

Form No. S16-1
表格第 S16-1 號

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP.131)

根據《城市規劃條例》(第131章)

第16條遞交的許可申請

2021年10月25日

此文件在 收到・城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到

申請的日期: 25 OCT 2021
This document is received on
The Town Planning Board will formally acknowledge
date of receipt of the application only upon receipt
of all the required information and documents.

Applicable to proposals not involving or not only involving
適用於建議不涉及或不祇涉及:

- (i) Construction of "New Territories Exempted House"
興建「新界豁免管制屋宇」;
- (ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas; and
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) Renewal of permission for temporary use or development in rural areas
位於鄉郊地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/I-SHW/1
	Date Received 收到日期	25 OCT 2021

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.info.gov.hk/tpb/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處(熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

MTR Corporation Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☐ Company 公司 / ☐ Organisation 機構)

N.A.

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable)
詳細地址/地點/丈量約份及地段號碼 (如適用)

Siu Ho Wan Depot, Lantau
(Lot No. 143 in D.D. 346)

(b) Site area and/or gross floor area involved
涉及的地盤面積及/或總樓面面積

☒ Site area 地盤面積 300,658 sq.m 平方米 ☒ About 約
☒ Gross floor area 總樓面面積 1,074,500 sq.m 平方米 ☐ About 約

(c) Area of Government land included (if any)
所包括的政府土地面積 (倘有)

N.A. sq.m 平方米 ☐ About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Siu Ho Wan Outline Zoning Plan No. S/I-SHW/2
(e) Land use zone(s) involved 涉及的土地用途地帶	Other Specified Uses (Railway Depot and Public Transport Interchange with Commercial/ Residential Development)
(f) Current use(s) 現時用途	Railway Depot (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 -

☒ is the sole "current land owner"^{#&} (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」^{#&} (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"^{#&} (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」^{#&} (請夾附業權證明文件)。

☐ is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。

☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

N.A.

就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 -

☐ has obtained consent(s) of "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"[#]
已通知 名「現行土地擁有人」[#]。

Details of the "current land owner(s)" [#] notified 已獲通知「現行土地擁有人」 [#] 的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)向每一名「現行土地擁有人」[#]郵遞要求同意書[&]

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)在指定報章就申請刊登一次通知[&]
- ☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知[&]
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)把通知寄往相關的業主立案法團／業主委員會／互助委員會或管理處，或有關的鄉事委員會[&]

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

- ☐ Type (i) Change of use within existing building or part thereof
第(i)類 更改現有建築物或其部分內的用途
- ☐ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☒ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☒ Type (v) Use / development other than (i) to (iii) above
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1: 可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2: 如發展涉及靈灰安置所用途, 請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請		N/A.	
(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施, 請在圖則上顯示, 並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分		sq.m 平方米 <input type="checkbox"/> About 約
	Non-domestic part 非住用部分		sq.m 平方米 <input type="checkbox"/> About 約
	Total 總計		sq.m 平方米 <input type="checkbox"/> About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足, 請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請		N.A.
(a) Operation involved 涉及工程	<input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約 (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍))	
(b) Intended use/development 有意進行的用途/發展		

(iii) For Type (iii) application 供第(iii)類申請		N.A.												
(a) Nature and scale 性質及規模	<input type="checkbox"/> Public utility installation 公用事業設施裝置 <input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度 <table border="1"> <thead> <tr> <th>Name/type of installation 裝置名稱/種類</th> <th>Number of provision 數量</th> <th>Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米)(長 x 闊 x 高)</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table> (Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米)(長 x 闊 x 高)										
Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米)(長 x 闊 x 高)												

(iv) For Type (iv) application 供第(iv)類申請

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction 地積比率限制 From 由 to 至
Non-domestic GFA for commercial use:
- ☒ Gross floor area restriction 總樓面面積限制 From 由 ..30,000..sq. m 平方米 to 至 ..34,500..sq. m 平方米
(for 4 nos. kindergartens with total of 29 nos. of classrooms)
- ☐ Site coverage restriction 上蓋面積限制 From 由% to 至 %
- ☐ Building height restriction 建築物高度限制
From 由m 米 to 至 m 米
From 由 mPD 米 (主水平基準上) to 至mPD 米 (主水平基準上)
From 由 storeys 層 to 至 storeys 層
- ☐ Non-building area restriction 非建築用地限制 From 由m to 至 m
- ☐ Others (please specify) 其他 (請註明)

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development
擬議用途/發展

Residential, Commercial, Railway Station Concourse & Depot, Public Transport Interchange, Government, Institution or Community Facilities and Schools with Relaxation of Non-domestic GFA for Commercial Use

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

- Proposed gross floor area (GFA) 擬議總樓面面積 1,074,500 sq.m 平方米 ☐ About 約
- Proposed plot ratio 擬議地積比率 N.A. ☐ About 約
- Proposed site coverage 擬議上蓋面積 N.A. ☐ About 約
- Proposed no. of blocks 擬議座數 56
21 to 45 (residential storeys excluding lobby and refuge floor)
Proposed no. of storeys of each block 每座建築物的擬議層數 above a podium of 4 storeys 層
- ☐ include 包括 storeys of basements 層地庫
☐ exclude 不包括 storeys of basements 層地庫
- Proposed building height of each block 每座建築物的擬議高度 +1.12 to +1.68... mPD 米(主水平基準上) ☒ About 約
(Please refer to Layout Plan) m 米 ☐ About 約

☒ Domestic part 住用部分

GFA 總樓面面積

number of Units 單位數目

average unit size 單位平均面積

estimated number of residents 估計住客數目

1,040,000 sq. m 平方米

☐ About 約10,720 Private Residential Units
4,280 Public Housing Flats mainly Subsidised Sale Flats

Private Residential Units: 77

Public Housing Flats mainly Subsidised Sale Flats: 50 sq. m 平方米

☒ About 約

40,500

☒ Non-domestic part 非住用部分☐ eating place 食肆☐ hotel 酒店☐ office 辦公室☒ shop and services 商店及服務行業☒ Government, institution or community facilities

政府、機構或社區設施

☒ other(s) 其他

GFA 總樓面面積

sq. m 平方米

☐ About 約

sq. m 平方米

☐ About 約

(please specify the number of rooms

請註明房間數目)

sq. m 平方米

☐ About 約

34,500

sq. m 平方米

☐ About 約

Including 30,000sq.m. for Commercial (Shopping Mall) and 4,500sq.m. for 4 nos. of kindergartens with a total of 29 nos. of classrooms

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積/總樓面面積)

14 nos. of Social Welfare Facilities as required by Social Welfare Department and 3 nos. of Schools (Floor space disregarded under the OZP. Please refer to Planning Statement for details.)

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積/總樓面面積)

Railway Depot, Railway Station

Concourse, Public Transport Interchange and Covered Walkway (Floor space disregarded under the OZP. Please refer to Planning Statement for details.)

(please specify land area(s) 請註明地面面積)

81,000

sq. m 平方米

☒ Not less than 不少於

sq. m 平方米

☐ Not less than 不少於☒ Open space 休憩用地☒ private open space 私人休憩用地☐ public open space 公眾休憩用地

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用) Please refer to Planning Statement.

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....
.....
.....
.....
.....

(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途
Area Reserved for Future Expansion (Phase 4)

.....

.....

.....

.....

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)

擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例: 2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

2030 to 2040 by phases (tentative)

Please refer to Planning Statement for details

8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排

<p>Any vehicular access to the site/subject building? 是否有車路通往地盤/有關建築物?</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用))</p> <p>(1) A slip road connecting the North Lantau Highway. (2) An access connecting Sham Shui Kok Drive.</p> <p><input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示, 並註明車路的闊度)</p> <p><input type="checkbox"/></p>
<p>Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位?</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示)</p> <p>Private Car Parking Spaces 私家車車位 Residential: 4,677 Residential Visitor: 280 Commercial: 200 Schools & Kindergartens: 34</p> <p>Motorcycle Parking Spaces 電單車車位 Residential: 148 Commercial: 20</p> <p>Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Residential: 18 Social Welfare Facilities: 1</p> <p>Medium Goods Vehicle Parking Spaces 中型貨車泊車位</p> <p>Heavy Goods Vehicle Parking Spaces 重型貨車泊車位</p> <p>Others (Please Specify) 其他 (請列明)</p> <p>Communal Bicycle Parking 500</p> <p>Private Light Bus / 24-seater Van with Tail Lift Social Welfare Facilities: 6</p> <p><input type="checkbox"/></p>
<p>Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位?</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示)</p> <p>Taxi Spaces 的士車位 (including Private Cars Spaces) Schools & Kindergartens: 48</p> <p>Coach Spaces 旅遊巴車位 (including School Buses Spaces) Schools & Kindergartens: 17</p> <p>Light Goods Vehicle Spaces 輕型貨車車位 Commercial: 25</p> <p>Medium Goods Vehicle Spaces 中型貨車車位</p> <p>Heavy Goods Vehicle Spaces 重型貨車車位 Residential: 63 Social Welfare Facilities: 1 Commercial: 13</p> <p>Others (Please Specify) 其他 (請列明)</p> <p>Private Light Bus & Ambulance (shared use) Social Welfare Facilities: 2</p> <p><input type="checkbox"/></p>

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是 <input checked="" type="checkbox"/> No 否 <input type="checkbox"/></p>	<p><input checked="" type="checkbox"/> Please provide details 請提供詳情 The existing facilities of Siu Ho Wan Depot will be re-provisioned to facilitate the Proposed Development. Please refer to Planning.... Statement.</p>																													
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是 <input type="checkbox"/> No 否 <input checked="" type="checkbox"/></p>	<p><input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約</p>																													
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?</p>	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input type="checkbox"/></td> </tr> </table> <p>.....</p> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>Please refer to the technical assessments appended in the Planning Statement which have demonstrated that the Proposed Development is acceptable and satisfactory in urban design, connectivity, landscape, traffic and transport, environmental, air ventilation, visual, drainage, sewerage and utilities aspects.</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/>
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Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/>																													

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

The Proposed Development has achieved the following planning justifications in support of this application:

- (i) Supports Government's vision by optimising the development potential of this 30-hectare waterfront site under the "Single Site, Multiple Uses" model to provide a sustainable community of private and subsidised housing;
- (ii) Unlocks the waterfront for the community by providing a Waterfront Podium Walkway with cycle track connecting with major open spaces, the shopping mall, public transport facilities and the waterfront promenade at Tung Chung East Development;
- (iii) Adopts responsive design with dynamic building height profile, curvilinear building disposition arrangement, air/visual corridors and greenery;
- (iv) Provides convenient access for vehicles, pedestrians and cyclists to major activity nodes and public transport facilities within the Proposed Development, as well as to external road networks and the Tung Chung East Development;
- (v) Provides education and social welfare facilities for a supported and caring community; and
- (vi) Technical assessments have been performed and demonstrated that the Proposed Development is acceptable in urban design, connectivity, landscape, traffic and transport, environmental, air ventilation, visual, drainage, sewerage and utilities aspects.

Please refer to Planning Statement for details.

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 For and on behalf of **MTR Corporation Limited** ☒ Applicant 申請人 / ☐ Authorised Agent 獲授權代理人

Ms. Sharon Liu 
Name in Block Letters
姓名（請以正楷填寫）

General Manager - Town Planning
Position (if applicable)
職位（如適用）

Professional Qualification(s) 專業資格 ☒ Member 會員 / ☐ Fellow of 資深會員
☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會 /
☐ RPP 註冊專業規劃師
 Others 其他

on behalf of 代表 MTR Corporation Limited
☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 15/10/2021 (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

- The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
 (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
 (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。
- The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。
- An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following: N.A.
如發展涉及靈灰安置所用途，請另外填妥以下資料：

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

[@] Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該靈灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	Siu Ho Wan Depot, Lantau (Lot No. 143 in D.D. 346)		
Site area 地盤面積	300,658 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 sq. m 平方米 <input type="checkbox"/> About 約)		
Plan 圖則	Approved Siu Ho Wan Outline Zoning Plan No. S/I-SHW/2		
Zoning 地帶	Other Specified Uses (Railway Depot and Public Transport Interchange with Commercial/ Residential Development)		
Applied use/ development 申請用途/發展	Residential, Commercial, Railway Station Concourse & Depot, Public Transport Interchange, Government, Institution or Community Facilities and Schools with Relaxation of Non-domestic GFA for Commercial Use		
(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	1,040,000 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Not more than 不多於	N.A. <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	34,500 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Not more than 不多於	N.A. <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途	56 Residential Towers and 3 schools above a Podium	

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____	5,884 <small>Private Car Parking Spaces: Residential: 4,677 Residential Visitor: 280 Commercial: 200 Schools & Kindergartens: 34 Motorcycle Parking Spaces: Residential: 148 Commercial: 20 LGV Parking Spaces: Residential: 18 Social Welfare Facilities: 1 Private Light Bus / 24-seater Van with Tail Lift: Social Welfare Facilities: 6 Communal Bicycle Parking Spaces: 500</small>
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 (including Private Cars Spaces) Coach Spaces 旅遊巴車位 (including School Buses Spaces) Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____	169 <small>Taxi Spaces: Schools & Kindergartens: 48 Coach Spaces: Schools & Kindergartens: 17 LGV Spaces: Commercial: 25 HGV Spaces: Residential: 63 Commercial: 13 Social Welfare Facilities: 1 Private Light Bus & Ambulance (shared use): Social Welfare Facilities: 2</small>

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Location Plan, Existing Surrounding Plan, Development Constraint Plan		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Design and Connectivity Proposal, Air Ventilation Assessment,		
Water Supply and Utilities Appraisal		

Note: May insert more than one "✓". 註：可在多於一個方格內加上 "✓" 號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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Tuen Mun - Chek Lap Kok Link
(To Hong Kong Boundary Crossing Facilities of Hong Kong - Zhuhai -
Macao Bridge and its Proposed Topside Development)

Airport Express /
Tung Chung Line

Application Site

North Lantau Highway
Cheung Tung Road

Tai Ho Estuary

Existing Facilities:

1. Sham Shui Kok Traction Substation
2. Sham Shui Kok Substation
3. North Lantau Refuse Transfer Station
4. Kowloon Motor Bus Company Limited Siu Ho Wan Bus Depot
5. Citybus Limited Siu Ho Wan Depot
6. Siu Ho Wan Police Vehicle Pound
7. Organic Resources Recovery Centre Phase 1
8. Siu Ho Wan Water Treatment Works
9. Siu Ho Wan Sewage Treatment Works
10. New Lantau Bus Company Limited Siu Ho Wan Bus Depot
11. Discovery Bay Tunnel Administration Building
12. Siu Ho Wan Government Maintenance Depot
13. Tai Ho Offtake and Piggling Station
14. Luk Hop Yuen Kung
15. Sham Shui Kok Chlorine Loading and Unloading Area

Existing Villages:

16. Pak Mong Village
17. Ngau Kwu Long
18. Tai Ho San Tsuen

Projects Committed / Under Study (by others):

19. Columbarium at Siu Ho Wan
20. Tai Ho Interchange

- Road P1 (Tung Chung - Tai Ho Section)
- Proposed Road P1 (Tai Ho - Sunny Bay Section)
- Tung Chung New Town Extension
- Tung Chung East Development
- Application Site
- Lantau North (Extension) Country Park
- Hong Kong Olympic Trail

LWK
+PARTNERS

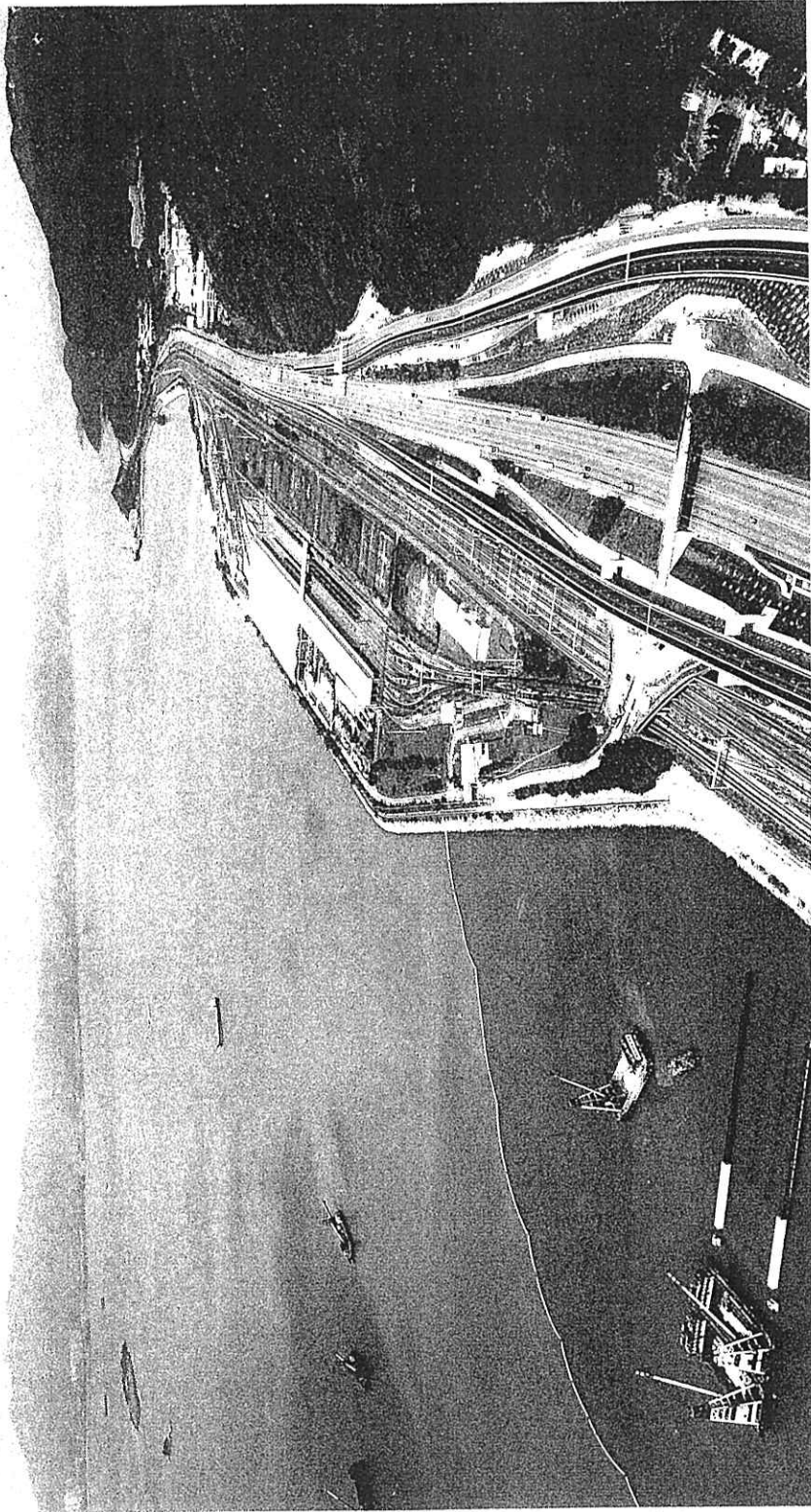
in association with
WSP
ARUP
URBIS
MVA

EXISTING SURROUNDINGS
PROPOSED RESIDENTIAL AND COMMERCIAL
DEVELOPMENT ATOP SIU HO WAN DEPOT



0 100 200 300 400 500m

Figure 2.2



Section 16 Application for Proposed Residential and Commercial Development atop Siu Ho Wan Depot

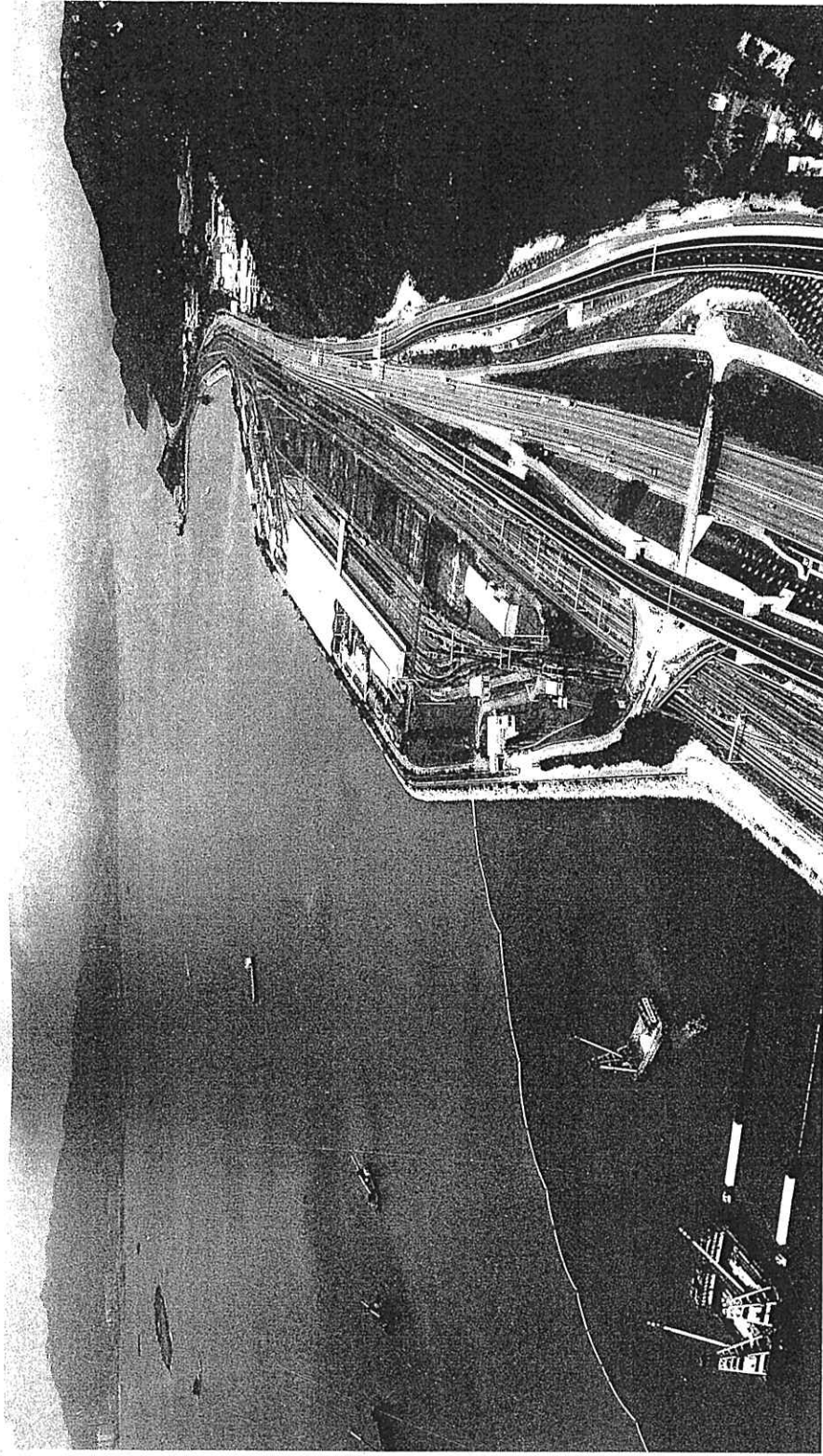


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In collaboration with
ARUP . Urbis . MVA . WSP

October 2021

Appendix Ia of RNTPC
Paper No. A/I-SHW/1
(Volume 1 of 2)
Volume 1 of 2
Planning Statement
Appendix I - Urban Design and Connectivity Proposal
Appendix II - Landscape and Tree Preservation and Removal Proposal
Appendix III - Traffic and Transport Impact Assessment



Section 16 Application for Proposed Residential and Commercial Development atop Siu Ho Wan Depot

October 2021

Volume 2 of 2

- Appendix IV - Environmental Assessment
- Appendix V - Air Ventilation Assessment
- Appendix VI - Visual Impact Assessment
- Appendix VII - Drainage Impact Assessment
- Appendix VIII - Sewerage Impact Assessment
- Appendix IX - Water Supply and Utilities Appraisal



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2 December 2021

RECEIVED

2021 DEC -2 P 2: 25

BY EMAIL & BY HAND

The Secretary
Town Planning Board
c/o Planning Department
15/F, North Point Government Offices
333 Java Road, North Point,
Hong Kong

TOWN PLANNING BOARD

Dear Sir / Madam,

**Application for Permission under Section 16 of the Town Planning Ordinance for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Proposed Layout Plan Submission – Application No. A/I-SHW/1**

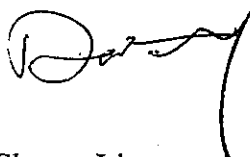
We refer to the captioned application under Section 16 of the Town Planning Ordinance submitted on 15 October 2021. We also refer to the comments from various Government departments conveyed through Sai Kung and Islands District Planning Office (DPO/SKI) of Planning Department (PlanD) on 16 November 2021.

In response to the comments received, we provide herewith a response-to-comments table with attachments for your consideration. We trust the comments from the Government Departments are satisfactorily addressed.

As our responses are technical clarifications which would not incur any material change to the submitted scheme, the Town Planning Board's processing of the planning application within the statutory time period should not be affected.

Should you have any queries, please feel free to contact the undersigned or our Mr. Dave Ng at 2993 3979.

