that such windows and doors could offer the future occupier an option for a quieter indoor noise environment. An example is given below, which the proponent or her consultant may adopt if deemed appropriate. "Glass panes in all windows of all noise sensitive rooms (e.g. living rooms, dinning rooms and bedrooms) within the development have a minimum thickness of X mm. All these windows are well-gasketted, providing the future occupants an option for a quieter indoor noise environment."</p>	<p>Noted and revised in S.2.7.2. Relevant details of the glass panes for all windows (and any doors leading outdoors) in all noise sensitive rooms within the development will be advised in the NIA report submitted at a later stage of the project.</p>
<p>SIA</p> <p>25. For the Option 2 under sewage treatment/disposal options, the applicant should be reminded that Option 2 involves construction of long rising mains (or sewers) and the sizing of the rising mains/sewers may need to incorporate the sewage flow from the existing and planned</p>	<p>Noted.</p>

developments near the sewer alignment due to limited underground space for accommodating other new sewers/utilities. An updated SIA is required to be submitted to our satisfaction if Option 2 is pursued. Such updated SIA should also assess the potential sewerage impact when San Tin Technopole sewerage system is confirmed and becomes available.	
On noise, please be advised to require a mechanism (i.e. land lease or the future s.16 planning application) for the applicant to submit a proper NIA report to review, explore, demonstrate and implement appropriate noise mitigation measures for full compliance with the relevant noise criteria and requirements under ProPECC PNs, HKPSG and NCO in both construction and operation phases of the proposed developments. Similarly for sewerage infrastructure, an updated SIA report should be submitted by the applicant under such mechanism to assess the potential sewerage impact when San Tin Technopole sewerage system is confirmed and becomes available, and the implementation of mitigation measures, if required.	Noted.
Please note that the proposed development is covered under an EIA report approved (AEIAR-120/2008) and an Environmental Permit issued (EP-311/2008/E) under the 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.
Please provide full set of revised EA and SIA with change highlighted in the next submission for our review.	Noted.

Response to Departmental Comments of Lands Department

Comments from the District Lands Officer/ Yuen Long, Lands Department (Contact Person: Mr Jason Chan; Tel: [REDACTED])	Response(s):
Part A: General Comments 1. The application site comprises 2 private lots namely Lot 50 s.A and 77 in D.D. 101. Lease modification for wetland restoration area at Lot 50 s.A in D.D. 101 and land exchange for private residential	Noted.

development at Lot 77 in D.D. 101 based on the approved scheme under Application No. A/YL-MP/229 were both executed in 20.1.2021.	
2. Lot 50 s.A in D.D. 101 is held under the Block Government Lease as modified by a Modification Letter dated 29.1.2021 which requires the Lease to maintain and manage the lot in accordance with the Maintenance and Management Plan for the conservation of the lot as restored wetland area in all respect to the satisfaction of Director of Agriculture, Fisheries and Conservation.	Noted.
3. Lot 77 in D.D. 101 is held under New Grant No. 22875 dated 29.1.2021 ("the Conditions"). The Conditions contains, inter alia, the following conditions: (a) Building covenant: On or before 30.6.2027 (b) User Restriction: Private residential purposes (c) Total GFA: Not less than 49,778m ² and not exceeding 82,963m ² (d) Vehicular Access: Between the points X and Y through Z (e) Such parking, loading and unloading requirements in connection with the aforesaid permitted purposes.	Noted.
4. The proposal would contravene the Conditions, including but not limited to the total GFA and vehicular access. Should the Town Planning Board approve the application, the applicant has to apply for a Lease Modification to implement the planning scheme. However, there is no guarantee at this stage that the Lease Modification application would be considered and approved. Such application, if submitted, will be dealt with by this department acting in the capacity of the landlord at our discretion, and if it is approved, the approval would be subject to such terms and conditions including amongst others, the payment of premium and administrative fee as may be imposed by this department.	Noted.

Part B: Advisory Comment for the Applicant 1. Please be reminded that the Conditions contains a Building Covenant that requires the Grantee to develop Lot 77 in D.D. 101 that fit for occupation on or before 30.6.2027. Non-completion of the development is a breach of the said Conditions and will amongst other remedies render the lot liable to re-entry by the Government.	Noted.
2. The technical assessments as enclosed at Appendices 4-11 of the Planning Statement should be subject to comments of relevant Government departments.	Noted.