Yours faithfully,

PP 

Sharon Liu
General Manager – Town Planning

Encl. Responses-to-Comments table with attachments (70 copies)

c.c. DPO/SKI, PlanD (Attn.: Ms. Caroline TANG)

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
	Comments from Chief Architect/Central Management Division 2, Architectural Services Department Received on 16 November 2021	
1.	It is noted that the proposed Siu Ho Wan Topside Development mainly consists of 56 nos. of residential towers (49 nos. of private + 7 nos. of subsidised) with building height ranges from 112mPD to 168mPD, As mentioned in "Executive Summary" of the planning statement, "Building height will be within the Airport Height Restriction of 180mPD to 191mPD under future 3-Runway System as formulated by Civil Aviation Department", we would have no comment from architectural and visual impact point of view, subject to PlanD's view.	Noted with thanks.
2.	The length of most of the residential blocks, except T24, T25, T53 to T56, appear to be more than 60m, which may have adverse impact on the air ventilation and visual permeability. The applicant is advised to comply with the building separation requirements of the design guidelines promulgated in PNAP APP-152.	The Sustainable Building Design Guidelines as stipulated under PNAP APP 151 and 152 will be complied with and to be submitted to the Buildings Department for approval during implementation stage. An enquiry pre-submission has also been made to Buildings Department.
3.	For proposed social welfare / community facilities / central parks, the applicant is recommended to create a pedestrian-friendly environment by providing barrier-free access/ facilities, adequate shading devices, seating area and greening, etc. to enhance enjoyment of the public spaces.	The Urban Design and Connectivity Proposal (Appendix I of the Planning Statement) and Landscape and Tree Preservation and Removal Proposal (Appendix II of the Planning Statement) have taken into account the pedestrian comfort and enjoyment as far as possible. Interconnected open spaces, comfortable seating space, extensive shade tree planting and greening are proposed within the Proposed Development. A Comprehensive covered walkway network is proposed to provide all-weather connectivity throughout the Proposed Development. Barrier Free Access will also be provided in accordance with the Design Manual – Barrier Free Access published by the Buildings Department. Further introduction of pedestrian-friendly features will be favorably considered and incorporated where appropriate in the detailed design stage.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
	Comments from Director-General of Civil Aviation Received on 16 November 2021	
4.	<p><u>Helicopter Operations</u></p> <p>2. The proposed development might block one of the current GFS' major flight routes (the North Lantau Expressway [NLE]) which is the helicopter route that operates between Pak Mong and Toll Plaza (Route 9) to join Toll Plaza Route (Ref. AIP Hong Kong AD 2.22 para. 18.3.1 and AD 2-VHHH-CTR-2). This NLE flight route is at present usually used for GFS essential operations at 500ft (normal operating altitude) along the coast line when weather situation precludes the use of other routes (e.g. Silvermine Pass and Tung Chung Pass).</p> <p>The development plan may induce new restrictions / blockage on the usage of the NLE route, taking into consideration Cap 448C, Schedule 14 (Low Flying). On the other hand, considering the impact on South Runway movement, helicopter holding procedures may be required. Despite the establishment of the operational forward base at Kai Tak, Hong Kong International Airport (HKIA) remains the headquarters base of GFS. GFS should be duly consulted on the possible impact of the development on helicopter operations to / from HKIA.</p>	According to the Planning Department, GFS has also been consulted on the S16 Application and no adverse comment has been received.
5.	<p>3. It is noted that to resolve the impact of the development and reclamation of Tung Chung on the Emergency Response operations of GFS, it was decided that the alternative was to establish a Forward Base for GFS operations to address the use of the NLE in adverse weather conditions which will place constraints on the Tung Chung reclamation and development. A land search was carried out and Kai Tak was identified to be the Forward Base of GFS.</p> <p>Therefore, during adverse weather when Silvermine and Tung Chung Pass cannot be used, the Emergency Response will be carried out from the Forward Base in Kai Tak. The use of NLE during bad weather will not therefore be an issue.</p> <p>The proponent may wish to check up on this and consult GFS to verify the above.</p>	

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
6.	<p><u>Aircraft Noise</u></p> <p>4. It is noted that comments had been offered during the pre-submission stage of this planning application, namely (1) the use of acoustic insulation in form of well-gasketed window to enhance the indoor living environment and (2) re-provisioning of our outdoor noise monitoring terminal. It is noted the use of acoustic insulation had been already been incorporated into Appendix IV - Environmental Assessment in this submission, hence we have no comments.</p>	<p>Noted with thanks.</p>
7.	<p>Also, CAD would like to remind the applicant that as one of the outdoor noise monitoring terminals of CAD's Aircraft Noise and Flight Track Monitoring System is currently installed at the Siu Ho Wan Depot, the applicant and/or developer is requested to provide suitable re-provisioning of this equipment and in consultation with CAD during planning, development and operation stage of the project.</p>	<p>The proposed location of the re-provision noise monitoring terminals of CAD's Aircraft Noise and Flight Track Monitoring System would be submitted to CAD for consultation in the detailed design and construction stages.</p>
Comments from Head of the Geotechnical Engineering Office, Civil Engineering and Development Department Received on 16 November 2021		
8.	<p>Please ask the applicant to clarify the details of the proposed development including any site formation, how the slopes adjacent to the Lot may affect or be affected by the proposed development, and whether any further studies may be required.</p>	<p>Please be advised that the Proposed Development involved Proposed Residential, Commercial, Railway Station Concourse & Depot, Public Transport Interchange (PTI), Government, Institution or Community (GIC) Facilities and Schools with Relaxation of Non-domestic Gross Floor Area (GFA) for Commercial Use at Siu Ho Wan Depot. No basement works will be involved in this development. Minor site formation works, such as temporary cut slope for pile cap construction, will be involved and will be further reviewed and submit to relevant government department in accordance with the Building Ordinance.</p> <p>Refer to Drawing No. TOPO A3 in Attachment 1, the 1:5000 scale topographical map with indication of site boundary extent and the location of the adjoining features, there are total 4 nos. of features exist</p>

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

Comments Received from Government Bureaux / Departments	Responses																									
	<p>and adjacent to the project site. Below shows the brief summary of the concerned features:-</p> <table><tr><th>Feature No.</th><th>Maintenance Party</th><th>C-T-L Category</th><th>Maximum Height</th><th>Average Angle</th></tr><tr><td>10NW-C/F40</td><td>MTRC</td><td>2</td><td>4.5m</td><td>30°</td></tr><tr><td>10NW-C/F18</td><td>MTRC</td><td>2</td><td>6.5m</td><td>50°</td></tr><tr><td>10NW-C/C52</td><td>MTRC</td><td>1</td><td>7m</td><td>35°</td></tr><tr><td>10NW-C/F19</td><td>MTRC</td><td>2</td><td>6m</td><td>40°</td></tr></table> <p>According to GEO TGN-15, the proposed site falls within the travel angle of the above slope features, therefore, it is considered that the above slope features may affect/ be affected by the proposed development. The stability of these Features shall be further reviewed in detail design stage, upgrading works shall be proposed if necessary.</p> <p>At the south of the project site, there are natural terrain catchment with number of natural stream course. From the topographic map available, the angular elevation of the natural terrain overlooking the site is less than 20° (see Attachment 2), therefore, according to GEO report No.138, section 2.3.4, the proposed development does not meet the “Alert Criteria” and Natural Terrain Hazards study is not required.</p> <p>Please also be advised that the above responses contain the essential contents of a Geotechnical Planning Review Report in support of planning applications.</p>	Feature No.	Maintenance Party	C-T-L Category	Maximum Height	Average Angle	10NW-C/F40	MTRC	2	4.5m	30°	10NW-C/F18	MTRC	2	6.5m	50°	10NW-C/C52	MTRC	1	7m	35°	10NW-C/F19	MTRC	2	6m	40°
Feature No.	Maintenance Party	C-T-L Category	Maximum Height	Average Angle																						
10NW-C/F40	MTRC	2	4.5m	30°																						
10NW-C/F18	MTRC	2	6.5m	50°																						
10NW-C/C52	MTRC	1	7m	35°																						
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**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
	Comments from Head of Sustainable Lantau Office, Civil Engineering and Development Department Received on 16 November 2021	
9.	<p>(ii) Section 6.1.5:</p> <p>We noted that "the existing Sham Shui Kok Drive will be upgraded to single 2-lane carriageway, as far as practicable", please advise the implementation parties of the Sham Shui Kok Drive upgrading works and whether reclamation is required for the upgrading works. And We wish to reiterate that neither upgrading/provision of (i) Sham Shui Kok Drive nor (ii) access road in right vicinity of depot is part of the scope of Engineering Study of Road P1 (Tai Ho - Sunny Bay Section).</p>	<p>MTRC will be responsible for the upgrading works of the subject Sham Shui Kok Drive. There will be no reclamation required for the upgrading works and the Sham Shui Kok Drive is proposed to be widened to the south side to avoid affecting the existing seawall.</p>
10.	<p>(iii) Annex 2.3 and 5.2.3 (C) of Appendix I:</p> <p>Please be informed that as regards "footbridge connection to possible footbridge by Government (Subject to detailed design)", currently CEDD have no plan to provide such footbridges for connection to the topside development.</p>	<p>The "footbridge connection to possible footbridge by Government (Subject to detailed design)" is proposed to allow flexibility for future connection to Road P1. MTRC will coordinate with CEDD and their consultants of the Road P1 (Tai Ho to Sunny Bay Section) Investigation Study regarding the project interface issues.</p>
11.	<p>(iv) One of the possible alignment of Road P1 under consideration would likely route through the existing barging point for train/rail in Siu Ho Wan. Please take note on the potential interfacing issue between barging activities and Road P1. Further meetings and liaisons are required to sort out this interface issue.</p>	<p>Noted with thanks. MTRC will liaise with CEDD and their consultants to identify and resolve the project interface issues.</p>

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
12.	(v) MTRCL should continue to closely liaise with CEDD and their consultants for Engineering Study on Road P1 (Tai Ho - Sunny Bay Section) (namely Road P1 Study) to identify and resolve project interface issues including but not limited to access points, road/footbridge connection, programme, etc. to ensure that the design and construction of Road P1 (Tai Ho - Sunny Bay Section) will not be unduly affected. The alignment, promenade, layout, connections, preliminary design, etc. of Road P1 are yet to be determined and subject to Road P1 Study. The arrangement for the interface should be subject to Road P1 Study, further discussion among relevant departments / parties, and agreement of CEDD.	Noted with thanks. MTRC will liaise with CEDD and their consultants to identify and resolve the project interface issues.
13.	(vi) Works Contract No. NL/2020/07 Tung Chung New Town Extension - Tai Ho Interchange has commenced in October 2021. MTRCL is reminded to closely liaise with CEDD project team on the interface matters.	Noted with thanks. MTRC will liaise with CEDD and their consultants to identify and resolve the project interface issues.
Comments from Director of Drainage Services Received on 16 November 2021		
14.	<u>DIA (Appendix VII)</u> 1. Section 6 - The conclusion should also mention that sensitivity test has been conducted with back water analysis for the end-21st century scenario and it was found that there are still sufficient freeboard.	Please refer to Attachment 3 for the updated Section 6.1.4 with the required technical clarification added.
15.	<u>SIA (Appendix VIII)</u> 2. Please note that the comments of this department on the sewerage aspect are subject to the views and agreement of the Environmental Protection Department ("EPD"), as the planning authority of sewerage infrastructure.	Noted with thanks.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses		
16.	3. Paragraph 3.1.5 - Please provide with copy of relevant correspondence for reference. Please note that the proposed sewerage arrangement should be subject to the agreement of the EPD as the planning authority of sewerage infrastructure.	<p data-bbox="264 913 300 1059">Please refer to Attachment 4 for the relevant correspondence.</p> <p data-bbox="344 913 526 1059">The subject S16 Application has also been circulated for EPD's comments. Please refer to Item 28 of this RtoC Table for EPD's response indicating they have no major comments on the Sewerage Impact Assessment and no in-principal objection to the subject S16 Application. Item 28 of this RtoC Table is extracted below for your easy reference.</p>		
		RtoC Item No.	Comments of Director of Environmental Protection Received on 16 Nov 2021	Response from MTRC dated 2 Dec 2021
		28.	3. We have no major comments on the environmental assessment (EA) report for the proposed development (including the phasing) and the sewerage impact assessment (SIA) report and the proposed mitigation measures. Other minor comments on the EA & SIA are appended at Annex A. In short, we have no objection in principle on the subject application proposal including the proposed relaxation of non-domestic GFA restriction from environmental perspective.	Noted with thanks.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
17.	4. Sections 4.2 and 4.4 - Please clarify if the proposed sewerage network (including the proposed sewage pumping system) will support the Phase 4 development (or not). According to the sewerage assessment under the EIA (AEIAR-213/2017), the total sewage flow in ADWF was about 12,100 m ³ /day including all 4 phases (i.e. 3,736 + 2,582 + 2,850 + 2,908 = 12,076 approx.).	Please be clarified that the current S16 Application includes Phases 1 to 3 development to provide 15,000 units and Phase 4 proposed as land reserved for future expansion. According to the Sewerage Impact Assessment, a sewage flow of 12,752 ADWF is estimated for Phases 1 to 3 development. The proposed sewerage network (including the proposed sewage pumping system) is designed with flexibility with consideration regarding the future development in Phase 4.
18.	5. Paragraph 4.2.6 - Please provide with drawing(s) or sketch(es) showing sectional view(s) of the proposed rising main arrangement for reference.	MTRC will liaise with the relevant Government Departments on proposed rising main arrangement. Drawings or sketches showing sectional views of the raising main will be provided in detailed design stage.
19.	6. Appendix C - Please clarify the assumed operation mode of the proposed pumping station adopted for the assessment. Please review the design flows for the rising main concerned which shall be based on the design pump flows distributed to the rising main concerned according to the assumed operation mode (i.e. the total flow of the pumps in operation divided by the number of rising mains in operation).	MTRC will liaise with the relevant Government Departments on the operation mode of the proposed pumping station. The assumed operation mode of the proposed sewage pumping station will be provided in detailed design stage.
20.	Kindly note that this is a coordinated reply of the HK&ID and LDD of the DSD.	Noted with thanks.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

Comments Received from Government Bureaux / Departments		Responses
Comments from Secretary for Education Received on 16 November 2021		
21. <u>School</u>		Noted with thanks.
2. In the Responses-to-Comments (R-to-C) table prepared by MTRCL, we noted that MTRCL has provided response to our comment on the fire safety issue as below: <i>"In terms of fire safety, EVAs serving the schools are proposed at +33.5mPD as well as the schools' escape staircases' discharges which could lead to the ultimate place of safety through the designated route of the podium deck. The proposed fire safety provision for the 3 nos. of schools have also been included in the submitted Fire Engineering Report for BD's & FSD's approval."</i>		
22.	3. We have no further comments on the planning application in question on condition that BD and FSD approve MTRCL's Fire Engineering Report.	Noted with thanks.
23.	4. Safety of students is the prime concern of EDB. We would be appreciated if MTRCL would update on the proposed fire safety measures in the course of the development. Thank you.	The proposed 3 nos. of school buildings in the current S16 application would be designed in accordance with the prevailing Code of Practice for Fire Safety in Buildings. The proposed fire safety measures including the overall evacuation strategy for the topside development has been submitted to Buildings Department and Fire Services Department for approval.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government bureaux / Departments**

	Comments Received from Government Bureaux / Departments Received on 16 November 2021	Responses
	<u>Electricity Safety</u>	
24.	<p>Please note that CLP Power Hong Kong Limited (CLP) should be responsible for the planning, design, construction (except customer substation provided by the developer), operation and maintenance of the electricity supply facilities to meet the electricity demand of the concerned development. In case the need for any additional electricity supply facilities (i.e. a new electricity substation) is identified by CLP, CLP would submit new project proposals to Environment Bureau (ENB) and Electricity Team (ET) would provide technical support to ENB in assessment of the project proposals. As such, ET has no specific comment on the electrical supply arrangement for the development concerned at this stage. The developer is advised to liaise closely with CLP regarding the electricity supply arrangement and schedule to meet the need of the development.</p>	Noted with thanks.
25.	<p>On the other hand, we observed that there might be some unclear information indicated in the tentative cable route for the electricity supply to the proposed development given in Appendix IX - Water supply and Utilities Appraisal. It is noted that a new 132kV substation is proposed to provide electricity supply for the proposed development while the tentative routes of cables from CLP's Sham Shui Kok 132kV Substation to the development site are indicated to be for 11kV cables only in Figure No. 3.2 of Appendix IX - Water Supply and Utilities Appraisal (page 3210/3214 of the pdf file named "20211015_SHD LP submission Package_Vol 2 of 2_full set"). It is in doubt whether there should also be some 132kV cables to be laid between the two locations for the electricity supply to the proposed development.</p>	<p>Please be clarified that there are existing 132kV cables in the vicinity of the Application Site. Please refer to Attachment 5 for the updated Figure 3.2 of the Water Supply and Utilities Appraisal. MTRC will coordinate with CLP on the lead-in location for the 132kV substation in the Proposed Development.</p>

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

Comments Received from Government Bureaux / Departments		Responses
Comments from Director of Environmental Protection Received on 16 November 2021		
26.	2. Based on the information submitted, it is noted that the current layout plan submission covers residential development at Phase 1 to Phase 3 Sites with Phase 4 site reserved for future housing development. It is also understood that separate submission is needed at a later stage when Phase 4 development is materialised in future.	Noted with thanks.
27.	3. We have no major comments on the environmental assessment (EA) report for the proposed development (including the phasing) and the sewerage impact assessment (SIA) report and the proposed mitigation measures. Other minor comments on the EA & SIA are appended at Annex A. In short, we have no objection in principle on the subject application proposal including the proposed relaxation of non-domestic GFA restriction from environmental perspective.	Noted with thanks.
28.	4. Please note that the Government announced the first Hong Kong Roadmap on Popularisation of Electronic Vehicles (EVs) (the Roadmap) in March 2021, setting out the long-term policy objectives and plans to promote the adoption of EVs and their associated supporting facilities in Hong Kong. In addition, the provision of EV charging facilities are crucial to support mass adoption of EVs in order to reach zero vehicular emissions as set under the Hong Kong's Climate Action Plan 2050 which was announced in October 2021. In view of the above, please advise the Applicant to take into account the EV charging facilities during the early planning stage of the design of the <u>Public Transport Interchange (PTI)</u> and the <u>parking spaces</u> , <u>by incorporating into the latest requirement and technical guideline</u> regarding the <u>installation of EV charging facilities</u> so as to cater for the anticipated increase in the wider use of EVs.	Noted with thanks. EV charging facilities will be provided under the latest requirement and technical guideline for the proposed transport facilities in response to the Roadmap.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
29.	5. Regarding the proposed sewage pumping station at the eastern end of the proposed development, the current submission indicated the new twins rising mains will be designed to cater for the ultimate development scenarios. Please advise MTRC to ensure the design capacity of the rising main is sufficient for handling sewage generated from Phase 4 development and to allow flexibility in the design of the new sewage pumping station for further expansion to handle the additional flow from Phase 4 development.	Please be confirmed that the proposed rising mains are designed to meet the potential increment in sewage quantity of the ultimate scenario (with Proposed Development, future Phase 4 development, future station at Siu Ho Wan and Siu Ho Wan Depot).
30.	7. Under the current proposal, all the residential towers of the proposed development are situated outside the Consultation Zone (CZ) of Siu Ho Wan Water Treatment Works (SHWWTW). As such, no interface problem between the proposed development and the CZ of SHWWTW is anticipated.	Noted with thanks.
31.	8 The entire site falls outside NEF25 contour, hence adverse aircraft noise impact is not anticipated. Having said that, the recommendation as stipulated in Para. 11.2.10 of the Explanatory Statement of the Siu Ho Wan OP has been taken into account in Section 2.2.7 of the Environmental Assessment.	Noted with thanks.
32.	9. Under the current layout plan, the Depot is proposed to be replanned to the Phase 1 to Phase 3 sites (~25ha). This is different to the design originally proposed in the Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works and stipulated in the Environmental Permit (EP) (i.e. covering the Phase 1 to Phase 4 sites). Please remind MTRC to observe the implication under the EIAO and submit application for variation of an EP as necessary.	Application for variation to Environmental Permit will be made on changes on Siu Ho Wan Depot boundary and the associated mitigation measures, if any.
33.	Air Aspect TD's endorsement on traffic forecast data shall be provided.	Please refer to Attachment 6 for email by the Transport Department indicating no comment on the methodology of the traffic forecast.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
34.	<p><u>Sewerage Aspect</u> <u>Planning Statement</u></p> <p>Paragraph 4.6.4 1. Please delete the last sentence “, which have recently secured main works funding and would be completed in 6.5 years from now.”</p>	<p>Please refer to Attachment 7 for the updated paragraph 4.6.4 of the Planning Statement.</p>
35.	<p><u>Appendix VIII</u></p> <p>Paragraph 2.1.1 2. PlanD's memo dated 26 Oct 2021 stated that the applicant applies for relaxation of maximum non-domestic GFA for commercial use from 30,000m² to 34,500m² with the additional 4,500m² intended for kindergartens with in the private commercial portion of the development. However, Para. 1.1.2, 2.1.1 and Table 2.1 show that commercial GFA is still 30,000m². Please clarify.</p>	<p>Please be clarified that the Proposed Development includes 30,000m² GFA for commercial (shopping mall) and 4,500m² GFA for commercial (4 kindergartens with 29 classrooms) which adds up to a total of 34,500m² non-domestic GFA for commercial uses. In the SIA, commercial (shopping mall) and commercial (kindergartens) are using different flow factors.</p> <p>The “maximum non-domestic GFA of 30,000m² for commercial use” in paragraph 1.1.2 is a direct copy of the requirement stipulated under the Notes of the OZP. As such the subject S16 Application involves proposed relaxation of the maximum non-domestic GFA for commercial use of 4,500m² to allow commercial operation of the 4 kindergartens.</p> <p>The 30,000m² GFA shown in paragraph 2.1.1 and Table 2.1 of the SIA refers to the GFA for commercial (shopping mall).</p>
36.	<p>Table 2.2 3. Number of Students / Staff is different with that in Appendix A. Please check.</p>	<p>Please be confirmed that the numbers of Student/Staff for Kindergarten and Primary/Secondary School are tally in both Table 2.2 and Appendix A.</p>
37.	<p>Paragraph 4.2.4. 4. Please ensure the design capacity of the RM is sufficient for handling sewage generated from Phase 4 development. Also, the SPS should allow flexibility for further expansion to handle the additional flow from Phase 4 development.</p>	<p>For SPS future expansion, the flexibility for Phase 4 possible development will be taken into consideration. The proposed twin rising main are designed to cater for the ultimate development scenarios (with Proposed Development, future Phase 4 development, future station at Siu Ho Wan and Siu Ho Wan Depot).</p>

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	Comments Received from Government Bureaux / Departments	Responses
38.	Paragraph 5.1.1 5. Please revise accordingly: " DSD has allowed total sewage flow of about 21,300m ³ /day ADWF from the Proposed Development (Phase 1 - 4), SHO Station and SHD in the design of the SHWSTW expansion..." .	Please refer to Attachment 8 for the updated paragraph 5.1.1 of the SIA.
39.	6. The total allowed sewage flow of about 21,300 m ³ /d includes discharges from Phase 1-4 topside development, SHO and SHD while 12,679 m ³ /d is only the estimated flow from Phase 1-3. Please advise the estimated flows of Phase 4, SHO Station and SHD to demonstrate the total flow would not exceed 21,300 m ³ /d	The SIA has included consideration regarding the potential increment in sewage quantity of the ultimate scenario (Proposed Development, future Phase 4 development, future SHO Station and SHD) with a total sewage flow of up to about 21,300 m ³ /day ADWF. Under the current S16 Application, Phase 4 is proposed as land reserved for future expansion. The technical feasibility for future Phase 4 development will be subject to future S16 application.
Comments from Director of Fire Services Received on 16 November 2021		
40.	Please be informed that I have no objection in principle to the captioned proposal subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the Director of Fire Services.	Noted with thanks.
41.	2. Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans.	Noted with thanks.
42.	3. Furthermore, the EVA provision in the captioned site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by the Buildings Department.	Noted with thanks.

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	Comments Received from Government Bureaux / Departments	Responses
	Comments from District Officer (Islands), Home Affairs Department Received on 16 November 2021	
43.	2. I inform you this office has the following comments-	Noted with thanks.
44.	3. Sam Heung (Pak Mong, Ngau Kwu Long and Tai Ho) is the village environ in the next vicinity of that mega scale housing development. Villagers there might thus have concern over the extent of their livelihood be affected as arising from the development, especially on the ventilation and visual impact.	The surrounding context of the Application Site has been considered and assessed in the Planning Statement. A Visual Impact Assessment and Air Ventilation Assessment has been conducted and the results demonstrate no insurmountable adverse impacts in terms of air ventilation and visual impacts are envisaged by the Proposed Development.
45.	4. It is noted from Part 9 that the applicant stated that the proposed development is acceptable and satisfactory in various aspects including the above-said two. Nevertheless, for smooth implementation of the development, the applicant/developer is advised to take note of the possible concern by the stakeholders in Sam Heung and to engage them in appropriate time accordingly.	Noted with thanks. MTRC will take note of the possible concern by relevant stakeholders and engage them in a timely manner.
	Comments from Director of Housing Received on 16 November 2021	
46.	1. <u>Open Space Provision (Planning Statement Section 4.5.3)</u> While an overall provision of 2 sq.m. of open space per resident is proposed for Phases 1 to 3, the provision standard of open space in the public housing portion is 1 sq.m. per resident in accordance with the Hong Kong Planning Standards and Guidelines for the enjoyment of public housing residents. The actual provision of open space is subject to detailed design.	MTRC will coordinate with relevant Government departments. The actual provision of open space in the subsidised housing portion will be subject to detailed design.

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	Comments Received from Government Bureaux / Departments	Responses
47.	<p><u>2. Greenery Coverage (Planning Statement Section 4.5.5)</u></p> <p>It is noted and agreed that greenery coverage at the Proposed Development will be in accordance with PNAP APP-152 - Sustainable Building Design Guidelines (SBDG), as stated in the Planning Statement, which states that the required minimum site coverage of greenery shall make reference to the site area.</p> <p>Regarding items 1 and 2, please ensure the descriptions on open space provision and greenery coverage as stated in the Planning Statement (Para. 4.5.3 & 4.5.5) are consistent with those stated in Appendix I - Urban Design and Connectivity Proposal (Para. 4.4.2) and Appendix II - Landscape and Tree Preservation and Removal Proposal (Para. 4.2.2 & 4.2.4).</p>	<p>MTRC will coordinate with relevant Government departments on the site coverage of greenery.</p> <p>Please also be confirmed that there is no inconsistency in the descriptions on open space and greenery coverage presented in paragraph 4.5.3 and 4.5.5 of the Planning Statement, paragraph 4.4.2 of the Urban Design and Connectivity Proposal and paragraph 4.2.2 and 4.2.4 of the Landscape and Tree Preservation and Removal Proposal.</p>
48.	<p><u>3. Compensatory Planting (Appendix II - Landscape and Tree Preservation and Removal Proposal Section 5.5)</u></p> <p>Under the prevailing practice for tree planting at public housing development and greening policy of HA/HD, tree planting within public housing is not treated as compensatory planting associated with the site enabling works carried out by other party but treated as new tree planting instead. Based on the preliminary design, a total of about 286 trees could be contributed as new tree planting within the public housing portion, and the final new tree planting number will be subjected to detailed design.</p>	<p>MTRC will coordinate with relevant Government departments. The actual tree planting number in the subsidised housing portion will be subject to detailed design.</p>
49.	<p><u>4. Indicative List of Proposed Plant Species (Appendix II - Landscape and Tree Preservation and Removal Proposal Tables 4.3 & 4.5)</u></p> <p>The list is considered as design reference only. It is understood that the list should not be regarded as any commitment for the public housing portion and flexibility on the plants' selection should be allowed at later design stage.</p>	<p>Noted with thanks. The actual plants selection will be subject to detailed design.</p>

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Comments Received from Government bureaux / Departments	Responses
Comments from Director-General of Communication Received on 16 November 2021	
<p>50. 3. we notice from Section. 6.1 of Appendix IX Water Supply and Utilities Appraisal of the submission that the applicant would consult telecommunication companies at the detailed design stage with respect to connection and routing arrangement of the telecommunications cables. We also notice that the proposed development includes facilities like shopping mall and PTI which may require indoor mobile network coverage for public use. Given that mobile services have become essential in everyone's daily life, we urge the applicant to engage mobile network operators in the design stage regarding the provision of mobile coverage in the area of development. In this connection, in case the contact information of the relevant telecommunications companies and mobile network operators are needed, please ask the applicant to contact this office (Attention: Mr. Alex Lam at email: alexlam@ofca.gov.hk and telephone number: 2961 6667) direct.</p>	<p>Noted with thanks. MTRC will liaise with telecommunication companies during the detailed design stage for connection and routing arrangement of the telecommunications cables.</p>
Comments from Chief Town Planner/Urban Design and Landscape, Planning Department Received on 16 November 2021	
<p>51. <u>Air Ventilation</u></p> <p><u>Comments to Consultant</u></p> <p>1. Final Scheme - The consultant should confirm whether the Proposed Scheme or Revised Scheme is the final scheme adopted for this s.16 planning application. Please also note that we would not consider nor offer comments on any intermittent scheme.</p>	<p>Please be confirmed that the Revised Scheme is the final scheme adopted for the current S16 Application.</p>

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	Comments Received from Government Bureaux / Departments	Responses
52.	2. Further mitigation measures – Referring to the VR contour plots shown in Appendix B, it appears that provision of additional empty bays as well as re-oriented school premises could only slightly enhance the air ventilation, but not effective especially at pedestrian areas within the subject site. The consultant should review/explore more effective mitigation measures where appropriate. Otherwise, strong justification for proposing the Revised Scheme and the constraints for not designing more mitigation measures should be provided.	Please be clarified that the wind enhancement measures are optimised under the Revised Scheme. Due consideration is also given to optimise housing supply, as well as to provide the necessary facilities to serve the community, under the site constraints imposed by the railway depot underneath. The results of the AVA indicated that there would be no insurmountable ventilation impact to the surrounding areas imposed by the Proposed Development with some wake zones unavoidably created within the Application Site.
53.	3. Accuracy of the simulation results (section 4.3) – It appears that there are some abnormal flow patterns in the VR contours in the area around the slope. The consultant should clarify and make sure the proper grid arrangement in these area. Otherwise, the accuracy of the simulation results would be doubtful.	Please be confirmed that the mesh has been optimized, and the results has reached the steady state. A difference in wind pattern on the slope area between the Baseline Scheme and the Proposed/Revised Scheme would be resulted by the interactions between the high-rise residential towers and the wake zone of the slope.
54.	4. The consultant should spell out the fact that as indicated in Contour Plot of Annual Weighted VR, much taller residential towers under the Proposed and Revised Schemes would create a larger wake region in the downstream areas when compared with the Baseline Scheme, in particular in the central portion of the subject site near the planned schools and waterfront area. <ul style="list-style-type: none"> • Proposed and Revised Schemes (sections 2.3.2 and 2.3.3) – Breezeways and air paths should not have substantial structures that would hinder the air flow through them. Apart from the MoE staircases and shuttle lift lobbies as mentioned in 3rd paragraph of section 2.3.2, it appears that part of the tower blocks are also protruding inside the four 30m-wide proposed breezeways and six 15m-wide air paths. The MoE staircases (5m(W) x 6m(W) x 5m(D)) and shuttle lift lobbies (10m(W) x 16m(W) x 5m(D)) are also substantial structures obstructing wind flow if fully located within the breezeways and airpaths. Please re-adjust the block layout to avoid any structures encroaching the breezeways and air paths. 	Please refer to Sections 4 and 5 of Attachment 9 for the relevant paragraphs from the AVA report with the technical clarifications added. While some unavoidable minor portion of the transfer plate will intrude the breezeways/airpaths locally due to the structural constraints on the topside development imposed by the railway depot. Please be clarified that there would be no substantial structures within the breezeways and airpaths under the current S16 Application and the residential tower structures will be kept clear from the breezeways and airpaths. The MoE staircases and shuttle lift would be located such that the majority bulk of the structure would be situated outside the breezeway/airpaths, and thus minimising the intrusion as shown in Annex 2.6 in Appendix A3 of the AVA report. Nevertheless, the effect of these minor intrusions has been taken into account in the simulation results of the air ventilation assessment.

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55.	5. Revised Scheme (Section 2.3.3) – Please advise whether the applicant is the implementation agent for the additional mitigate measure “re-oriented Primary School”. If not, how it could be implemented.	The Primary School will be implemented according to the Layout Plan under the S16 Application, subject to approval by the Town Planning Board.
56.	6. Special test points within the subject site (section 3.4.3) - Special Test Points under Proposed Scheme has not been provided.	Please refer to Attachment 11 for the location of Special Test Points. With the largely identical building layouts, the location of Special Test Points of the Proposed Scheme and the Revised Scheme would be the same.
57.	7. Overall ventilation performance (sections 4.1 and 4.2) –The Consultant states that the Proposed and Revised Schemes have slightly higher SVR and LVR at the immediate and local environment of the subject site when compared with the Baseline Scheme under both annual and summer conditions. However, the VR contour plots show that the pedestrian wind environment within the subject site under both schemes are generally worse than that under Baseline Scheme. The three planned school sites and its pedestrian area, the waterfront area and phase 4 site are of particular concern. The consultant should set out such facts and provide discussions about such adverse air ventilation. As mentioned in paragraph 2 above, the consultant should review/explore more effective mitigation measures where appropriate. Otherwise, strong justification for proposing the Revised Scheme and the constraints for not designing more mitigation measures should be provided.	Please refer to the technical clarifications added to Sections 4.1 and 4.2 of Attachment 9 of the AVA report.
58.	8. Empty bays under Proposed Scheme (section 4.3 and Appendix A3) - There is no legend for the empty bays on Appendix A3. Please confirm whether the dotted building lines as marked are the location of the empty bays and specify the height of the empty bays though their width of 15m is mentioned under section 2.3.3	Please refer to the Attachment 10 which is the updated Annex 2.6 in Appendix A3 of the AVA report with legend for the empty bays supplemented. Please be clarified that the floor-to-floor height of Podium Deck Level of the Proposed Development is assumed as about 5m high which has been included in the AVA 3D model. The floor-to-floor height of the Podium Deck Level will be subject to detailed design.
59.	9. Directional Analysis (section 4.3) – The consultant should provide directional analysis for discussing the potential adverse air ventilation impact on the pedestrian area, in particular along waterfront area, planned school sites and Phase 4 of the subject.	Please refer to the technical clarification added to Section 4.3 of Attachment 9 of the AVA report.

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	Comments Received from Government Bureaux / Departments	Responses
60.	10. NNE wind (section 4.3.1) – Referring to VR contour plots, both Proposed and Revised Schemes has much lower VR in the south-western part of the subject site when compared with the Baseline Scheme. However, such phenomenon has not been discussed in text.	Please refer to the technical clarification added to Section 4.3.1 of Attachment 9 of the AVA report.
61.	11. NE wind (section 4.3.2) – Referring to VR contour plots, the Proposed Scheme has much lower VR in the south-western and central parts of the subject site when compared with the Baseline Scheme. Meanwhile, the Revised Scheme has only mitigate adverse air ventilation impact in the central part of the subject site but the south-western part is still adversely affected compared with the Baseline Scheme. However, such phenomenon has not been discussed in text.	Please refer to the technical clarification added to Section 4.3.2 of Attachment 9 of the AVA report.
62.	12. ENE wind (section 4.3.3) – Referring to VR contour plots, the Proposed Scheme has much lower VR along the waterfront area when compared with the Baseline Scheme. Meanwhile, the Revised Scheme has only mitigate adverse air ventilation impact in some small parts of the waterfront area but still worse than wind environment under Baseline Scheme. However, such phenomenon has not been discussed in text.	Please refer to the technical clarification added to Section 4.3.3 of Attachment 9 of the AVA report.
63.	13. E wind (section 4.3.4) – Referring to VR contour plots, both Proposed and Revised Schemes have much lower VR along the waterfront area when compared with the Baseline Scheme. However, such phenomenon has not been discussed in text.	Please refer to the technical clarification added to Section 4.3.4 of Attachment 9 of the AVA report.
64.	14. SE wind (section 4.3.5) – Referring to VR contour plots, both Proposed and Schemes have much lower VR in the central part of the subject site and the waterfront area when compared with the Baseline Scheme. However, such phenomenon has not been discussed in text.	Please refer to the technical clarification added to Section 4.3.5 of Attachment 9 of the AVA report.
65.	15. SSE wind (section 4.3.6) – Referring to VR contour plots, both Proposed and Schemes have lower VR along the waterfront area when compared with the Baseline Scheme. However, such phenomenon has not been discussed in text.	Please refer to the technical clarification added to Section 4.3.6 of Attachment 9 of the AVA report.

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	Comments Received from Government Bureaux / Departments	Responses
66.	16. S wind (section 4.3.7) – Referring to VR contour plots, both Proposed and Schemes have lower VR along the waterfront area when compared with the Baseline Scheme. However, such phenomenon has not been discussed in text.	Please refer to the technical clarification added to Section 4.3.7 of Attachment 9 of the AVA report.
67.	17. SSW wind (section 4.3.8) – Referring to VR contour plots, both Proposed and Schemes have lower VR along the waterfront area when compared with the Baseline Scheme. However, such phenomenon has not been discussed in text.	Please refer to the technical clarification added to Section 4.3.8 of Attachment 9 of the AVA report.
68.	18. Conclusion (section 5) – The consultant should update this section taking into account our comments above.	Please refer to the technical clarification added to Section 5 of Attachment 9 of the AVA report.
69.	19. Summary (section 5.1) – In view of the comments above, we could not agree with the concluding summary mentioned in this section.	Please refer to the technical clarification added to Section 5.1 of Attachment 9 of the AVA report.
Comments from Chief Town Planner/Urban Design and Landscape, Planning Department Received on 16 November 2021		
70.	Urban Design and Visual 1. The applicant should submit a layout of the baseline scheme with building heights, height of different levels and tower number clearly marked for checking the visual impact assessment.	Please refer to Attachment 12 for the layout of the baseline scheme as extracted from the Town Planning Board Paper No. 10374 dated January 2018 for your easy reference.
71.	2. Please clarify whether the "Rezoning Scheme" is the baseline scheme. If affirmative, please rectify it to be "Baseline Scheme" to avoid confusion and set out the status of this baseline scheme is originated.	Please be clarified that the "Rezoning Scheme" is the baseline scheme, which is the indicative development scheme prepared to support the statutory Outline Zoning Plan making process in 2017. Please refer to Attachment 13 for the photomontages with "Rezoning Scheme" renamed as "Baseline Scheme".
72.	3. The original viewing points are irrelevant to this visual impact assessment, please delete "Original View" in VP1, VP2, VP5, VP6 and VP7 to avoid confusion. Please also label the tower number in the baseline scheme as in the proposed scheme for easy reference.	Please refer to Attachment 13 for the photomontages of VP1, VP2, VP5, VP6 and VP7 with "Original View" deleted for your easy reference.

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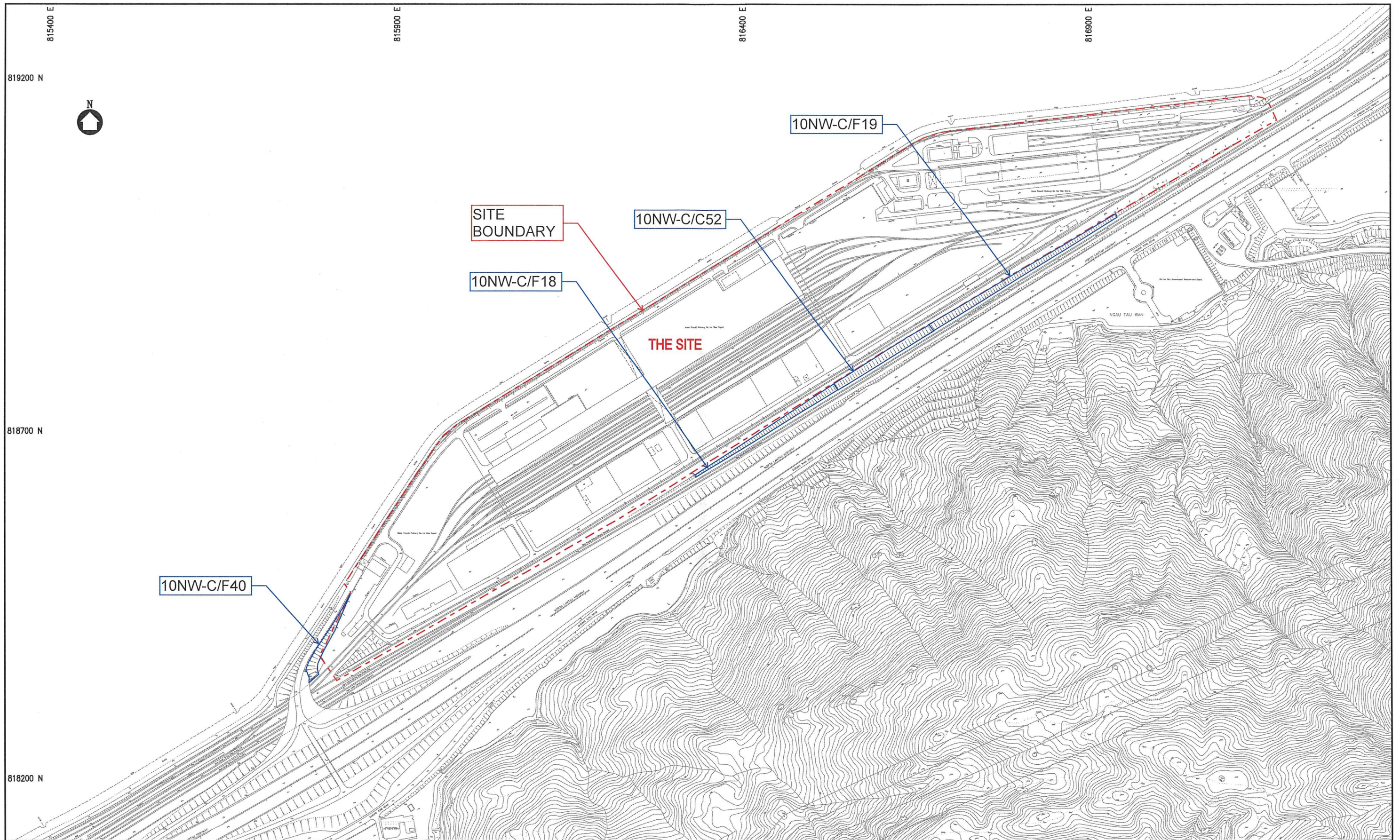
	Comments Received from Government Bureaux / Departments	Responses
73.	4. For VP3 in figure 4.3, please confirm whether all the buildings of the baseline scheme are included as the proposed scheme seems to protrude more towards the Tai Ho Estuary.	Please be confirmed that all the buildings of the Baseline Scheme are included. Minor discrepancy during modeling may occur due to the far distance of the VP from the Application Site. Nevertheless, this will not affect the evaluation of the overall visual impact.
	Comments from Government Engineer/Railway Development (2), Railway Development Office, Highways Department Received on 16 November 2021	
74.	(a) The assumed completion for the overrun tunnel and upgrading of signalling in year 2026 (as stated under Table 8.2 of Appendix III) seems not up-to-date. Please clarify/ review as appropriate.	According to the LegCo Paper No. CB(4)536/19-20(01), the Airport Railway Extended Overrun Tunnel (AREOT) is targeted to be in place by 2032. The expected first population intake for the proposed development Phase 1, Phase 2 and Phase 3 are years 2030, 2035-36 and 2039-40 respectively.
75.	(b) Please provide patronage/ capacity assessment on Tung Chung Line for design years 2031 and 2036.	<p>The existing capacity of TCL on the critical Tsing Ma Bridge section (from Sunny Bay Station (SUN) to Tsing Yi Station (TSY) is 21,400 (4 ppsm). Based on the patronage forecasts in Table 8.2 of the TIA report, the TCL link flows will be increased for the SUN to TSY section with the full SHD property development in place. As the population of Phase 1 is about 40% of total population of the proposed development, it is estimated that the increase in TCL link flows will be approx. 1,500, which is about 7% of the TCL capacity only. It is anticipated that the additional demand would be minimal as compared with the TCL capacity (about 7%) and hence would only have minimal impact to the TCL.</p> <p>With the AREOT, there will be an increase in TCL capacity from 21,400 to 31,300 (46% increase). This would greatly improve the performance of TCL and provide extra capacity which could easily to cater for the small increase of Phase 1 development as well as the future population intake of SHD development. Based on the TIA study, the ultimate phase of SHD property development by Year 2041 was assessed. It is anticipated that</p>


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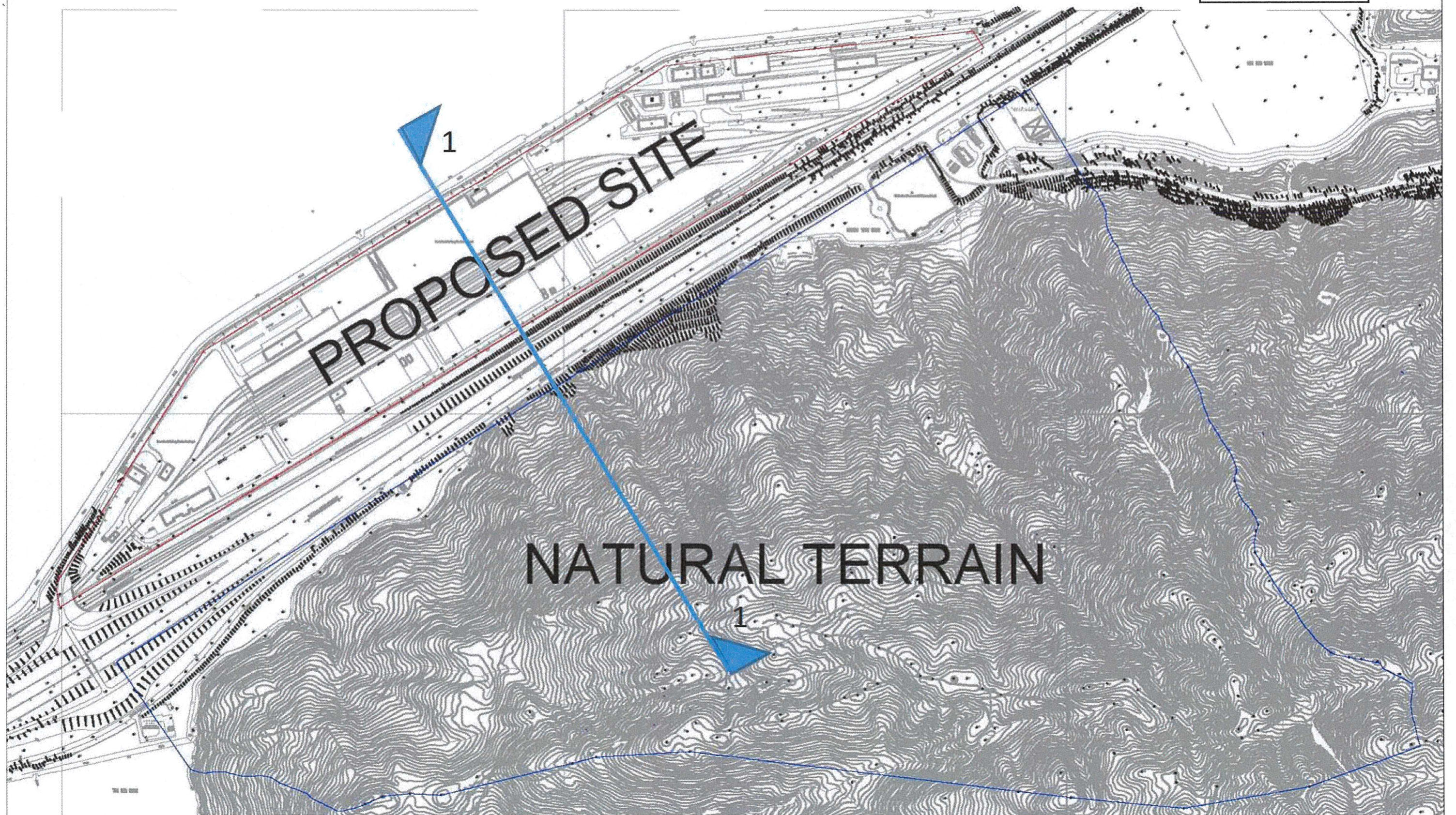
Comments Received from Government Bureaux / Departments	Responses
	<p>the TCL will operate with ample performance, a V/C ratio of 0.82, for the SUN to TSY section by 2041 with the full development of SHD.</p> <p>Also, please be clarified that para. 8.2.2 of the T&TIA report should be “The AM Peak TCL critical link flows are forecast to increase to 25,800 on the Tsing Ma Bridge section (from Sunny Bay Station (SUN) to Tsing Yi Station (TSY)) and 43,700 on the cross-harbour section (from Kowloon Station (KOW) to Hong Kong Station (HOK)), of which 3,800 and 1,600 respectively are attributed to the proposed development. The forecast result supported to conclude no capacity issue on the TCL by 2041.” to tally with Table 8.2 of the T&TIA report. Please refer to Attachment 14 for the updated the para. 8.2.2 of the T&TIA report.</p>
Comments from Director of Social Welfare Received on 16 November 2021	
76. (A) Some textual amendments in P.65 and P.346 (paragraph 2.3.8 and Table 2.6) of the Planning Statement (Volume 1 of 2) marked in blue with yellow shaded below are suggested, please. <u>P.65</u> 100-place Residential Care Home for the Elderly cum 20-place Day Care Unit <u>P.346</u> Paragraph 2.3.8: “For social welfare facilities, 100-place Residential Care Home for the Elderly cum 20-place Day Care Unit (RCHE cum DCU) and 60-place Day Care Centre for the Elderly) DE will be provided with one and three parking spaces for a private light bus(es)	<p>Please refer to Attachment 15 for the updated Annex 7 Tentative Implementation Programme (Indicative) and Paragraph 2.3.8 and Table 2.6 of the Traffic and Transport Impact Assessment with the typos rectified.</p>
Table 2.6:	
Social Welfare Facilities	DE: 3 Private Light Buses with tail-lift

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77.	<p>Taking the opportunity at this planning stage, among others, we would like MTRCL (the applicant) to draw particular attention of the 24m building height restriction of the proposed RCHE cum DCU. In accordance with Section 20 of Residential Care Homes (Elderly Persons) Regulation (Cap. 459 sub. Leg. A), no part of a RCHE cum DCU shall be situated at a height more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE cum DCU to be situated. That say, the proposed RCHE cum DCU should be situated at a level not higher than 24m from ground level under statutory requirement.</p>	<p>Under the current S16 Application, the ground level for proposed vehicular traffic and EVA of the topside development atop the depot is at +19.5 mPD. Therefore, the planned floor level of the RCHE cum DCU would not be situated higher than 24m from the ground.</p>

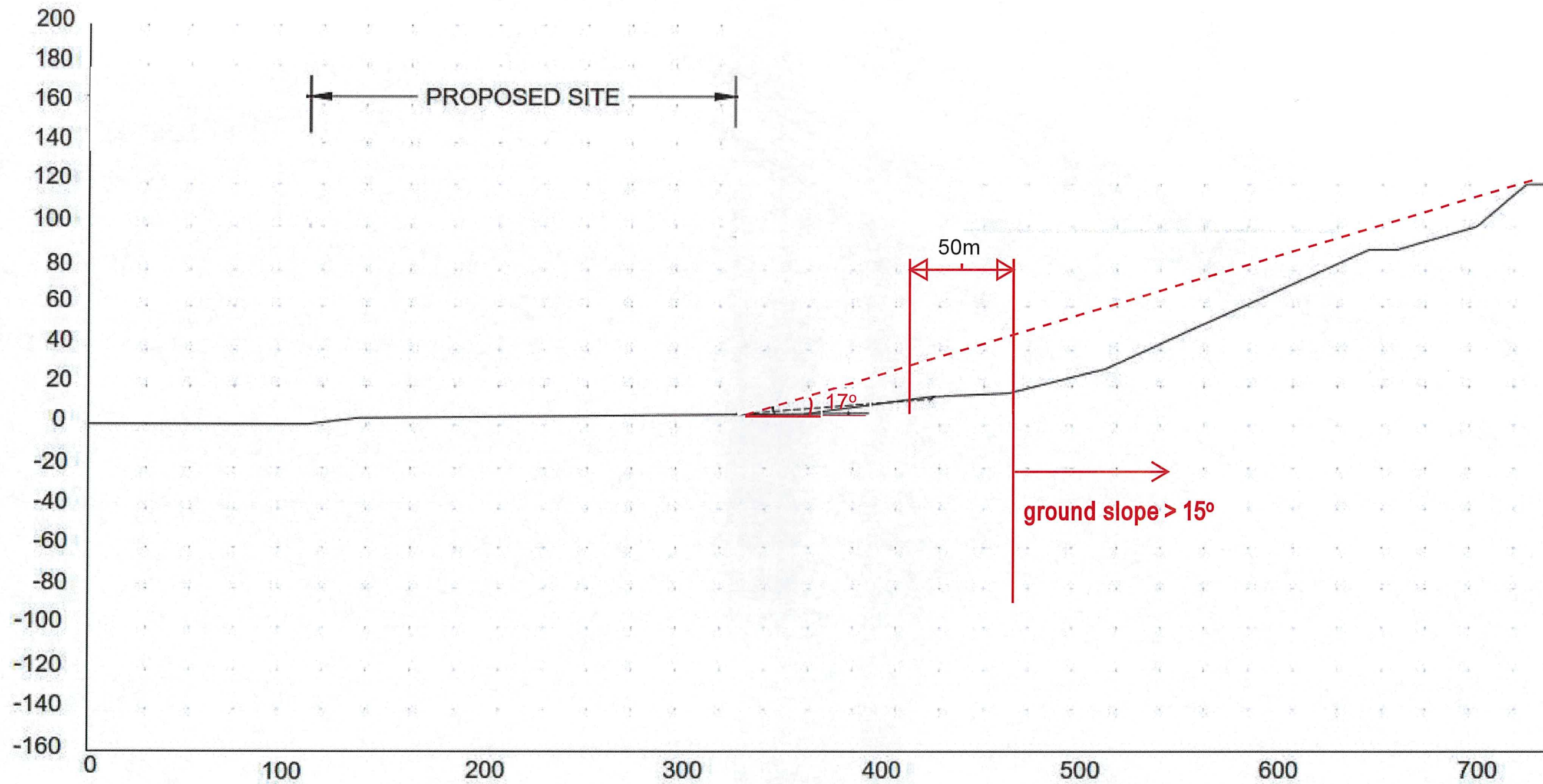


	<p>Project</p> <p>PROPOSED COMPREHENSIVE RESIDENTIAL AND COMMERCIAL DEVELOPMENT ATOP SIU HO WAN DEPOT</p>	<p>Title</p> <p>TOPOGRAPHICAL SURVEY MAP (1:5000)</p>	<p>SCALE : 1:5000 (A3)</p> <p>DWG. NO. TOPO A3</p>
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REDUCED LEVEL

mPD



DISTANCE (m)

SECTION 1-1

6 Conclusions

- 6.1.1 The Proposed Development will be situated atop a podium deck over the replanned railway depot. The catchment size remains unchanged.
- 6.1.2 All the stormwater surface runoffs within Application Site will be collected via channels, gullies, catchpits, downpipes, gravity pipes and manholes, then to three underground box culverts, namely Western BC, Central BC and Eastern BC.
- 6.1.3 The total runoff collected including that from upstream hill and the Application Site is proposed to be discharged to the Western BC, Central BC and Eastern, and the peak runoff with the Proposed Development is estimated to be $68.7\text{m}^3/\text{s}$ under 1 in 200 years return period with mid-21st century climate change scenario, which is slightly lower than the peak runoff without the Proposed Development, i.e. $68.8\text{m}^3/\text{s}$.
- 6.1.4 Under End-21st century climate change, there will be 3.4% increase of rainfall (and runoff) between End-21 and Mid-21 scenario. Given the calculated utilization capacity of box culverts 28.1% to 73.9% under 200a Mid-21 scenario, spare capacity of box culvert would be able to cater the changes of rainfall from Mid-21 century scenario to End-21 century scenario.
- 6.1.5 Comparing to the scenario without the Proposed Development, the change of utilization ratios of all BCs (Western, Central and Eastern BCs) are insignificant.
- 6.1.6 The assessment results show that the utilisation ratio of the existing box culverts has less than $\pm 1.5\%$ variation with and without the Proposed Development. Therefore, it is concluded that there is no adverse impact to the downstream drainage system due to the runoff from the Proposed Development.
- 6.1.7 The backwater analysis showed that the estimated freeboard of the three existing box culverts should be more than 1.0m with the Proposed Development. It is therefore considered that the existing box culverts are sufficient for high tide condition with the Proposed Development.