Response to Departmental Comments of Civil Engineering and Development Department

Comments from the Project Manager (North), Civil Engineering and Development Department (Contact Person: Mr Kelvin Au; Tel: [REDACTED])	Response(s):
The subject site is located in close proximity to the project boundary of the Sam Po Shue Wetland Conservation Park (SPS WCP), with proposed ecologically enhanced fishponds adjacent to it. The applicant is strongly recommended to enhance the project interface between the subject site and the SPS WCP, addressing various aspects such as environmental, traffic, ecological, landscape, and visual considerations, all aimed at facilitating the establishment of the SPS WCP.	The subject site contains an existing Wetland Restoration Area (WRA) in operation for over a decade, which presents a buffer distance between the residential portion of the comprehensive development and the project boundary of the SPS WCP. In addition, a 50m height band from the edge of the WRA into the residential portion is provided, to ensure that the developments there are low-density and 3-storey high.

Response to Departmental Comments of Secretary for Environment and Ecology

Comments from the Secretary for Environment and Ecology (Contact Person: Ms Sophia Hui; Tel: [REDACTED])	Response(s):
In the planning statement and ecological impact assessment, the applicant stated the following: <ul style="list-style-type: none"> - “no change is proposed to the design or operation of the WRA with reference to the Wetland Restoration Plan (WPR) in the approved EIA”; - “the approved and completed WRA component will not be affected by this application and will continue to meet the requirements of this Guideline”; 	Noted.

<ul style="list-style-type: none"> - “with the implementation of all mitigation measures, no additional ecological impact is predicted compared to the approved scheme and that the findings of the approved EcolA under planning Application No. A/YL-MP/229 remain valid”; and - “on 25 January 2021, the Applicant made a one-off lump sum donation to the Environment and Conservation Fund (“ECF”). An agreement between the Applicant and the ECF was made on 26 January 2021. The conservation agent of the Applicant has been carrying out the maintenance and management plan and the funding agreement is fully applicable to this application.” 	
<p>On the other hand, AFCD commented that:</p> <ul style="list-style-type: none"> - “the design and operation of the WRA aim to mitigate the ecological impacts from the original development scheme. The proposed increase in no. of storeys will potentially bring additional disturbance impacts to the WCA during the construction phase and operation phase. There is currently not sufficient information to demonstrate that the WRA could mitigate the additional impacts from the revised development scheme. The applicant should quantify such potential additional impacts, elaborate clearly how the existing WRA and other measures proposed in the original EcolA could mitigate the additional impacts, and list out clearly any additional measures required under the new scheme. 	Noted.
<p>The current Application Site at Wo Shang Wai (“WSW Project”) had previously obtained s.16 planning approvals, with planning application no. A/YL-MP/229 (MP229) approved in February 2015 and planning application no. A/YL-MP/291 (MP291) approved in July 2020. The two planning applications have the same domestic GFA and plot ratio but different numbers of blocks and building height. Under the aforesaid s.16 planning applications, the applicant proposed to follow the funding arrangements of the original option under the Public-Private-Partnership Scheme of the New Nature Conservation Policy, i.e. project proponent to make a lump sum contribution to the Environment and Conservation Fund (ECF) sufficient to generate recurrent incomes to support the pledged conservation programmes (in the case of the WSW</p>	Noted.

Project, the long-term maintenance and management of the WRA). Conditions pertaining to the aforesaid funding arrangements were imposed for the concerned planning approvals.	
On 26 January 2021, ECF received a lump sum contribution of \$75M from the applicant for the purpose of supporting the long-term maintenance and management of the WRA, and a relevant funding agreement was signed between the applicant and the ECF Trustee on the same date for fulfilling the relevant approval conditions of planning application no. MP291.	Noted.
Subject to the applicant's responses to AFCD's comments, if there is need for the applicant to implement any additional measures to mitigate any additional ecological impacts, this may have an implication on the amount of funding needed so as to sufficiently support the long-term maintenance and management of the WRA, and hence there may also be a need to review and/or adjust the amount of funding that has to be made to the ECF to support the long-term maintenance and management of the WRA as well as the signed funding agreement.	The AFCD's comments will be responded to in our Batch 3 FI submission.