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: [External Email] Re: Proposed Residential and Commercial Development atop Siu Ho Wan Depot - Estimated Sewage
Date: Thursday, June 20, 2019 11:38:25 AM
Attachments: [ATT00004.png](#)

Dear Janice,

Noted, we will take in to account the potential increment in sewage quantity when designing Siu Ho Wan Sewage Treatment Works expansion.

Regards,

NG Chi Kin, Bill
E/S15, SP Division, DSD

Thanks and regards,
Janice Lo
Town Planning Manager
MTR Corporation Limited
[REDACTED]

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This message has been analyzed by Deep Discovery Email Inspector.

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Date: 19/06/2019 16:43
Subject: Proposed Residential and Commercial Development atop Siu Ho Wan Depot - Estimated Sewage
Serial No.:

Dear Bill,

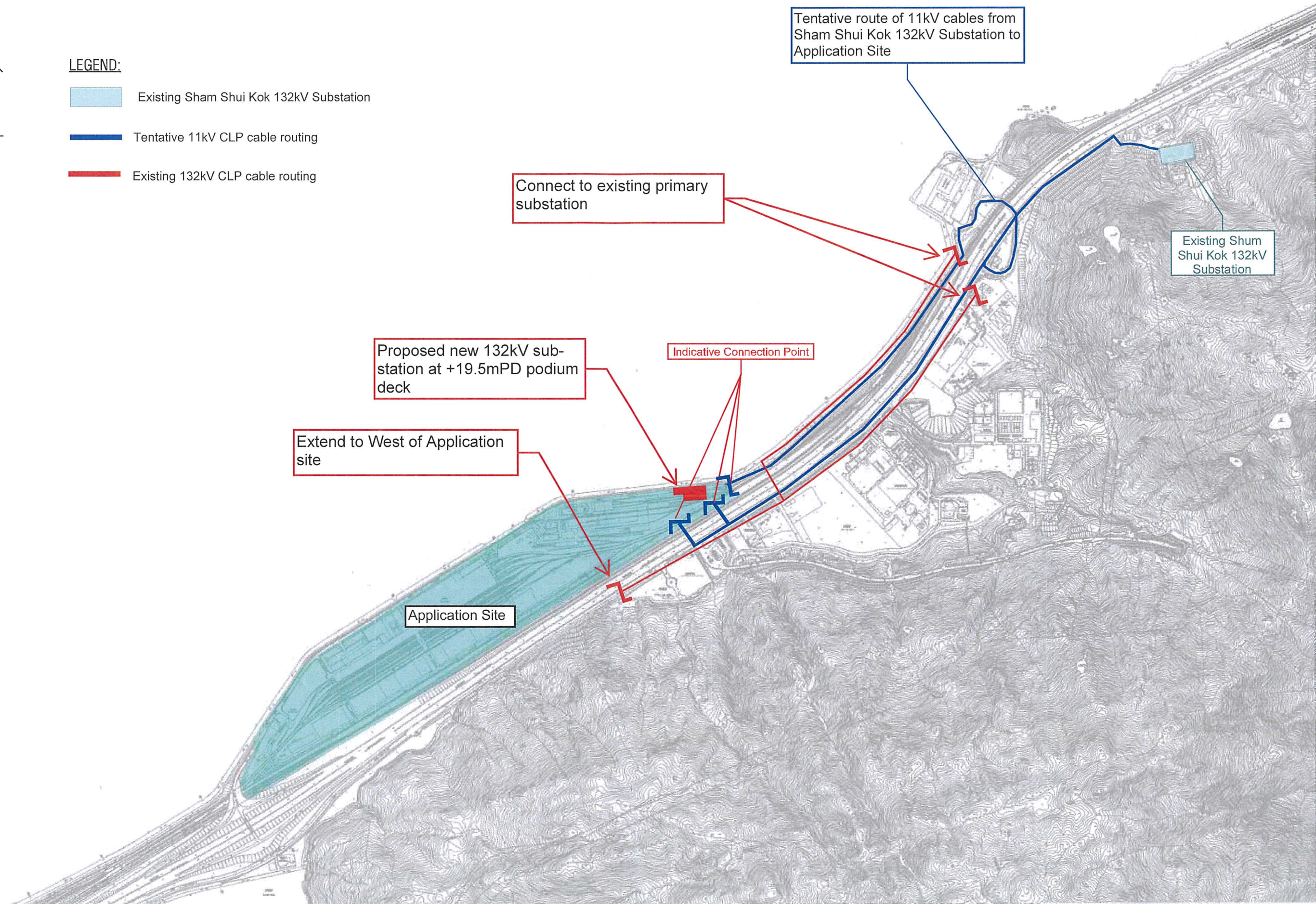
We refer to the email from our Mr Dave Ng dated 12 Feb 2019 in response to the enquiry from Ms Ice Chong of your office, and our recent tele-conversation. We understand your office is working on the SHWSTW expansion project, with additional treatment capacity available starting from 2030. Pls be advised the Corporation is exploring with Government to maximise housing supply at the Siu Ho Wan Depot (SHD) topside development. The current plan is to reserve a portion of the site for future development contingent upon improved infrastructure capacity and further planning application(s) in the longer term. Whilst the land use and development mix of the reserve site portion are currently not available, we are proposing a total population assumption of 60,000 (ultimate scenario) for the design of the MTR Siu Ho Wan (SHO) Station, subject to review by relevant Government departments.

By pro-rata calculation of the 13,400m³/day ADWF for the 37,800 population (including flow from SHO Station) under the approved EIA Report (AEIAR-213/2017), it is estimated that total sewage flow from the SHD topside development could be up to about 21,300m³/day ADWF. We understand your office does not foresee any insurmountable problem to take into account the possible additional sewage flow of about 8,000m³/day ADWF into the SHWSTW expansion project. The estimated sewage flow is indicative only and subject to review and changes at later stage(s). Note that a sewerage impact assessment is required, among others, to support the future planning application(s) in accordance with the OZP requirement.



LEGEND:

- Existing Sham Shui Kok 132kV Substation
- Tentative 11kV CLP cable routing
- Existing 132kV CLP cable routing



Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot
Power Supply



SCALE: 1:10,000
DATE: Jun 2019

(A3) FIGURE No.

3.2

From: [REDACTED]

Sent: Tuesday, November 23, 2021 6:27 PM

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

[REDACTED]

Subject: [External Email] Re: Proposed Residential and Commercial Development atop Siu Ho Wan Depot - Technical Note of Traffic Forecasts for EA

Dear Kathy,

Section 16 Application for Proposed Residential and Commercial Development atop Siu Ho Wan Depot - Traffic and Transport Impact Assessment Report

I refer to "Section 9 – Technical Note of Traffic Forecasts for Environmental Assessment" in the captioned report.

Please note that the Environmental Assessment is not under TD's purview. TD is not in a position to provide comments on the traffic figures tailor-made for the environmental assessment study.

Notwithstanding the above, I have no comment on the methodology of the traffic forecast, provided that reference has been made to the T&TIA report and the traffic data of the technical note is tally with those for the T&TIA report. In case there is any discrepancy in the traffic data between the T&TIA reports and the Environmental Assessment, please highlight for our consideration.

Thank you.

Regards,
Suman WONG
E/LD, TD

- 4.5.4 A Central Plaza will be provided within the Central Park adjacent to the shopping mall at Podium Level 2, which will become a vibrant focal point of the Proposed Development. Landscaped steps with tree planting and seating will be provided to connect with the Waterfront Podium Walkway at Podium Level 1 and the Green Spine at Podium Deck Level. The West and East Avenue Parks are planned along the 30m-wide air / visual corridors.
- 4.5.5 Extensive greenery coverage would be provided at the terraced podium, transforming the Proposed Development into a sustainable green urban node. Greenery coverage in accordance to the Sustainable Building Design Guidelines will be provided. Soft landscape treatment and planting will be provided to soften the edges of the podium.
- 4.5.6 A tree preservation and removal proposal has also been prepared. Being affected by the Proposed Development, about 562 and 175 existing trees within the existing depot and along Sham Shui Kok Drive, respectively, will be compensated in accordance with Lands Administration Office Practice Note No. 2/2020 and / or Development Bureau Technical Circular (Works) No. 4/2020. No rare or protected tree species, Old and Valuable Tree, or Champion Tree has been identified.

4.6 Phase 4 Development

- 4.6.1 To facilitate enquiry submissions to the Buildings Department, an indicative development scheme for the 30-hectare Application Site has been formulated, as presented in **Annex 6**. This indicative scheme, however, does not form part of the current application under Section 16 of the Town Planning Ordinance.
- 4.6.2 The entire Phase 4 portion of the Application Site would be reserved for public housing development for producing about 6,200 public housing units, to be commenced following the completion of Phase 3. At this juncture, no insurmountable problem is envisaged for delivering the Phase 4 development from the technical perspective as adequate infrastructure provisions have been or could be planned timely to meet the demand.
- 4.6.3 On traffic, it is broadly estimated that the population intake of Phase 4 will increase the volume/capacity ratio of Lantau Link by only 3% in the critical bound direction. At present, various transportation improvement projects are being planned for Lantau, including Road P1, Route 11, and Tsing Yi-Lantau Link. They will be implemented progressively to be commissioned before population intake on Phase 4 portion, and would alleviate the traffic condition at the Lantau Link, which is the bottleneck on Lantau in terms of traffic capacity.

- 4.6.4 Additional sewage flow to be generated from Phase 4 development will be taken into account by Drainage Services Department in planning the extension of Siu Ho Wan Sewage Treatment Works, the programme of which would also have regard to the timing of the Phase 4 development.
- 4.6.5 On freshwater supply, Phase 4 development will render an increase of about 4% water consumption of the whole Tung Chung area. The Government will holistically review the water demand in the area together with that of the topside development of Hong Kong Boundary Crossing Facilities Island and other areas in the vicinity at suitable juncture such that adequate water supply can be provided timely. On salt water supply, the demand can be met by using suitable pump sets at the Tung Chung Salt Water Pumping Station which is to be built under the Tung Chung New Town Extension project.
- 4.6.6 More in-depth technical assessments will be conducted at a suitable time.

4.7 Tentative Implementation Programme

- 4.7.1 The Proposed Development will be implemented by phases based on depot migration progress and market conditions. Subject to Government approval processes, detailed design and construction of depot replanning and property enabling works, population intake is expected to commence in Year 2030, with project completion by Year 2040. Please refer to **Annex 7** for the tentative development programme of the Proposed Development and **Table 4.1** below containing the summary of the phased development for technical assessment purpose.

Table 4.1 Summary of Tentative Implementation Programme

Phase	Commencement	Expected First Population In-take
1	2024	2030
2	2029	2035 / 36
3	2034	2039 / 40
4	Expected to commence after completion of Phase 3	

5 Conclusion

- 5.1.1** A new sewerage system will be provided to serve the proposed residential and commercial development atop Siu Ho Wan Depot to be implemented by phases with the depot replanning and migration, with population intake targeted to commence in Year 2030. Total sewage flow generated from the Proposed Development over the Replanned Depot is estimated to be about 12,679m³/day, which will be discharged to the proposed sewerage system for treatment and disposal at the SHWSTW, as agreed with the Government. DSD has allowed total sewage flow of about 21,300m³/day ADWF from the Proposed Development (Phase 1 - 4), SHO Station and SHD in the design of the SHWSTW expansion, which should be sufficient to cater for the ultimate development scenario.
- 5.1.2** Twin DN500 rising mains, which could cater the ultimate development scenarios, will be constructed to convey sewage from SPS to SHWSTW.
- 5.1.3** Sewage generated from the Proposed Development would be discharged to an ultimate SPS located at the eastern end of the Proposed Development to be constructed and managed by the Applicant. No sewage flow from the Proposed Development would be discharged to the existing depot sewers and rising main to ensure clear demarcation of operation, management and maintenance responsibilities from the depot sewerage system.
- 5.1.4** Wastewater generated from the Proposed Development would be collected by the internal sewerage system (including local sump pumps / SPSs and associated rising mains / gravity sewers) before discharging to the ultimate SPS. The arrangements of internal sewerage system are subject to further review at detailed design stage. The ultimate SPS located at ground level of the eastern end of the Proposed Development will convey sewage to SHWSTW via new twin DN500 rising mains. The rising mains will cross below the TCL, AEL and NLH, then run along an existing drainage reserve and maintenance access road at northern edge and verge area and finally discharge to SHWSTW via the newly installed connection flanges.
- 5.1.5** The crossing of twin rising mains below TCL, AEL and NLH will be carried out by pipe jacking with jacking pit located adjacent to the ultimate SPS and receiving pit within existing drainage reserve area. The pipe jacking arrangement will be designed not to conflict with existing utilities. Precautionary and monitoring measures will be implemented. DSD has confirmed that the Government will be responsible for the maintenance of rising mains within the boundary of SHWSTW.

4 Results and Discussion

The contour and vector plots for each studied wind directions are shown in Appendix B and Appendix C, respectively.

4.1 Overall Ventilation Performance under Annual Wind Condition

The overall pattern of wind performance of Baseline, Proposed Scheme and Revised Scheme under annual wind condition is presented in Figure 31, Figure 32 and Figure 33 respectively. The SVR and LVR are summarized in Table 8.

Table 8 Annual-weighted SVR and LVR for Baseline, Proposed and Revised Schemes

	Baseline Scheme	Proposed Scheme	Revised Scheme
SVR	0.42	0.43	0.43
LVR	0.44	0.44	0.45

The Proposed Scheme and Revised Scheme would achieve slightly higher SVR as compared to the Baseline Scheme while maintained a similar LVR. These results indicate that the Proposed Scheme and Revised Scheme would have less ventilation impact to the surroundings along the site boundary and similar ventilation performance in surrounding areas as compared to the Baseline Scheme.

Annual prevailing wind would predominately come from ENE/ E/ ESE direction. The annual prevailing wind would reach the Application Site along North Lantau Highway (NLH). The annual prevailing wind would freely flow towards the middle of Proposed Scheme and Revised Scheme. With the more significant stepped height profile under Proposed Scheme and Revised Scheme (such as T41/T42 and T48/T49), the ventilation performance in the middle would be enhanced in which the downwashed wind would distribute to other areas through the airpaths and breezeways. As a result, the wind performance at all airpaths and most of breezeways would be relatively enhanced under Proposed Scheme.

Under all schemes, Breezeway 2 and Breezeway 4 generally aligning with E-W direction and would be more effective for annual wind penetration across the Application Site than Breezeways 1 and 3 in which the latter two would be effective for NNE wind penetration only. Under Proposed Scheme and Revised Scheme, the tall building such as T48/T49, T39/T40 located next to Breezeway 2 and Breezeway 4, which would induce stronger downwash effect and result in even better ventilation performance in Breezeway 2 and Breezeway 4 than that under Breezeway 1 and Breezeway 3.

Nevertheless, taller building height under Proposed and Revised Scheme would limit the incoming wind from windward side and result in slightly less wind travelling along North Lantau Highway such that the existing developments near the northern tip would be affected. In addition, the first tier of residential towers would shield some of the incoming wind for the central part of the Application Site. With the increased building height and increased step height difference between the Waterfront Podium Walkway (at +19.5mPD) and the Podium Deck Level (at +32.5mPD for the Proposed Scheme and Revised Scheme and at +26.5mPD for the Baseline Scheme), wake zone would be created in the central part of the Waterfront Podium Walkway. The bulk of the podium is increased under the Proposed Scheme / Revised Scheme in order to accommodate the necessary transport, retail and GIC facilities. However, as

temperature difference between the land and seawater would induce sea breeze to travel from the water to the land during daytime and vice-versa during night time, which would provide additional ventilation to the Waterfront Podium Walkway to alleviate the ventilation impact.

In addition, with the wind enhancement features provided under Revised Scheme, especially the empty bays in the northern and central part, as well as the re-oriented school site, the localized ventilation performance near the air path 2 and the GIC site would be enhanced.

The Revised Scheme has been optimised with the wind enhancement measures through the building layout and building design to mitigate the air ventilation impact. Due consideration is also given to optimise housing supply, as well as to provide the necessary facilities to serve the community, under the site constraints.



Figure 31 Contour plot of annual weighted VR under Baseline Scheme

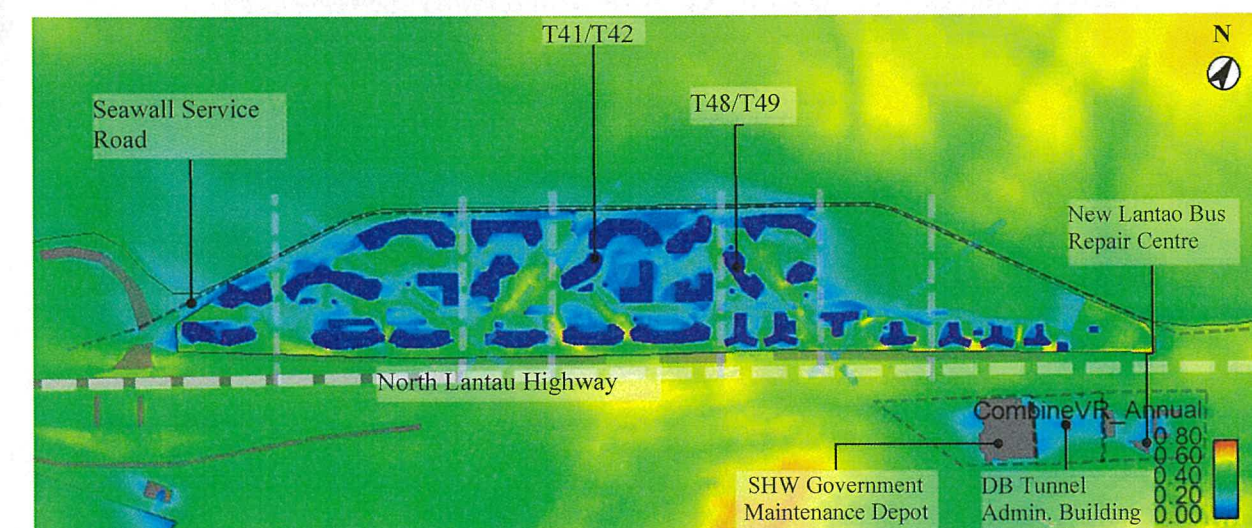


Figure 32 Contour plot of annual weighted VR under Proposed Scheme

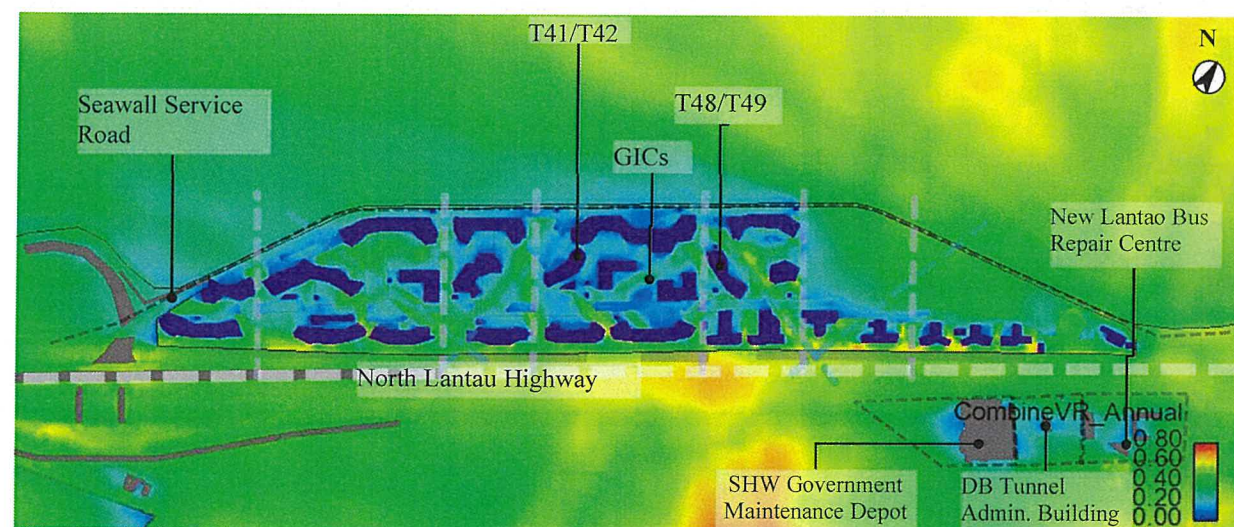


Figure 33 Contour plot of annual weighted VR under Revised Scheme

4.2 Overall Ventilation Performance under Summer Wind Condition

The overall pattern of wind performance of Baseline, Proposed and Revised Scheme under summer wind condition is presented in Figure 34, Figure 35 and Figure 36, respectively. The SVR and LVR are summarized in Table 9.

Table 9 Summer-weighted SVR and LVR for Baseline and Proposed Scheme

	Baseline Scheme	Proposed Scheme	Revised Scheme
SVR	0.32	0.34	0.34
LVR	0.34	0.35	0.35

Proposed Scheme and Revised Scheme would achieve higher SVR and LVR of 0.34 and 0.35, respectively, as compared to the Baseline Scheme with SVR and LVR of 0.32 and 0.34, respectively, under summer wind condition. These results indicate that the Proposed Scheme and Revised Scheme would have enhanced air ventilation performance around the site boundary, as well as in overall within the Assessment Area, as compared to the Baseline Scheme.

Summer prevailing wind would predominately come from S/SSW/SW direction. The summer prevailing wind would reach the Application Site along North Lantau Highway. Taller podium deck at the southern tip of Proposed Scheme and Revised Scheme would divert the summer prevailing wind to flow along NLH. Taller towers under Proposed Scheme would capture more summer wind to be downwashed towards North Lantau Highway. Hence, slightly higher VR would be observed at areas close to North Lantau Highway.

Meanwhile, more significant stepped height profile under Proposed Scheme and Revised Scheme would capture additional downwash which would locally enhance the wind environment on podium deck. Such downwashed wind would then distribute through the airpaths/ breezeways to the hinterland. As a result, the wind environment on podium deck would generally be enhanced under Proposed Scheme and Revised Scheme, as well as the wind performance of all Breezeways and Airpaths 3-6.

On the other hand, clubhouse/ E&M structures on podium deck and the towers themselves (such as T22-T25, and T54-T56) of Proposed Scheme and Revised Scheme would locally cast wind shadow such that relatively calmer wind environment therein would be resulted. The adjacent Airpaths 1-2 would therefore have relatively lower VR than those under Baseline Scheme.

As the hill side located at upwind location would dominate the wind performance under summer condition, the ventilation performance under both Proposed Scheme and Revised Scheme would be similar. Wake zones have been observed in the central portion of all Baseline Scheme, Proposed Scheme and Revised Scheme, as well as are slightly larger under the Proposed Scheme and Revised Scheme. The wake zones near the school sites in the central portion under the Proposed Scheme are slightly improved via the re-arranged a school building orientation and provision of additional empty bays under Revised Scheme. Similar to that under the Baseline Scheme, wake zones are also observed in the central portion of the Waterfront Podium Walkway under the Proposed Scheme and Revised Scheme. However, as temperature difference between the land and seawater would induce sea breeze to travel from the water to the land during daytime and vice-versa during night-time, which would provide additional ventilation to the Waterfront Podium Walkway area to alleviate the ventilation impact.

The Revised Scheme has been optimised with the wind enhancement measures through the building layout and building design to mitigate the air ventilation impact. Due consideration is also given to optimise housing supply, as well as to provide the necessary facilities to serve the community, under the site constraints.



Figure 34 Contour plot of summer weighted VR under Baseline Scheme

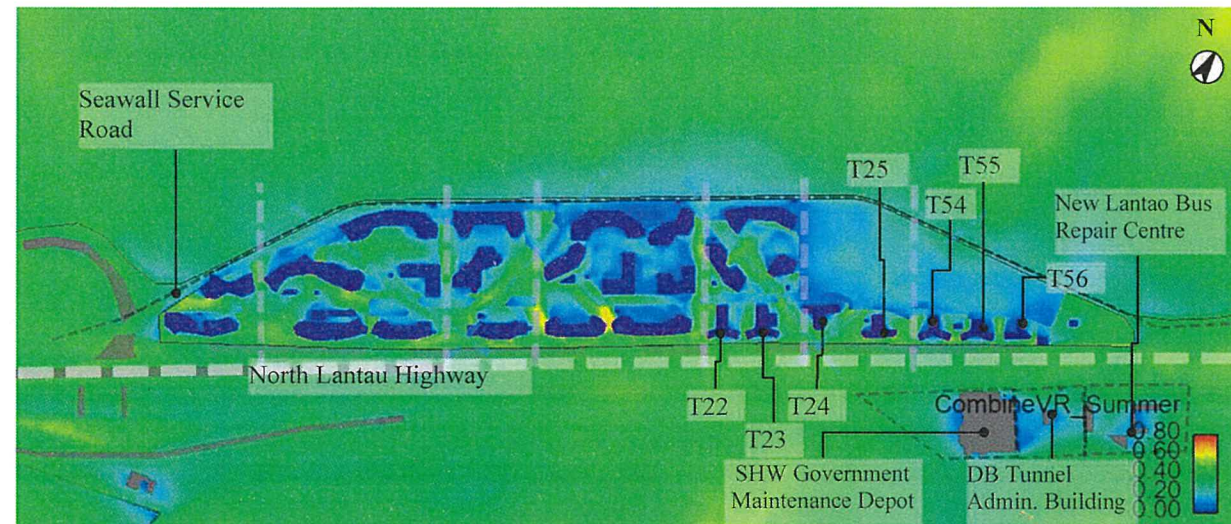


Figure 35 Contour plot of summer weighted VR under Proposed Scheme

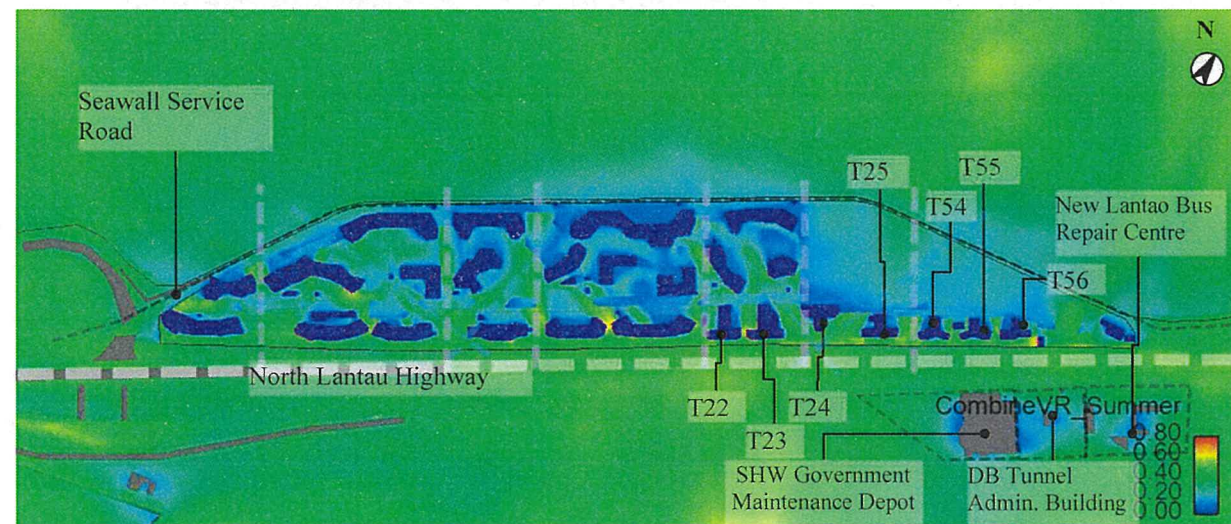


Figure 36 Contour plot of summer weighted VR under Revised Scheme

4.3 Directional Analysis

4.3.1 NNE Wind

The contour plots of VR under NNE wind for both schemes are presented in Figure 37, Figure 38 and Figure 39 respectively. The incoming wind would come from the waterfront. Existing buildings, such as New Lantau Bus Repair Centre and Site Office are located on side and fall outside the influence by the Application Site. Hence, the ventilation performance at these areas is similar under all three schemes.

In overall, under all schemes, the first tier of towers along the waterfront would induce downwash effect by capturing the incoming wind towards Waterfront Podium Walkway where relatively higher VR would be observed therein. Thus, similar ventilation performance would be observed in all schemes.

Proposed Scheme

Meanwhile, taller towers along NLH (such as T24, T25 and T54-56) under Proposed Scheme would capture more incoming wind than the respective towers under Baseline Scheme. Therefore, relatively higher VR would be observed in Discovery Bay (DB) Tunnel Administration Building, Siu Ho Wan Government Maintenance Depot to the east of the Proposed Scheme, illustrated by red arrow in Figure 38.

Breezeways 1 and 3 aligning with NNE-SSW direction would facilitate wind penetration under NNE wind direction under all schemes, illustrated by black dotted arrows in in Figure 37, Figure 38 and Figure 39. The aforementioned downwash would be able to penetrate along these 2 breezeways which to be distributed further through the empty bays provided by reduced footprint at podium level. Provision of wider building separation would alleviate the wind shadow due to the towers within Proposed Scheme. Therefore, the wind environment at the northern part would have higher and uniform VR than that under Baseline Scheme.

Meanwhile, the alignment of Breezeway 3 under Proposed Scheme is more favourable for wind penetration. Together additional downwash effect in the presence of more significant height profile under Proposed Scheme (especially T39/T40 and T41/T42), the VR along Breezeway 3 would be relatively higher than the Baseline Scheme. Besides, empty bays under T32-T35, T36-T38, T39/T40 and T41/T42 and wider building separation to ventilate the G/IC site in the middle of Proposed Scheme. Therefore, the wind performance at the middle of Proposed Scheme would be enhanced than that under Baseline Scheme.

On the other hand, due to the shielding effect resulted from the increased building height under Proposed Scheme, wind environment in the southern part and the slope area across NLH would be slightly calmer, as compared to Baseline Scheme. Thus, further provision of empty bays in the podium can locally enhance the wind environment on its leeward area.

Revised Scheme

The additional CLP substation block in the northern tip would shield some of the winds for DB Tunnel Admin. Building. The reduction of empty bay under T25 would slightly affect the localized ventilation performance on NLH.

The size and locations of empty bays at podium level has been increased at several locations under Revised Scheme. Together with the re-oriented GIC, the wind permeability in the central part has been enhanced, which would lead to slightly enhanced ventilation performance within the Study Site.

The additional empty bays under T52 and T53 widen Airpath 2 at podium level, which would allow more wind penetration across Airpath 2, together with the chamfered corner of T24, the ventilation performance near the T24/T25, T54-T56 site would be enhanced.

With the widened empty bay under T47 and T48, the wind entrance for school sites (GIC) would be widened, together with the re-oriented school sites, the wind would penetrate through, which would enhance the ventilation performance near school site. Additional empty bays provided along the first tier of towers facing NLH would also improve the air movement around T18 to T21.

Similarly, due to the shielding effect resulted from the cumulative effect from the increased building heights from towers facing waterfront, wind environment in the southern part and the slope area across NLH would be slightly calmer, as compared to Baseline Scheme. However, the situation has been improved under the Revised Scheme when compared to the Proposed Scheme.

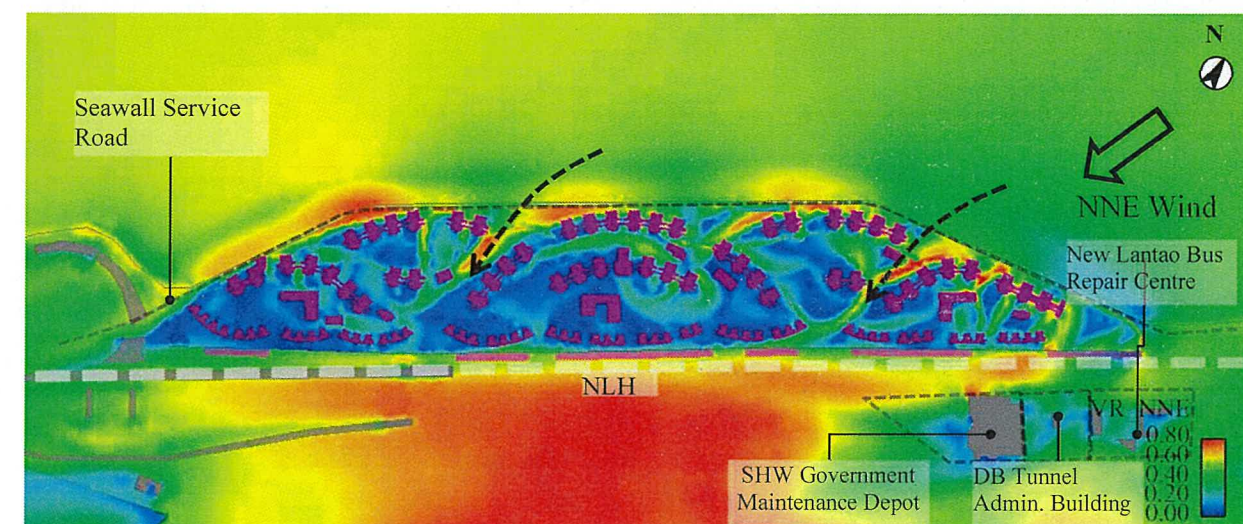


Figure 37 Contour plot of VR of Baseline Scheme under NNE wind

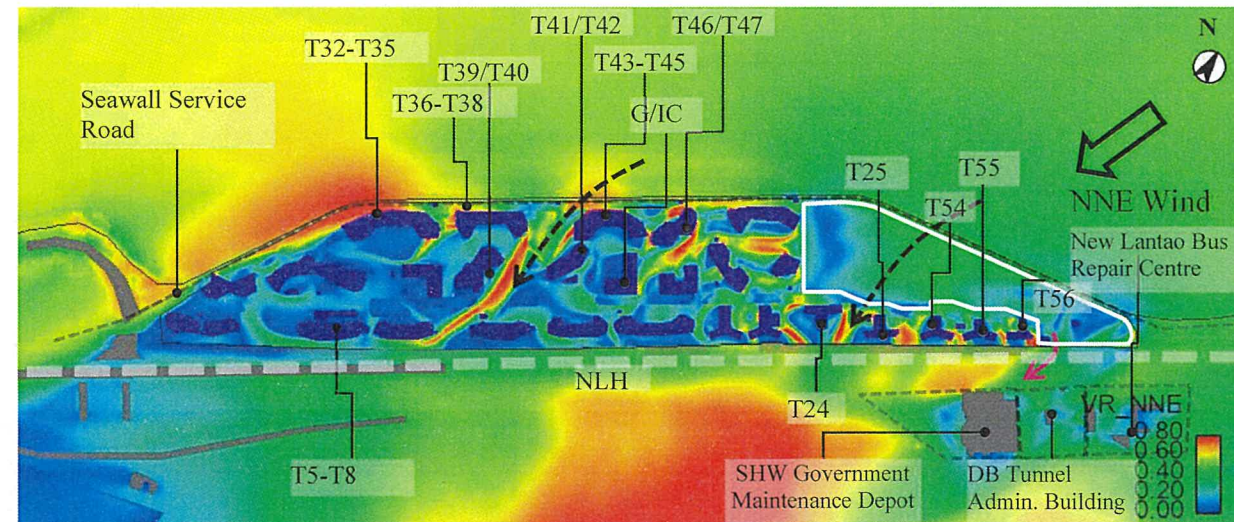


Figure 38 Contour plot of VR of Proposed Scheme under NNE wind

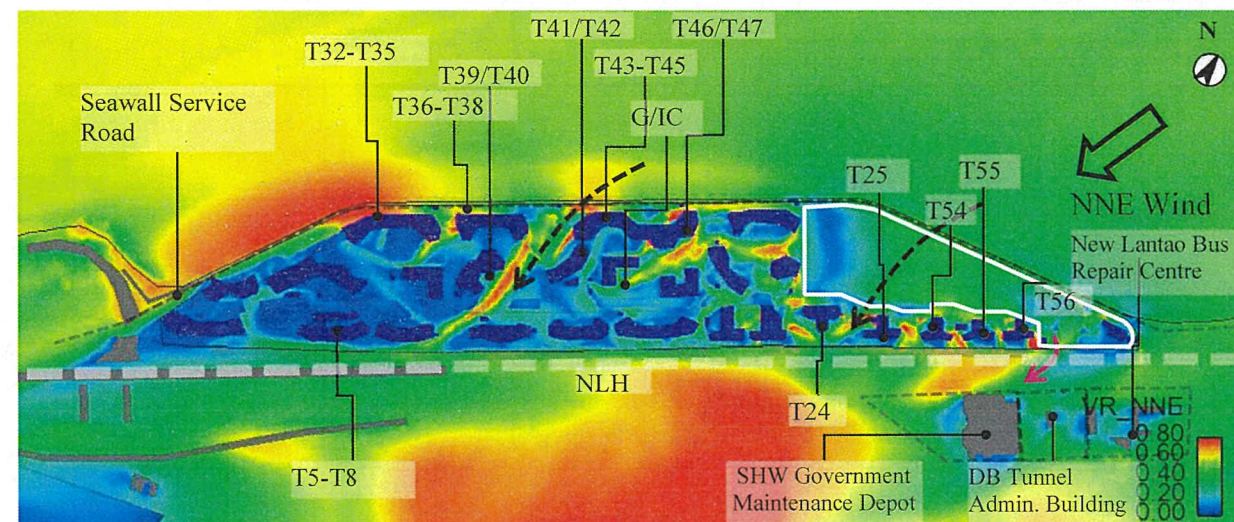


Figure 39 Contour plot of VR of Revised Scheme under NNE wind

4.3.2 NE Wind

The contour plots of VR under NE wind for both schemes are presented in Figure 40 and Figure 41, respectively. Similar to NNE wind, the incoming wind would come from the waterfront.

In overall, under all schemes, the first tier of towers along the waterfront would induce downwash effect by capturing the incoming wind towards Waterfront Podium Walkway where relatively higher VR would be observed therein. Thus, similar ventilation performance would be observed in all schemes. The ventilation performance in the northern portion with the Breezeway 1 while the ventilation performance in central and southern part would be generally calm.

Proposed Scheme

With the open space in the northern part of Proposed Scheme, more wind will be diverted to travel towards the open space while the slightly taller building height of podium structure under Baseline Scheme (spot height of +26.5mPD) would divert the incoming wind to travel along NLH. Hence, the VR for Discovery Bay (DB) Tunnel Administration Building and New Lantau Bus Repair centre at upwind location would be slightly lower under Proposed Scheme, as well as the area near north bound of NLH.

With the open space at the northern part of Proposed Scheme, generally higher VR would be observed. Together with stronger downwash effect due to increased building height under Proposed Scheme (such as T46/T47, T48/T49 and T50-T52), the wind environment at the central part (the black circle in Figure 41) would be enhanced as compared to that under Baseline Scheme.

On the other hand, in the Proposed Scheme, the stepped podium arrangement would slightly shield and lower the VR at Breezeway 3. However, the podium separation between T39 and T40, as well as the more significant height profile in the Proposed Scheme would allow high-level wind captured to locally enhance the wind environment on podium deck.

Additionally, the larger building separation in the Proposed Scheme between T1-T4 and T5-T8 results in wider airpath, which enhances the permeability and wind environment along Airpath 6, as well as enhance the ventilation performance of southern part of the development in the Proposed Scheme.

On the other hand, due to the shielding effect resulted from the cumulative effect from increased building heights under Proposed Scheme, wind environment in the southern part and the slope area across NLH would be slightly calmer, as compared to Baseline Scheme.

Revised Scheme

The additional CLP substation block in the northern tip would shield some of the winds for New Lantau Bus Repair Center.

The additional empty bays under T52 and T53 widen Airpath 2 at podium level, which would allow more wind penetration across Airpath 2, together with the chamfered corner of T24, the ventilation performance near the T24/T25, T54-T56 site would be enhanced.

In addition, with the widened empty bay under T47 and T48, the wind entrance for school sites (GIC) would be widened, together with the re-oriented school sites, the wind would penetrate through, which would enhance the ventilation performance near school site. The wind permeability in the central part has been enhanced, which would lead to slightly enhanced ventilation performance within the Study Site.

The wind environment in the southern part and the slope area across NLH has been improved under the Revised Scheme, as compared to Proposed Scheme.

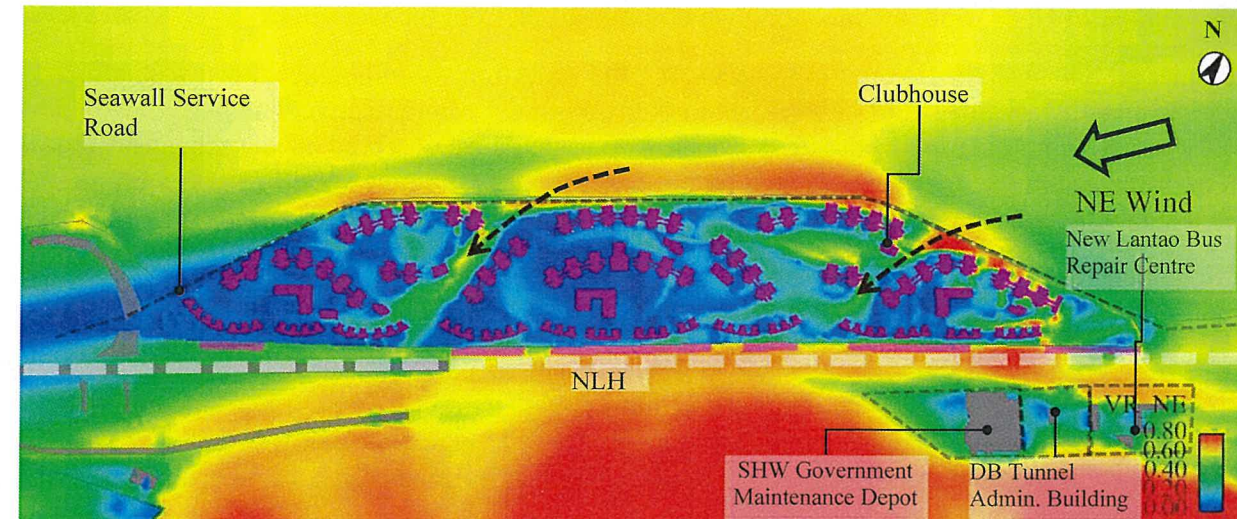


Figure 40 Contour plot of VR of Baseline Scheme under NE wind

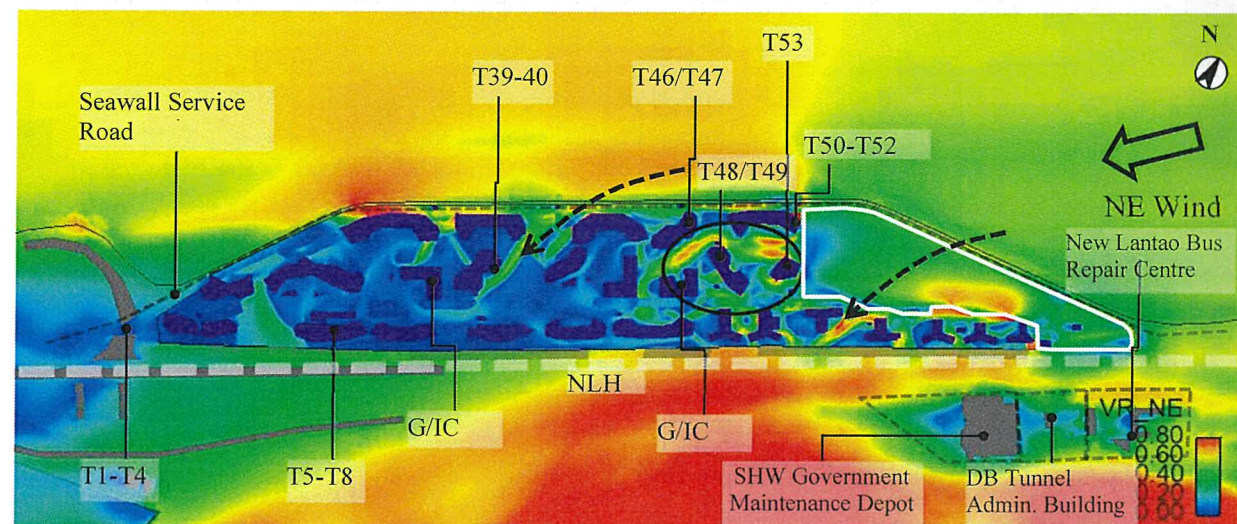


Figure 41 Contour plot of VR of Proposed Scheme under NE wind

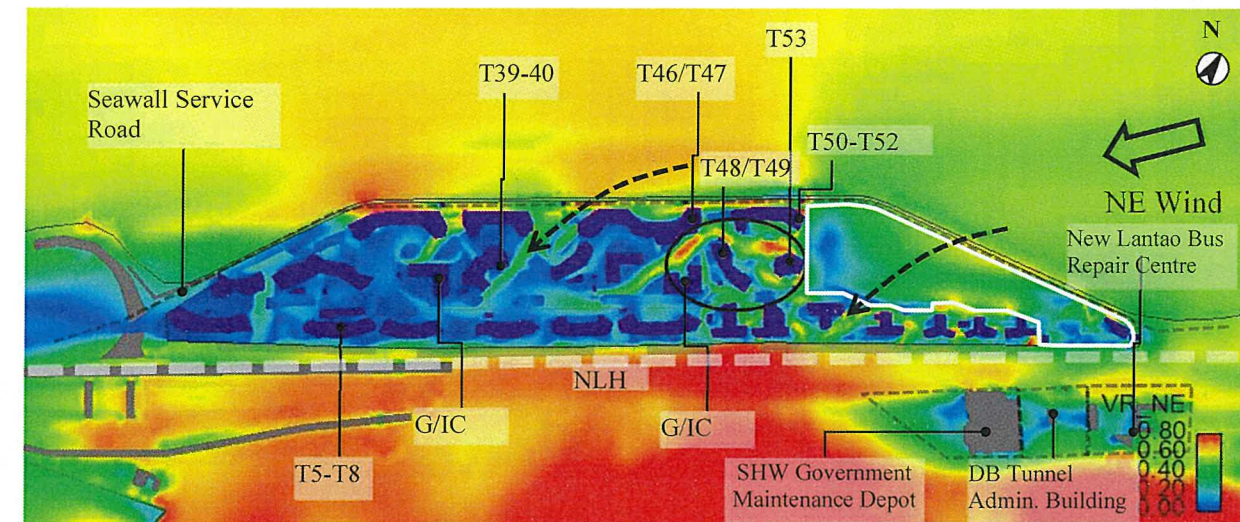


Figure 42 Contour plot of VR of Revised Scheme under NE wind

4.3.3 ENE Wind

The contour plots of VR under ENE wind for both schemes are presented in Figure 43 and Figure 44. NLH would be the major wind corridor and reach the Application Site from the northern tip and the wind shadow of the Application Site would be casted over the open water to its south west. The incoming wind would freely serve all schemes.

Proposed Scheme

Taller towers and taller podium height (+32.5mPD) along NLH under Proposed Scheme would capture more incoming wind which to be diverted towards NLH, Seawall Service Road and Waterfront Podium Walkway. Therefore, wind environment at these areas would be enhanced under Proposed Scheme.

Taller towers along NLH (such as T22-T25 and T54-T56) of Proposed Scheme would capture more incoming wind which would then enhance the wind environment at Siu Ho Wan Government Maintenance Depot.

Breezeway 2 of Proposed Scheme would help wind penetration towards the middle part as illustrated by black dotted arrow in Figure 44. More significant stepped height profile under Proposed Scheme would capture more high-level wind to locally ventilate the podium deck. Additionally, due to the absence of buildings at the open space in the northwest corner, the incoming wind can serve this area. As a result, higher VR in the central part (highlighted in black circled area in Figure 44) would be observed near T46-49 and T50-53. In contrary, the curvilinear layout of Baseline Scheme would create a wider wind entrance for wind penetration such that the incoming wind would be split and captured by the two towers near Breezeway 1 (indicated by the black arrow in Figure 43). Therefore, the wind environment would be locally enhanced under Baseline Scheme.

The stepped height profile at various locations under Proposed Scheme would also locally enhance the wind environment within the Proposed Development. For example, the height difference between T12-T14 and T15-T17 would capture high-level wind to ventilate and enhance the area near Breezeway 3 than that under Baseline Scheme.

Other than the wind penetration through Breezeways 1 and 4, the empty bays provided by reduced footprint at podium deck of towers along NLH would allow incoming wind to ventilate the middle of Proposed Scheme. However, the clubhouse and the E&M structure under those towers (T22-25 and T54-56) along the eastern boundary (the white dotted rectangle in Figure 44) under Proposed Scheme would cast wind shadow over their immediate leeward areas where relatively calmer wind environment would be resulted as compared to Baseline Scheme.

Revised Scheme

The additional empty bay under T52 and T53 would favor the downwashed wind to enter the central part of Revised Scheme, where higher VR would be observed. In addition, the additional empty bay under T47 and T48, together with the re-orientated school site widened the wind entrance for the central part, especially the two school sites, where higher VR would be observed.

In the southern part, with the additional empty bay under T 8 and T9, the wind coming from NLH would enter the Revised Scheme, especially towards Breezeway 4, where the ventilation performance would be slightly improved.

On the other hand, the Waterfront Podium Walkway in the central part would still have relatively calm wind environment due to the increased building height and the increased step height difference between the Waterfront Podium Walkway (at +19.5mPD) and the Podium Deck Level (at +32.5mPD for the Proposed Scheme and Revised Scheme and at +26.5mPD for the Baseline Scheme).

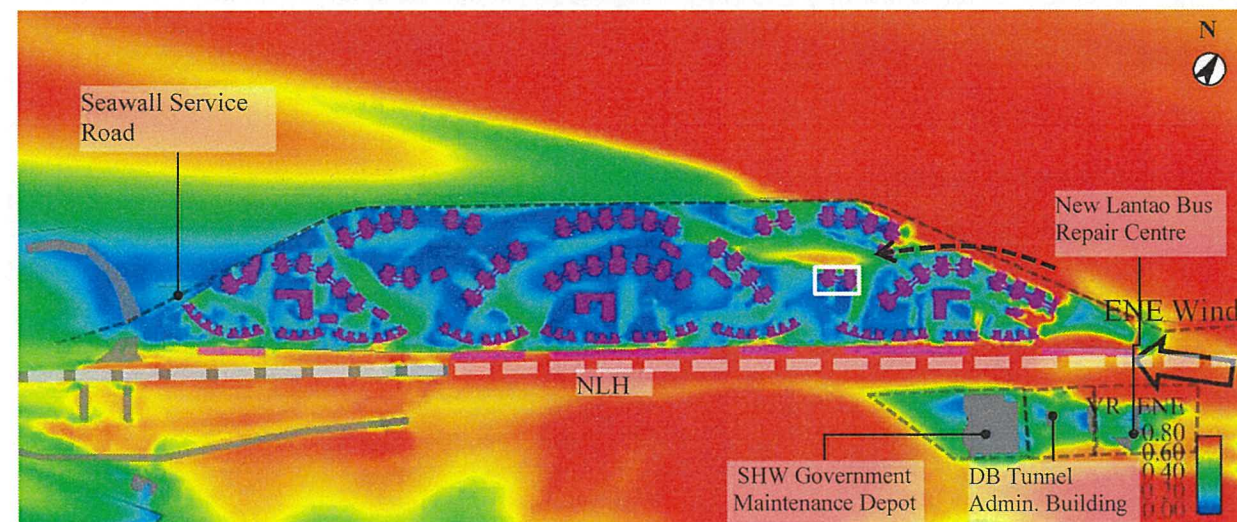


Figure 43 Contour plot of VR of Baseline Scheme under ENE wind

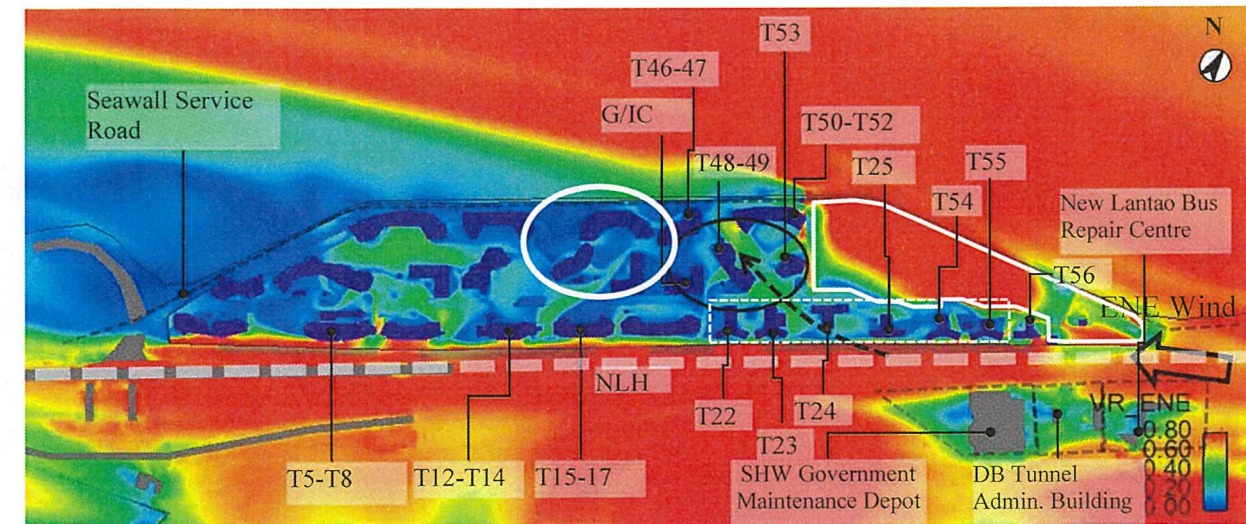


Figure 44 Contour plot of VR of Proposed Scheme under ENE wind

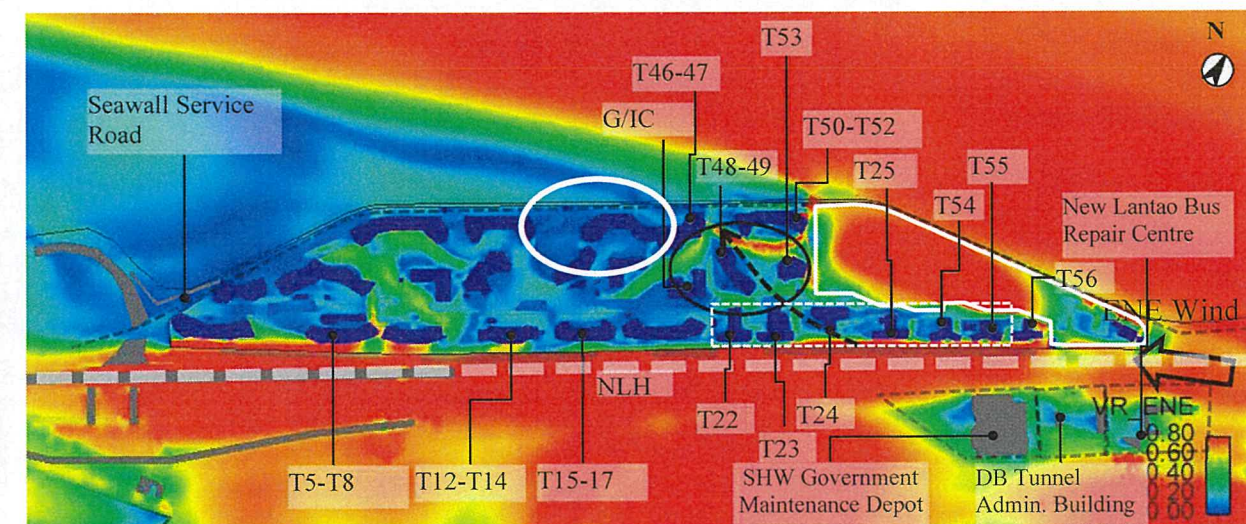


Figure 45 Contour plot of VR of Revised Scheme under ENE wind

4.3.4 E Wind

The contour plots of VR under E wind for all schemes are presented in Figure 43, Figure 44 and Figure 48. E wind is the most dominant prevailing wind under annual wind condition, which would reach the site from the hilly range that would slightly limit the wind availability to the southern part of the Application Site. Wind shadow of Application Site would again be casted over the open water to its southwest. Under all schemes, Breezeway 2 and Breezeway 4 would be effective for wind penetration across the site.

Proposed Scheme

Taller podium deck and taller towers of Proposed Scheme would cast a larger wind shadow over the open water where lower VR would be resulted along the Seawall Service Road, as compared to Baseline Scheme. Calmer wind environment at Waterfront Podium Walkway would also be observed along the southwestern and western boundary of Proposed Scheme while enhancement would be observed along northern boundary due to significant downwash effect by taller T24-25 and T54-56 would enhance the wind environment at the northern part of Waterfront Podium Walkway in which Proposed Scheme would have generally enhanced wind environment on average than that under Baseline Scheme.

On the other hand, the taller towers (T24-25 and T54-56) would be captured more high-level wind and would limit the wind coming from windward side. Hence, the VR at the Discovery Bay (DB) Tunnel Administration Building and New Lantau Bus Repair centre at upwind location would be slightly affected.

Among 4 breezeways, Breezeways 2 and 4 would be more efficient for wind penetration of E wind under both schemes as illustrated by black dotted arrows in Figure 43 and Figure 44. More favourable alignment of these two breezeways under Proposed Scheme would facilitate wind penetration, as well as stronger downwash due to taller towers, such that the VR would generally be higher than those under Baseline Scheme. Provision of wider building separation due to reduced number of towers under Proposed Scheme would facilitate wind penetration towards the middle part of the development. However, the increased in building height would limit the incoming wind to reach the areas near the waterfront.

Although the clubhouse and E&M structures underneath the towers along NLH would divert the incoming wind to sideways and cast wind shadow over its immediate leeward area under Proposed Scheme, more significant downwash effect due to taller towers as well as more significant height profile between towers in the middle of Proposed Scheme, such as the height difference between the G/IC and T32-35, and between T15-17 and T39-40, would locally enhance the wind environment which would further distribute through the wider building separation due to reduced number of towers. The wind environment near the G/IC and Breezeway 3 would then be enhanced and alleviate the aforementioned calm wind environment. Therefore, enhanced wind environment on podium deck would be experienced in Breezeway 3 as compared to Baseline Scheme.

Revised Scheme

The additional empty bays under T52, T53, T47 and T48 would enhance the permeability and widen the wind entrance for the northern and central part. The wind captured by high-rise towers would be promoted to penetrate within the site. The ventilation performance in the GIC sites would be slightly enhanced.

In addition, the additional empty bay provided under T8, T9 and T10 would allow wind penetration from NLH, where the ventilation performance would be slight enhanced near Breezeway 4.

Due to the increased building heights, as well as the increase in stepped building height between the Waterfront Podium Walkway (at +19.5mPD) and the Podium Deck Level (at +32.5mPD under the Proposed Scheme / Revised Scheme and at +26.5mPD under the Baseline Scheme), calmer wind environment would be resulted in the Waterfront Podium Walkway in the central part under the Proposed Scheme and Revised Scheme when compared to the Baseline Scheme.

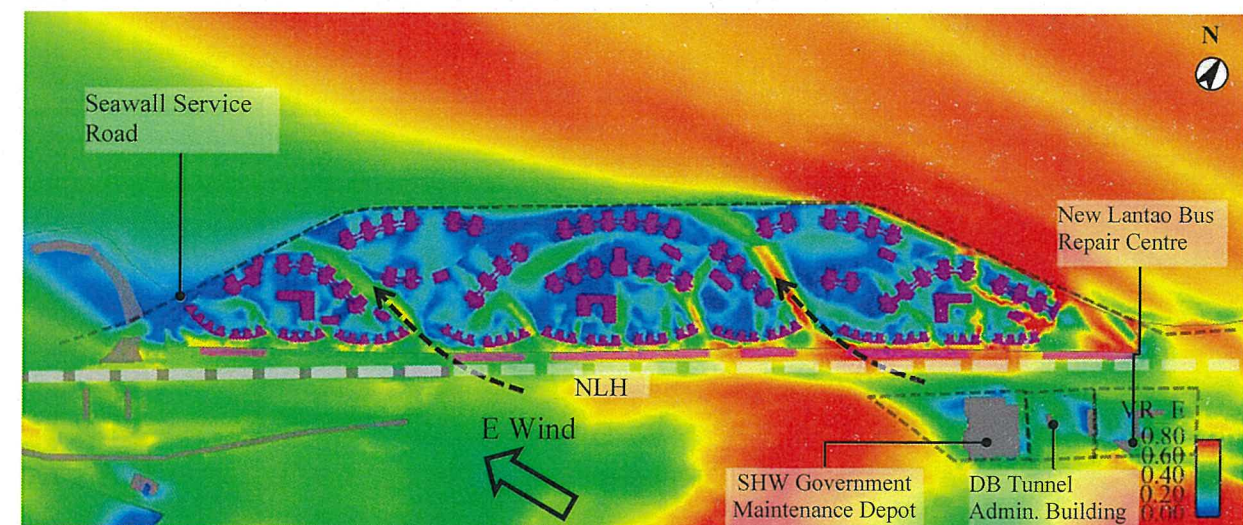


Figure 46 Contour plot of VR of Baseline Scheme under E wind

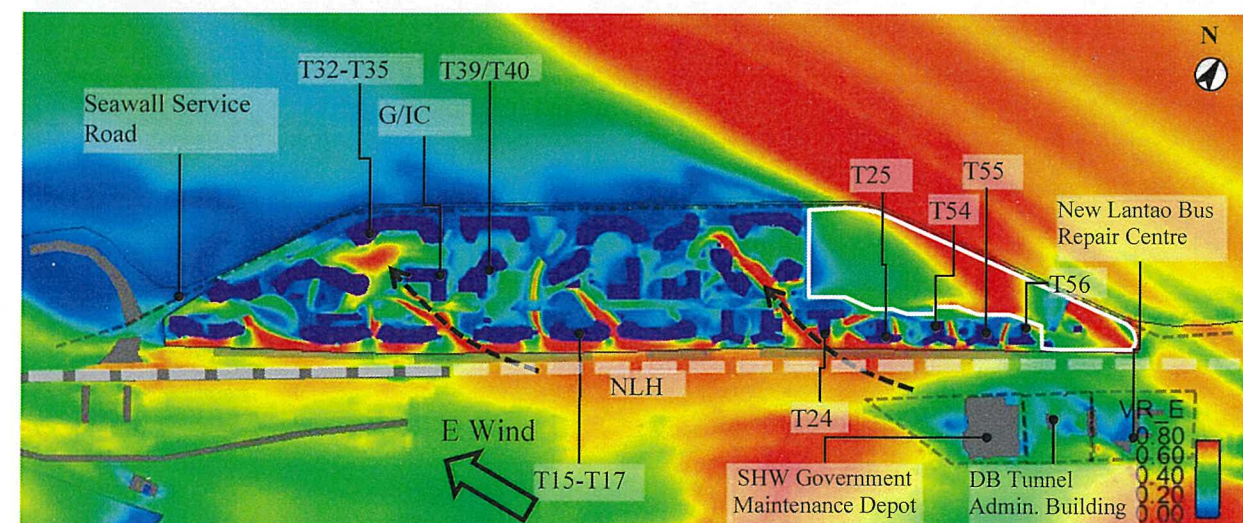


Figure 47 Contour plot of VR of Proposed Scheme under E wind

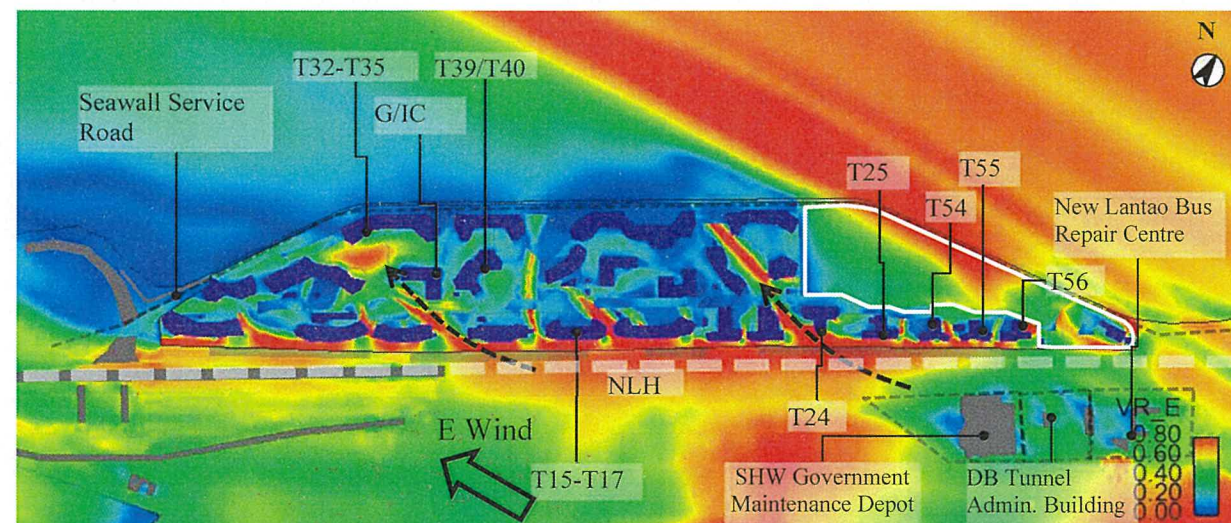


Figure 48 Contour plot of VR of Revised Scheme under E wind

4.3.5 ESE/ SE Wind

Both ESE and SE winds would be limited in the presence of hilly range further to the southeast such that the VR would be generally lower than those wind directions discussed in previous sections. Wind shadow of Application Site would be casted over the open water to the southwest of the Application Site. Breezeways 2 and 4 would facilitate penetration of ESE and SE winds (illustrated by black dotted arrows in Figure 49, Figure 50 and Figure 51).

The ventilation performance under ESE and SE wind are similar, apart from the magnitude of VR at some localized areas within the Application Site. Detailed discussion would be based on ESE wind as example in this section. The contour plots of VR of two schemes under ESE wind are presented in Figure 49, Figure 50 and Figure 51.

Proposed Scheme

The increased podium deck at +32.5mPD and taller towers facing NLH of Proposed Scheme would capture more incoming wind travelling down the hill and higher VR would be observed along the eastern boundary and NLH. However, the downwash captured by T22-T25 and T54-T56 of Proposed Scheme wind would limit the incoming wind travelling along NLH. Hence, the VR at windward side, where Siu Ho Wan Government Maintenance Depot, Discovery Bay (DB) Tunnel Administration Building and New Lantau Bus Repair Centre locate, would be affected. As a result, the wind environment of these 3 developments would be relatively calmer than that under Baseline Scheme.

Other than being diverted towards NLH, a portion of downwashed wind would also enter the Breezeways 2 and 4, as well as penetrate through the empty bays of towers along NLH provided by reduced footprint on podium deck to ventilate further to the middle part of Proposed Scheme. Therefore, localized areas with relatively higher VR would be observed near these empty bays under Proposed Scheme.

The clubhouse near the southern tip of Proposed Scheme would divert the incoming to Airpath 6 and local wind shadow on their immediate leeward side would be observed. But the downwashed wind by the stepped height profile provided under Proposed Scheme would slightly enhance those wind shadow

areas. For example, the height difference between the G/IC & T32-35 and between T15-17 and T39-40 would capture the high-level wind towards podium deck which would consequently enhance the VR near the G/IC and Breezeway 3, respectively.

Similarly, E&M structures of T22-25, T54-T56 under Proposed Scheme would also cast local wind shadow which would reduce VR at Airpaths 1 and 2. Nevertheless, T24 at the junction of Breezeways 1 and 2 under Proposed Scheme would split and divert incoming wind to Breezeway 2 and towards the open space, as illustrated by white arrows in Figure 50. In addition, empty bays under T22-T25 and T54-T56 would allow the downwash wind to penetrate though and alleviate the calmer wind condition due to wind shadow casted by T22-T25 and T54-T56, as well as the level difference of podium decks, under Proposed Scheme.

Revised Scheme

The ventilation performance would be generally similar as compared with the Proposed Scheme. Wider empty bay provided under T23 would allow more wind travelling from NLH to enter the site. In addition, the straight façade of T22 and T23 would also favour the wind to be captured and enter the site. The ventilation performance near the T48 and GIC site would be slightly enhanced. However, the cumulative shielding effect from the tall towers would not favour the wind to penetrate through, the ventilation performance at the central part of the Application Site is lower as compared with Baseline scheme.

In addition, the additional empty bays under T18 to T21 would allow more wind penetration towards the GIC sites. The open space near the school site would achieve a slightly better ventilation performance as compared with Proposed Scheme.

The increased in building height would create wake zone in the open water at the leeward side. Together with the step podium design as constrained by the depot, calmer wind environment at the Waterfront Podium Walkway in the central part would be resulted.

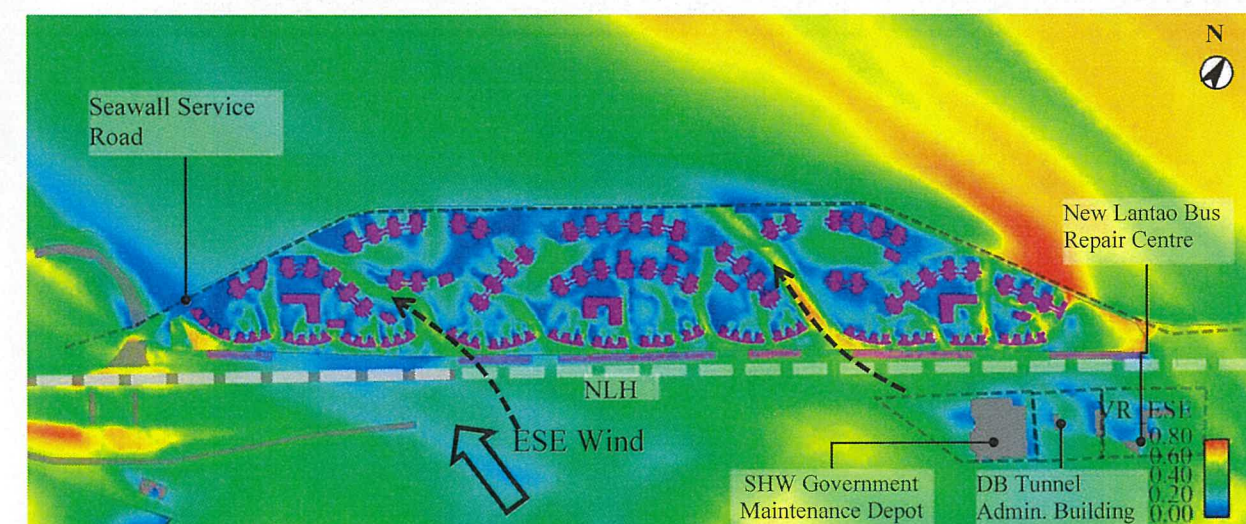


Figure 49 Contour plot of VR of Baseline Scheme under ESE wind

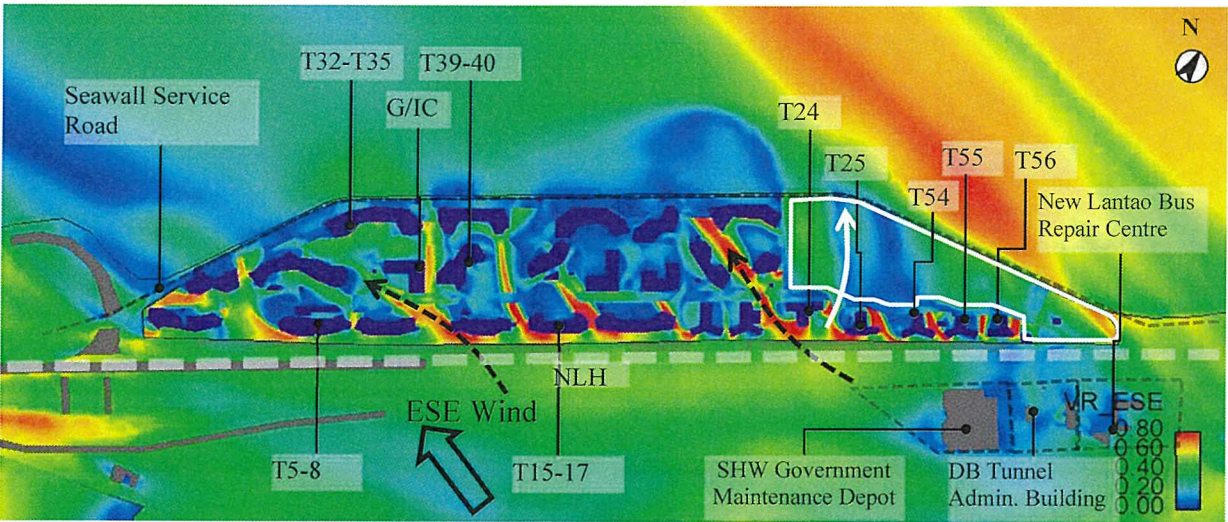


Figure 50 Contour plot of VR of Proposed Scheme under ESE wind

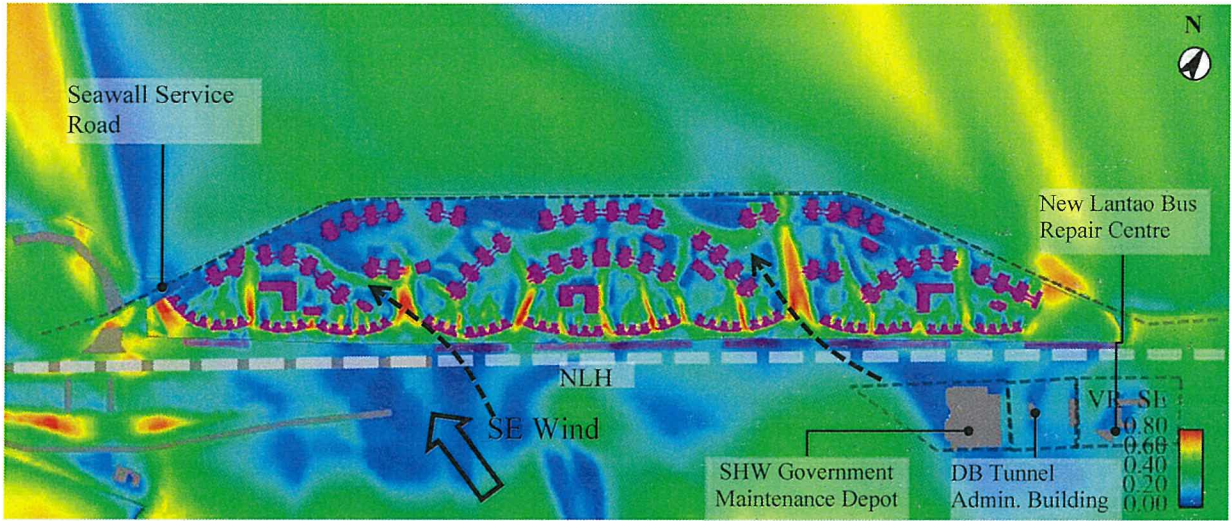


Figure 52 Contour plot of VR of Baseline Scheme under SE wind

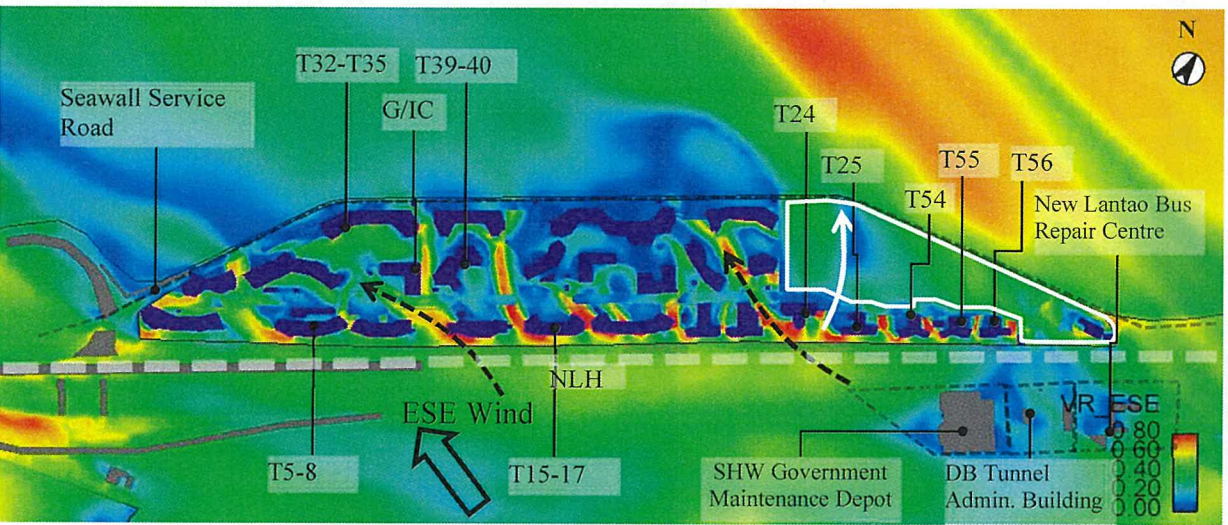


Figure 51 Contour plot of VR of Revised Scheme under ESE wind

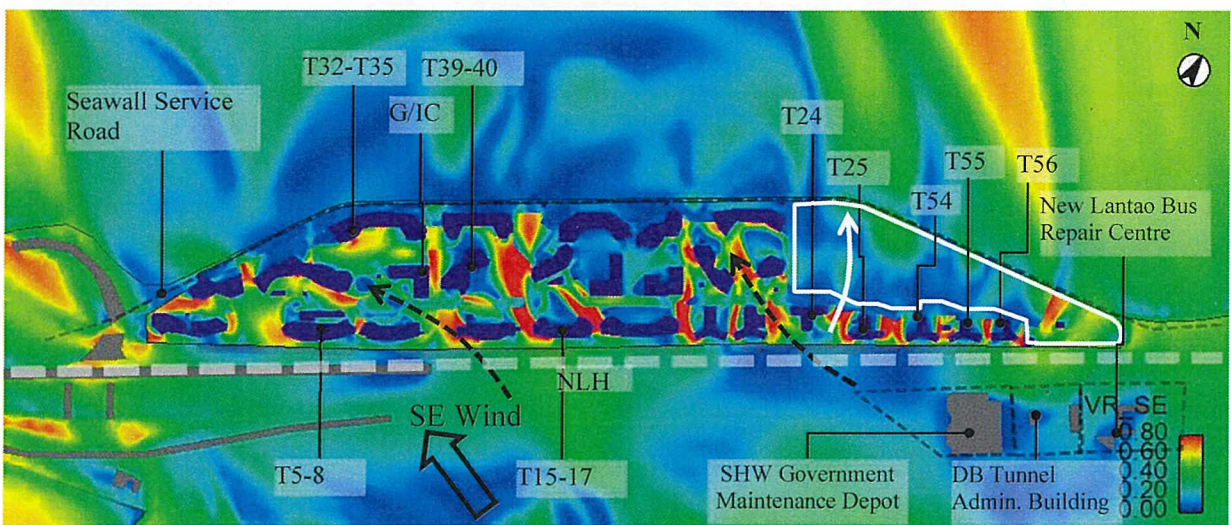


Figure 53 Contour plot of VR of Proposed Scheme under SE wind

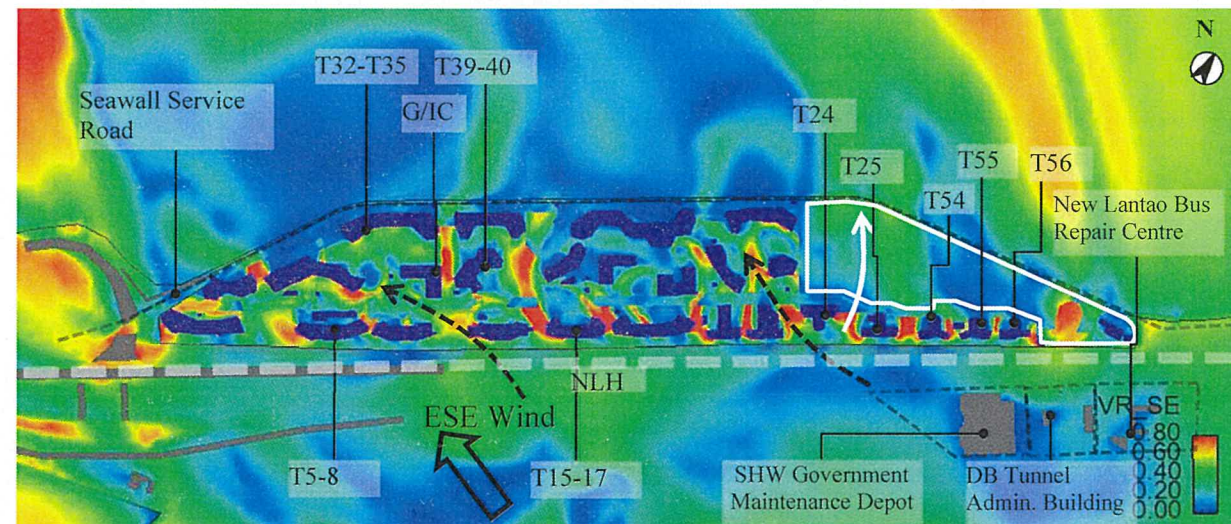


Figure 54 Contour plot of VR of Revised Scheme under SE wind

4.3.6 SSE Wind

The contour plots of VR under SSE wind for all schemes are presented in Figure 55, Figure 56 and Figure 57. The Application Site would fall into the wind shadow of the hilly range located further to the southeast. The overall wind environment would be much calmer as compared with other wind directions discussed previously. Wind shadow of Application Site would be casted over the open water to its northwest.

The supplementary airpaths roughly aligning with the SSE wind would favour wind penetration which enhance the wind environment at middle part of Application Site under both schemes, illustrated by black dotted arrows in Figure 55, Figure 56 and Figure 57.

Proposed Scheme and Revised Scheme

Taller podium deck of +32.5mPD and taller towers under Proposed Scheme and Revised Scheme would help capture and divert high-level wind to reach NLH and eastern boundary of the Proposed Scheme in which some localized areas with higher VR would be observed under Proposed Scheme than those under Baseline Scheme.

The VR at the northern tip would generally be higher than other part of the under both Schemes due to downwash by those towers facing NLH. With taller towers under Proposed Scheme and Revised Scheme, stronger downwash effect would be expected which would enhance the wind environment on their leeward area. The wider opening between T9-T11 and T12-T14, together with the more significant height profile under Proposed Scheme at T39-T40, would further enhance the wind environment at Breezeway 3 and Airpath 5 (white arrows in Figure 56). Therefore, the Waterfront Podium Walkway would be enhanced than that under Baseline Scheme.

Besides, taller tower of T22-T25, T54-T56 of Proposed Scheme and Revised Scheme would capture more incoming wind. The downwashed wind would flow across NLH and through the building separation. The VR at the building separations, along NLH and existing development area has been enhanced under Proposed and Revised Scheme, such as DB Tunnel Admin. Building and New Lantao Bus Repair Centre.

The increased in building height would create wake zone in the open water at the leeward side. Together with the step podium design as constrained by the depot, calmer wind environment at the Waterfront Podium Walkway in the central part would be resulted.

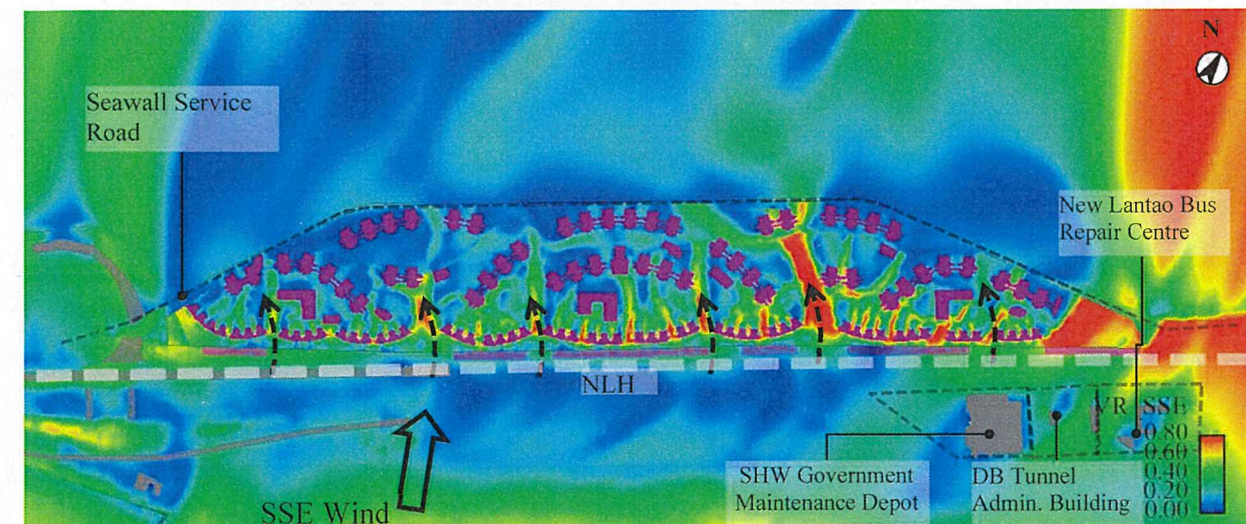


Figure 55 Contour plot of VR of Baseline Scheme under SSE wind

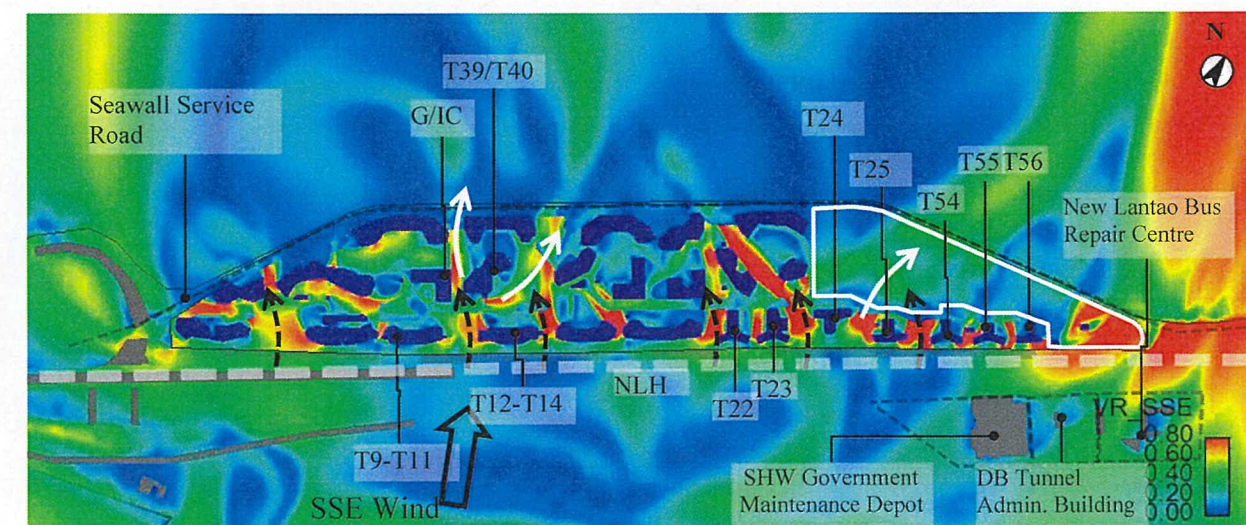


Figure 56 Contour plot of VR of Proposed Scheme under SSE wind

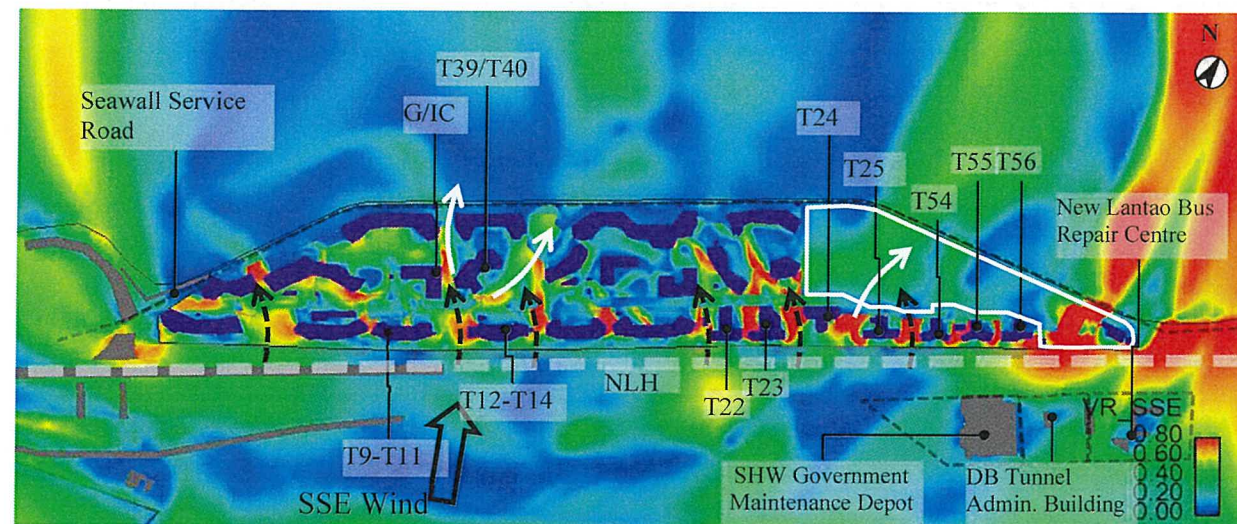


Figure 57 Contour plot of VR of Revised Scheme under SSE wind

4.3.7 S Wind

The contour plots of VR under S wind for both schemes are presented in Figure 58 and Figure 59. Similar to SSE wind, the Application Site would be located within the wind shadow of the hilly range to the southeast. The wind shadow of Application Site would be casted over open water to the northwest of the Application Site. The podium deck of two schemes would channel the approaching wind to travel along NLH and reach the Application Site from the southern tip. The openness at northern tip of Application Site would help to promote wind penetration which would accelerate the incoming wind to flow across those existing developments at the windward side, such as Siu Ho Wan Government Maintenance Depot, Discovery Bay (DB) Tunnel Administration Building.

Proposed Scheme

As the building height under Proposed Scheme would generally be taller than those under Baseline Scheme, more high-level wind would be captured and distribute further through the airpaths and breezeways. Therefore, areas near the airpaths and breezeways with the Proposed Scheme would be enhanced in compared to Baseline Scheme. As less wind could serve the leeward area, the leeward area (i.e. the open water) would have calmer wind condition under Proposed Scheme.

In addition, wider building separation between T1-T4 and T5-T8, between T9-T11 and T12-T14, and taller T24 with breezeways under Proposed Scheme would capture more incoming wind to enter Airpath 1, Breezeways 1 and 3, respectively, as illustrated by the white arrows in Figure 59, and further distribute towards their leeward area of Proposed Scheme. The ventilation performance in the southern part of the Application Site has been enhanced under Proposed Scheme.

In addition, the step height profile between T18-T21 and T49/T50 would capture the high-level wind to penetrate through Airpath 5 and ventilate through the site. The empty bay design under T48/T49 would allow the downwashed wind to penetrate through and ventilate the leeward side of the Application Site. On the other hand, clubhouse/ E&M structures on podium deck at T18-T21 would divert the wind to enter adjacent Breezeways 1/ 3 & Airpath 5, while leaving a relatively calm wind environment between

the towers, therefore, its clubhouse on podium deck is suggested to have a 15m-wide separation for wind penetration.

In contrary, the empty bays due to reduced footprint on podium deck under Baseline Scheme would allow penetration of the incoming wind towards the second tier of towers along NLH under Baseline Scheme. However, the wind would not be able to travel through the second tier of towers along NLH due to curvilinear layout under Baseline Scheme. Besides, less significant height difference between tiers of towers under Baseline Scheme would lead to less significant downwash effect to enhance local wind environment between tower clusters. Consequently, the area closer to the waterfront would be calmer than those closer to NLH **under Proposed Scheme**, except those areas close to the breezeways.

Revised Scheme

Under Revised Scheme, with the additional empty bay under the towers along NLH as well as the change of layout for HKHA site (Tower T22-T25 and T54-T56) would alter the wind pattern with the site slightly. The straight façade of T22-T23 would capture more high-level wind to enter the site, while disturbing the stream of air coming from Breezeway 2.

The additional empty bay under T18-T21, T47 and T48 would generally enhance the permeability at the central part and result in slightly better ventilation performance herein.

The increased in building height would create wake zone in the open water at the leeward side. Together with the increase in stepped building height between the Waterfront Podium Walkway (at +19.5mPD) and the Podium Deck Level (at +32.5mPD under the Proposed Scheme / Revised Scheme and at +26.5mPD under the Baseline Scheme), calmer wind environment would be resulted in the Waterfront Podium Walkway in the central part under the Proposed Scheme and Revised Scheme when compared to the Baseline Scheme.

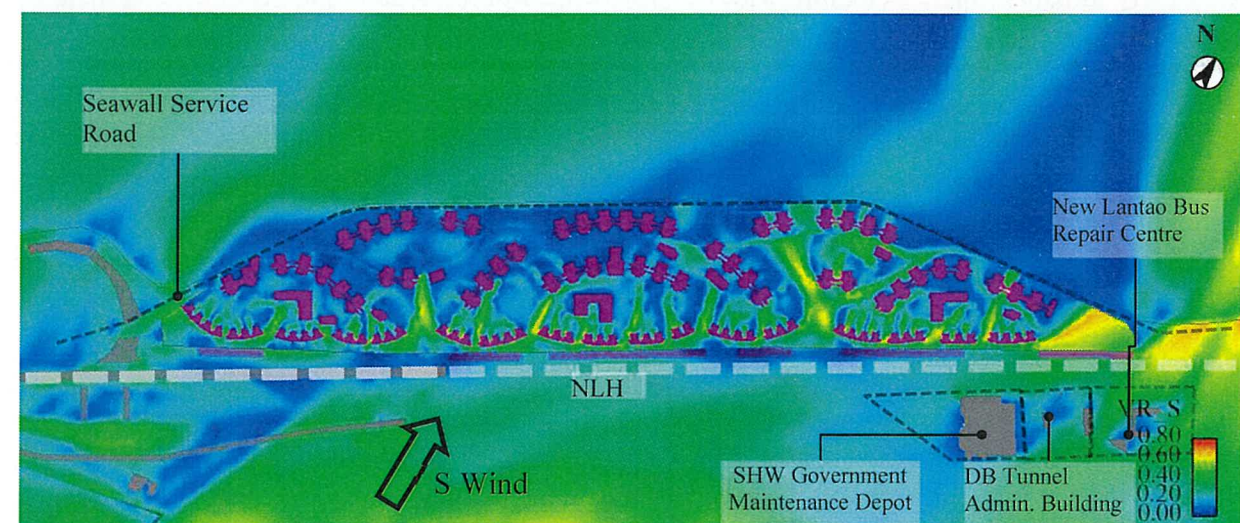


Figure 58 Contour plot of VR of Baseline Scheme under S wind

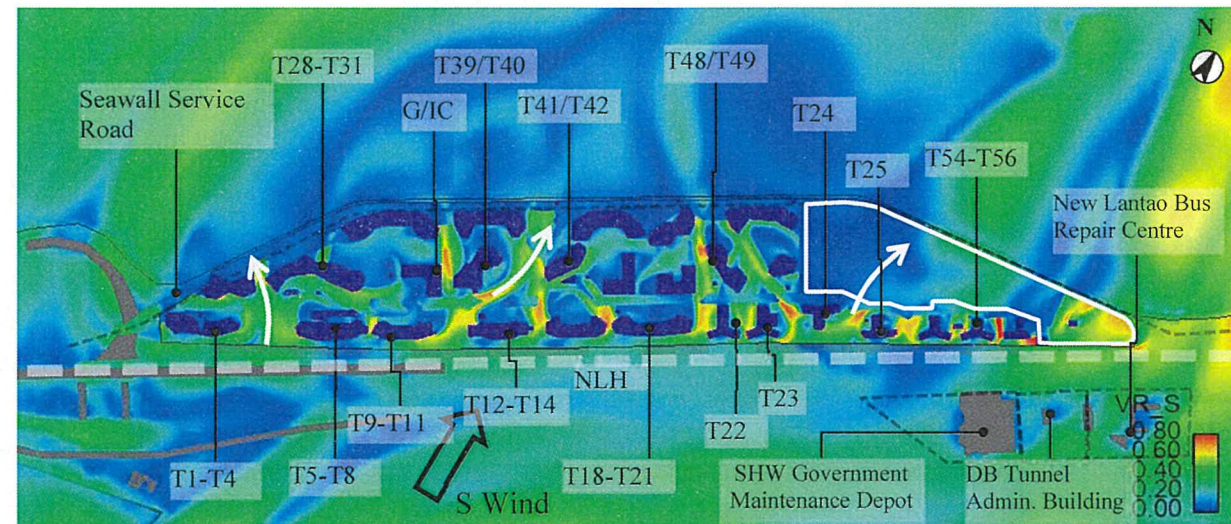


Figure 59 Contour plot of VR of Proposed Scheme under S wind

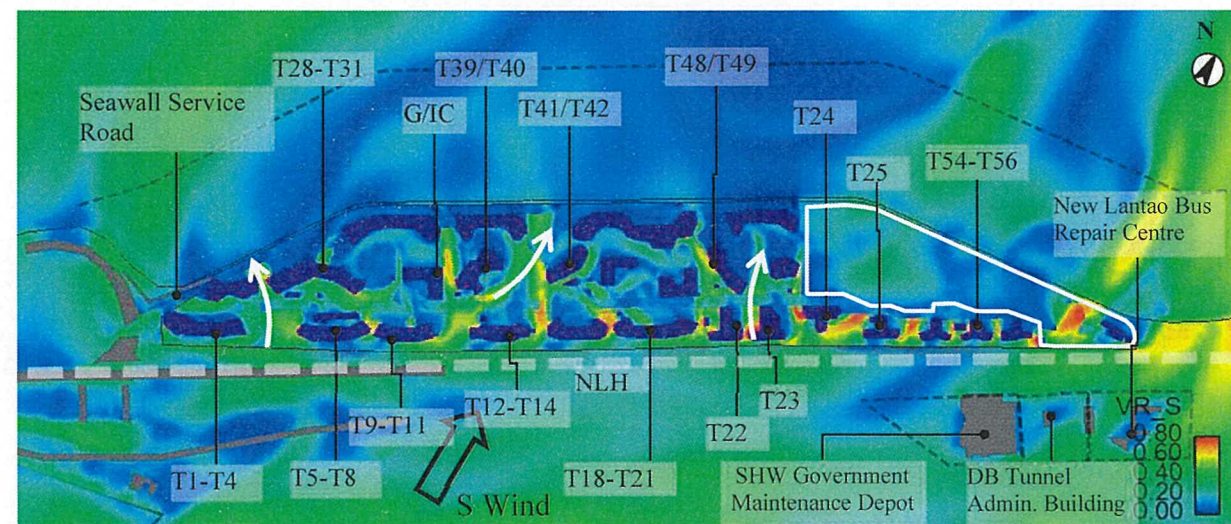


Figure 60 Contour plot of VR of Revised Scheme under S wind

4.3.8 SSW/ SW Wind

Both SSW and SW winds would reach the Application Site from NLH by traveling through the trough of hilly range to its southeast. Therefore, the wind availability would be limited, and the wind environment would be calmer than other wind direction discussed previously. The wind shadow of the towers would be casted over the open water to the northeast of Application Site.

Under all schemes, the breezeways, airpaths and building separation provided by the reduced footprint on podium deck facing NLH would act as wind entrances and allow wind penetration to reach enter the hinterland of the Application Site. Breezeways 1 and 3 roughly aligning with NNE-SSW direction would allow the incoming wind to travel further towards the leeward side. Therefore, the VR at these 2 breezeways would be relatively higher, as compared to other area of the Application Site.

The ventilation performance under SSW and SW wind are similar, apart from the magnitude of VR at some localized areas within Application Site. Detailed discussion would be based on SSW wind as example hereafter. The overall wind performance of two schemes under SSW wind are presented in Figure 61, Figure 62 and Figure 66.

Proposed Scheme and Revised Scheme

Due to more favourable alignment of Breezeways 1 and 3, relatively higher VR would be observed than the other two breezeways. More significant stepped height profile under Proposed Scheme and Revised Scheme would capture more high-level wind towards the podium deck. As a result, some localized areas would have relatively higher VR than that under Baseline Scheme, such as T41/T42, T28-T31, T48/T49. The downwashed wind would then penetrate through the empty bays at podium level, to allow wind penetration to reach the buildings in the leeward side, such as the empty bay at T28-T31, T48/T49. On the other hand, taller towers under Proposed Scheme and Revised Scheme would cast a larger wind shadow over open water in the leeward side than that under Baseline Scheme.

Clubhouse/ E&M structures on podium deck at T18-T21, T12-T14 of the Proposed Scheme and Revised Scheme would divert the incoming wind to the adjacent Breezeways 1/ 3 & Airpaths 3 and 5 and cast local wind shadow on their immediate leeward side. The wider building separation due to reduced number of towers under the two schemes, the local wind environment in the middle of Proposed Scheme and Revised Scheme, especially Airpaths 3 & 4 and Breezeway 1, would be slightly enhanced. Consequently, the middle part of Proposed Scheme and Revised Scheme would generally be enhanced as compared to that under Baseline Scheme.

The open space of Proposed Scheme and Revised Scheme located at lower level (+6.3mPD) would encounter calm wind environment due to the wind shadow created by podium deck at the immediate windward side. The VR at Airpaths 1, 2 and a section of Breezeway 1 across the open space would be lower as compared to Baseline Scheme.

The increased in building height would create wake zone in the open water at the leeward side. Together with the step podium design as constrained by the depot, calmer wind environment at the Waterfront Podium Walkway in the central part would be resulted.

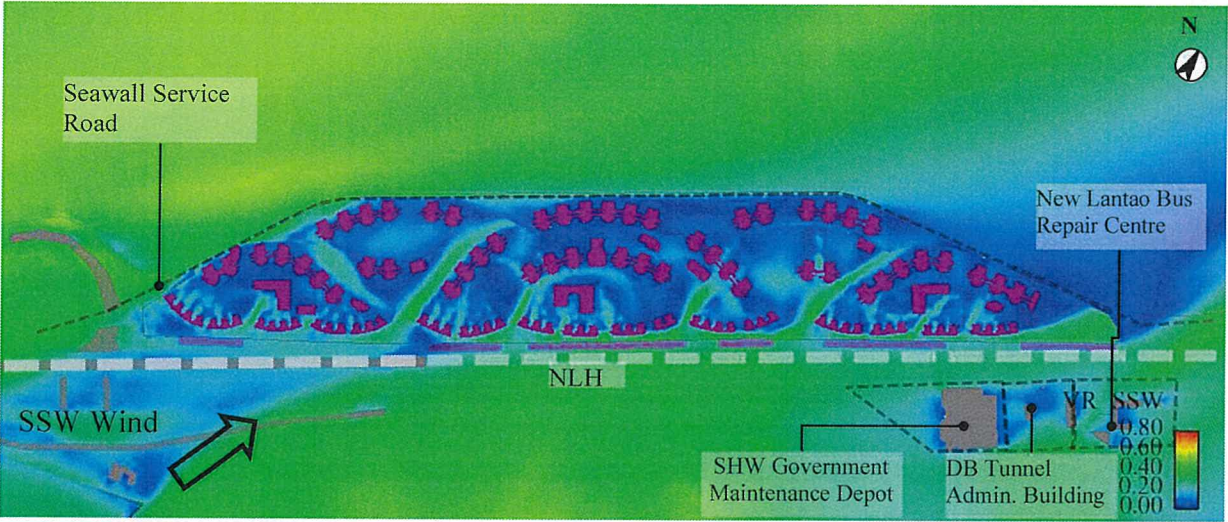


Figure 61 Contour plot of VR of Baseline Scheme under SSW wind

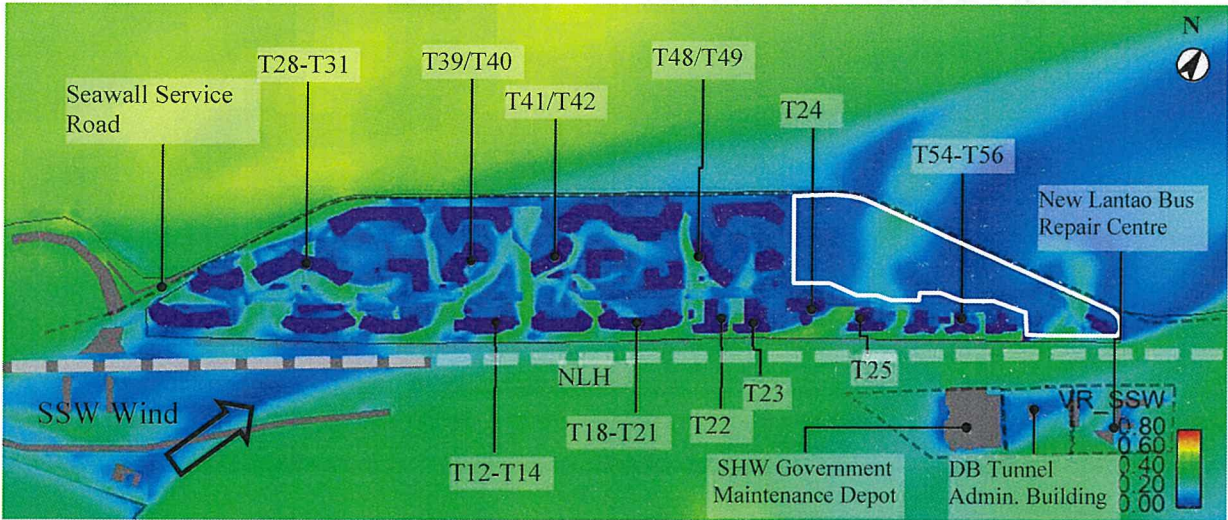


Figure 63 Contour plot of VR of Revised Scheme under SSW wind

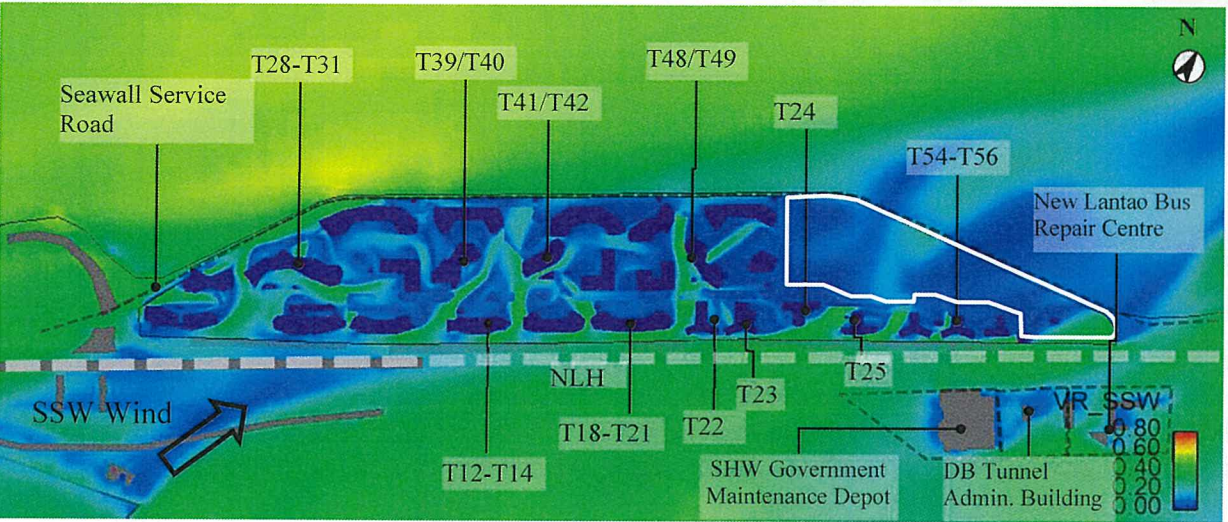


Figure 62 Contour plot of VR of Proposed Scheme under SSW wind

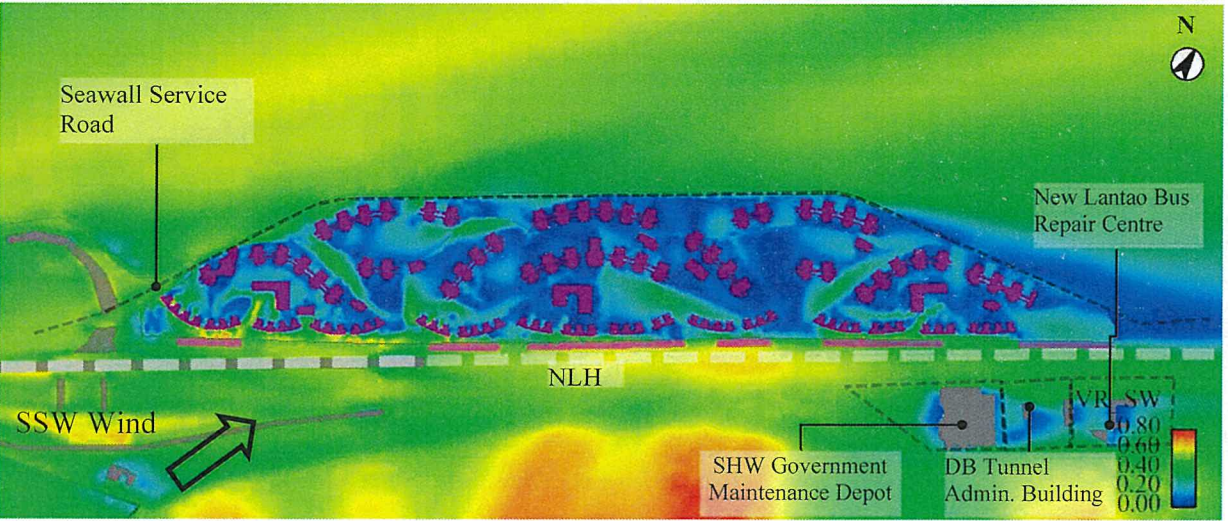


Figure 64 Contour plot of VR of Baseline Scheme under SW wind

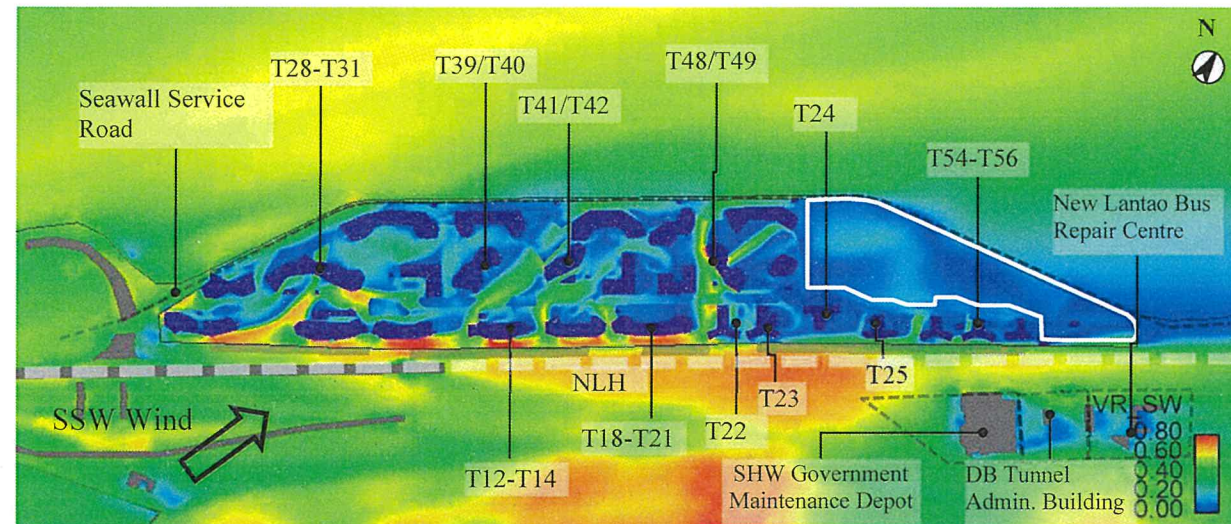


Figure 65 Contour plot of VR of Proposed Scheme under SW wind

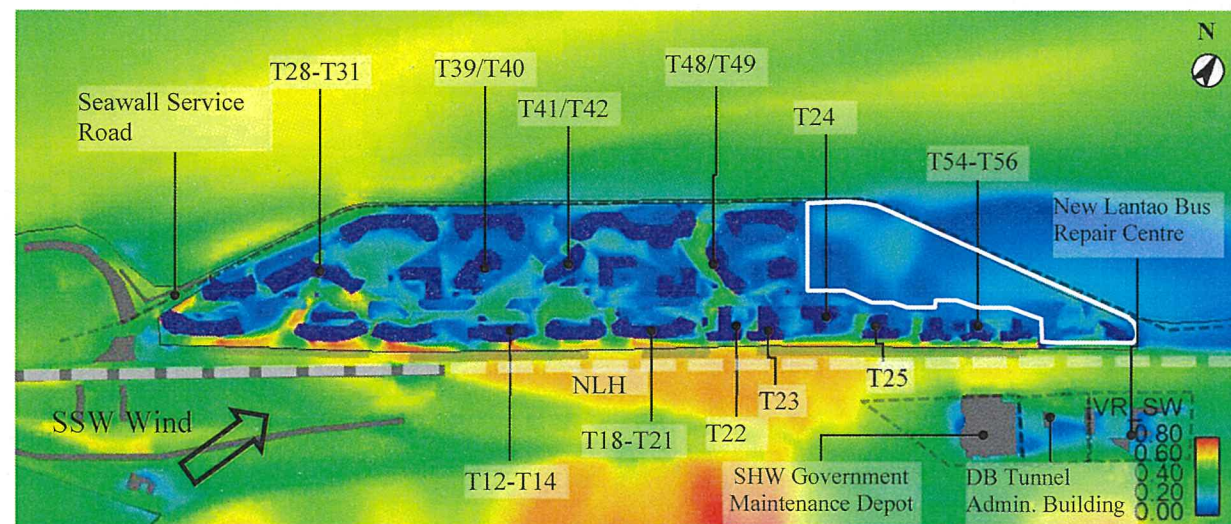


Figure 66 Contour plot of VR of Revised Scheme under SW wind

4.3.9 WSW Wind

The contour plots of VR under WSW wind for both schemes are presented in Figure 67, Figure 68 and Figure 69. The WSW wind would reach the Application Site from open water in which the incoming wind would be split by the podium deck and divert towards eastern and western boundary of Application Site. The southern part of the Study Area would freely enjoy the incoming wind and therefore the wind environment would be generally windier than its northern part. As Breezeway 4 of all schemes roughly aligns with incoming wind direction, more wind would enter this breezeway and lead to relatively higher VR than the rest of breezeways, as illustrated by black arrows in Figure 67, Figure 68 and Figure 69.

Proposed Scheme and Revised Scheme

With more significant downwash effect due to taller towers under Proposed Scheme and Revised Scheme, the VR near the slope area and Siu Ho Wan Government Maintenance Depot, Discovery Bay (DB) Tunnel Administration Building would be slightly higher as compared to that under Baseline Scheme. Similarly, relatively stronger downwash by both taller podium deck and towers along the waterfront under Proposed Scheme and Revised Scheme would slightly enhance the wind environment at Seawall Service Road and Waterfront Podium Walkway.

More significant downwashed effect would be observed at various locations (near Towers T28-T31, T12-T14) under both schemes due to increased height profile, which enhance local wind environment. Such downwashed wind would then enter the adjacent airpaths and distribute further towards leeward area of Proposed Scheme. Hence, the VR at Airpaths 4, 5 and 6 would be relatively higher under Proposed Scheme.

The tall towers T48/T49 under Proposed Scheme and Revised Scheme would divert the incoming to travel around the tower to reach Airpath 4 and breezeway 2. As a result, the VR along Breezeways 1 and 2 would be slightly enhanced under the two schemes. Nevertheless, taller towers under Proposed Scheme and Revised Scheme would inevitably cast wind shadow over their leeward side. Tall towers (T41/T42, T48/T49) located in the middle would cast wind shadow over its northern part and least downwash would take place. Hence, relatively calmer wind environment would be observed in the northern part of Proposed Scheme and Revised Scheme.

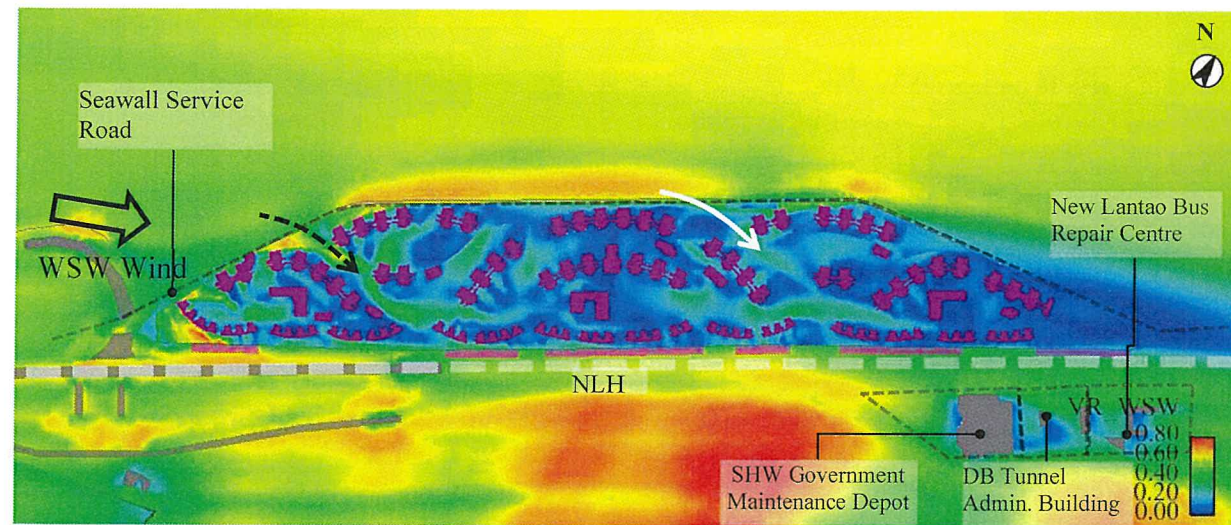


Figure 67 Contour plot of VR of Baseline Scheme under WSW wind

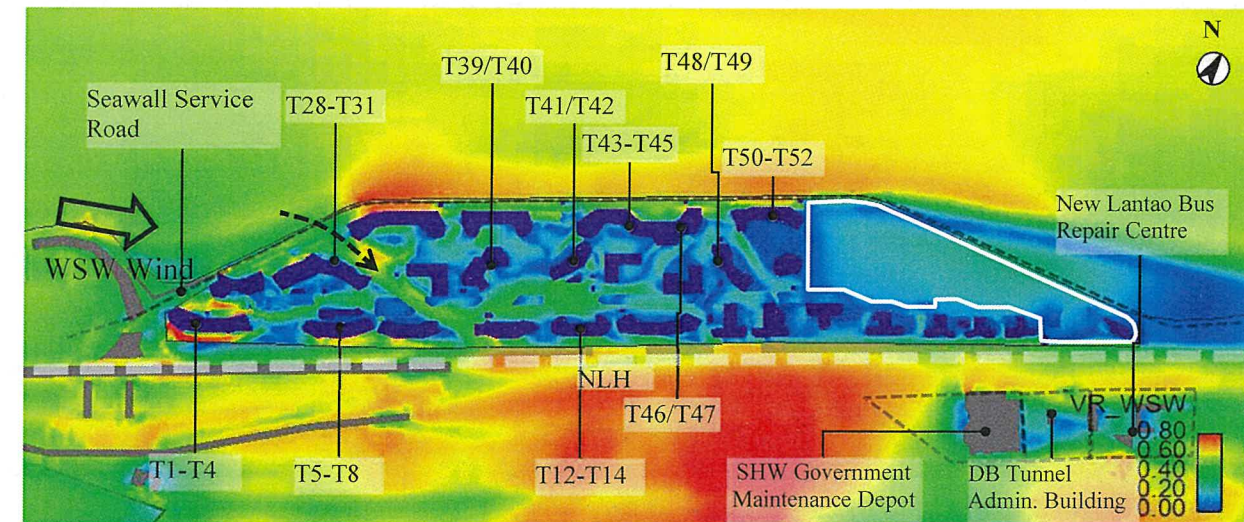


Figure 69 Contour plot of VR of Revised Scheme under WSW wind

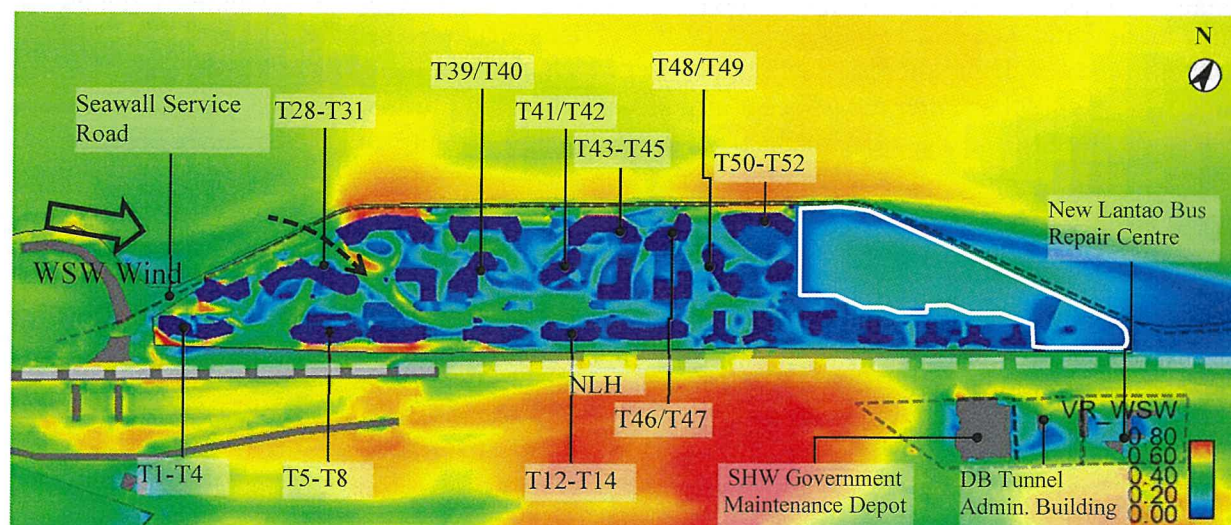


Figure 68 Contour plot of VR of Proposed Scheme under WSW wind

4.4 Focus Areas

The Velocity Ratios of each test points are determined and extracted. The results of all test points are presented in Appendix D.

Within the Application Site and Assessment Area given in Figure 24, a total of 7 focus areas and 14 focus areas were identified in the Assessment Area and within the Application Site, respectively. The corresponding test points and averaged VR for each focus area are tabulated in Table 10. The location of each focus area is indicated in **Error! Reference source not found.** The focus areas with difference in VR greater than 0.02 are highlighted in Table 10 and are discussed in following subsections.

Error! Reference source not found. Location of Focus Areas**Error! Reference source not found.**

Table 10 VR of identified Focus Areas and their Corresponding Test Points

Focus Area	Test Points		Annual Wind Condition			Summer Wind Condition		
	Baseline Scheme	Proposed Scheme	Baseline Scheme	Proposed Scheme	Revised Scheme	Baseline Scheme	Proposed Scheme	Revised Scheme
Outside Site Boundary, but within the Assessment Area								
1	Slope	O26, O28-O64	0.49	0.49	0.50	0.38	0.38	0.38
2	Seawall Service Road (restricted)	O1-O4, S1-S37	0.38	0.32	0.32	0.28	0.26	0.26
3	Siu Ho Wan Government Maintenance Depot	O21-O25, O27	0.35	0.36	0.35	0.29	0.30	0.29
4	Discovery Bay Tunnel Administration Building	O15-O20	0.30	0.28	0.29	0.25	0.25	0.25
5	New Lantau Bus Repair Centre	O8-O14	0.43	0.41	0.42	0.34	0.34	0.35
6	Site Office	O5-O7	0.51	0.53	0.51	0.44	0.47	0.47
7	Promenade on Deck	SP1-SP28	0.25	0.26	0.26	0.15	0.18	0.18
Within Site Boundary								
8	Airpath 1	SP25, SP29-SP31	0.36	0.36	0.41	0.26	0.24	0.28
9	Airpath 2	SP19, SP32-SP35	0.29	0.24	0.27	0.28	0.16	0.22

Focus Area	Test Points		Annual Wind Condition			Summer Wind Condition		
	Baseline Scheme	Proposed Scheme	Baseline Scheme	Proposed Scheme	Revised Scheme	Baseline Scheme	Proposed Scheme	Revised Scheme
10	Airpath 3	SP15, SP36-SP39	0.23	0.29	0.29	0.18	0.30	0.30
11	Airpath 4	SP9, SP40-SP43	0.21	0.29	0.30	0.19	0.31	0.31
12	Airpath 5	SP5, SP44-SP47	0.26	0.32	0.32	0.27	0.33	0.33
13	Airpath 6	SP48-SP51	0.25	0.34	0.34	0.26	0.33	0.33
14	Breezeway 1	SP23, SP32, SP52-SP55	0.29	0.43	0.43	0.23	0.29	0.29
15	Breezeway 2	SP15, SP33, SP56-SP59	0.31	0.35	0.35	0.25	0.26	0.26
16	Breezeway 3	SP8, SP45, SP60-SP63	0.25	0.28	0.28	0.25	0.27	0.27
17	Breezeway 4	SP1, SP44, SP64-SP66	0.26	0.34	0.34	0.26	0.33	0.33
18	Primary School 1	SP50, SP70, SP71	0.19	0.33	0.34	0.21	0.32	0.32
19	Primary School 2	SP67, SP74-SP75	0.20	0.17	0.24	0.23	0.18	0.23
20	Secondary School	SP68-SP69, SP72-SP73	0.16	0.19	0.19	0.17	0.18	0.17

Focus Area		Test Points		Annual Wind Condition			Summer Wind Condition		
		Baseline Scheme	Proposed Scheme	Baseline Scheme	Proposed Scheme	Revised Scheme	Baseline Scheme	Proposed Scheme	Revised Scheme
21	Subsidised Sale Flats Sites	SP29, SP32, SP56, SP75	SP28, SP32, SP51, SP73-SP74	0.35	0.36	0.50	0.32	0.38	0.47

4.4.1 Annual Wind Condition

Under annual condition, prevailing wind comes from the NE quadrant. The lower level at the Area Reserved for Future Expansion in the northern tip of Proposed Scheme would locally enhance the permeability. However, such volume of wind, as well as relatively stronger downwash effect by taller T54-56 under Proposed Scheme, would affect the incoming wind flowing along NLH under NE, ENE and E winds, as discussed in Sections 4.3.2, 4.3.3 and 4.3.4. In contrary, relatively taller podium deck under Baseline Scheme would channel the incoming wind to travel eastwards and therefore, **Discovery Bay Tunnel Administration Building** would have relatively enhanced wind environment. Similar phenomenon and finding also observed under ESE/ SE winds that the downwashed wind would limit the wind flowing from the windward side. Hence, slightly lower VR at **Discovery Bay Tunnel Administration Building** would be observed under Proposed Scheme.

The presence of buildings in the northern tip of the Baseline Scheme results in downwash effect, which enhances the wind environment along the **Seawall Service Road**. Thus, lower VR at this area would be observed under the Proposed Scheme.

Both taller towers with more significant stepped height profile (especially towers T39-T40 and T41/T42) under Proposed Scheme would induce more significant downwash effect, such that the downwashed wind would locally enhance the wind environment which would distribute further through breezeways and airpaths. Hence, the VR at all **Breezeways** and **Airpaths 3-6** have been enhanced.

Due to the lower level of the Area Reserved for Future Expansion, the incoming annual wind is blocked by the adjacent podium at +32.5mPD. Furthermore, the clubhouse and E&M structures on podium deck of tower T26 near the northern tip of Proposed Scheme would cast wind shadow over their leeward areas, leading to relatively lower VR in **Airpath 2** in the Proposed Scheme as compared to in the Baseline Scheme.

With the wind enhancement features, the permeability within the Revised Scheme would be generally enhanced in the central part, the ventilation performance at the focus areas within the site would be generally enhanced, including **Airpath 4**, **Primary School 2** and **SSF sites** would be further enhanced.

4.4.2 Summer Wind Condition

Under summer wind condition, the prevailing wind comes from SW quadrant. The lower level of the Area Reserved for Future Expansion results in the incoming summer wind being shielded by the building towers in the development. Thus, slightly lower VR at the leeward side of the wind, especially along the

Seawall Service Road, would be observed under the Proposed Scheme as compared to the Baseline Scheme.

More significant stepped height profile provided under Proposed Scheme and Revised Scheme would induce relatively stronger downwash effect under various wind directions that would enhance some localized areas. This results in relatively higher VR in **Waterfront Podium Walkway** in the Proposed Scheme.

Additionally, such downwashed wind would then travel towards airpaths and breezeways and therefore the podium deck would generally have slightly higher VR in compared to that under Baseline Scheme. The ventilation performance at **Breezeways 1, 3 & 4** and **Airpaths 3 to 6** would be enhanced under Proposed Scheme and Revised Scheme.

The Area Reserved for Future Expansion in the Proposed Scheme and Revised Scheme is located at lower level, which would encounter calm wind environment due to the wind shadow created by podium deck at the immediate windward side. Thus, the VR at **Airpaths 1 and 2** would be lower as compared to the Baseline Scheme.

In addition, the permeability within the Revised Scheme would be generally enhanced in the central part, the ventilation performance at the focus areas within the site would be generally enhanced, including **Airpath 1**, **Primary School 1**, **Primary School 2** and **SSF sites** would be enhanced.

5 Conclusion

An Air Ventilation Assessment (AVA) – Initial Study was conducted to assess the ventilation performance of Baseline Scheme, Proposed Scheme and Revised Scheme in accordance to *the AVA Technical Circular*.

Three schemes, Baseline Scheme, Proposed Scheme and Revised Scheme, were assessed using Computational Fluid Dynamics (CFD) techniques. A series CFD simulation using Realizable k-ε turbulence model were performed under annual and summer wind conditions with reference to *the AVA Technical Circular*. For annual wind condition, NNE, NE, ENE, E, ESE, SE, S, SSW and SW were selected which gives total wind frequency of 79.0% over a year while E, ESE, SE, SSE, S, SSW and SW were selected for summer condition, which gives total wind frequency of 80.9%.

The Velocity Ratio (VR) as proposed by *the AVA Technical Circular* was employed to assess the ventilation performance under these 2 schemes and the impact to its surrounding areas.

With reference to *the AVA Technical Circular*, 34 perimeter test points, 60 overall test points and 41 special test points were allocated at 2m above pedestrian level to assess the local and overall ventilation performance in the Assessment Area. Another 75 special test points for Baseline Scheme (74 special test points for Proposed Scheme and Revised Scheme) were located at 2m above the podium deck within the Proposed Development to access the effectiveness of the breezeways and airpaths.

5.1 Summary

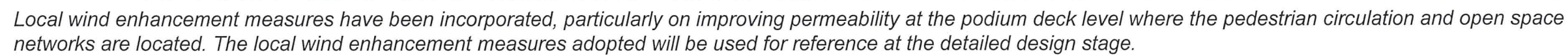
The results showed that:














- Under both annual and summer condition, there would be no insurmountable ventilation impact to the surrounding area.
- Under annual condition, Proposed Scheme and Revised Scheme achieved a slightly higher SVR while similar LVR as compared with Baseline Scheme. The result indicates that Proposed Scheme and Revised Scheme would have slightly higher ventilation performance along the site boundary while similar ventilation impact to surroundings, as compared to Baseline Scheme.
- Under summer condition, Proposed Scheme and Revised Scheme achieved slightly higher SVR and LVR as compared with Baseline Scheme under summer condition. The result indicates that Proposed Scheme and Revised Scheme would have slightly enhanced ventilation performance near the site boundary comparing to Baseline Scheme while the overall ventilation performance within Assessment Area would be similar under both schemes.
- Under annual wind condition, the wind performance of existing developments, such as Discovery Bay Tunnel Administration Building and New Lantau Bus Repair Centre, would be slightly calmer under Proposed Scheme and Revised Scheme as the stronger downwash effect would reduce the wind penetration along NLH, as well as the wind serving these existing developments.
- Taller towers near waterfront under Proposed Scheme and Revised Scheme would capture more incoming wind and would enhance the wind performance at Waterfront Podium Walkway under both annual and summer wind conditions.

- Besides, more significant stepped height profile with wider building separation created under Proposed Scheme and Revised Scheme would induce more significant downwash effect which would locally enhance the wind performance on podium deck (especially in the middle part of the Application Site) and airpaths/ breezeways under annual wind condition.
- Four 30m-wide breezeways with better alignment to the prevailing wind direction under Proposed Scheme, together with the provision of open space at the intersection of breezeways, would enhance the wind penetration. Therefore, the VR along all breezeways of Proposed Scheme and Revised Scheme would be significantly enhanced under both annual and summer wind conditions.
- In order to address the relatively lower VR near the GIC sites and the T24/T25, T54-T56 sites under Proposed Scheme, several wind enhancements features have been incorporated, including additional empty bays and revised layout of GIC sites and T24/T25. T54-T56 sites. As a result, more permeability at podium level have been provided. The ventilation performance of Airpath 1 and Airpath2 as well as school site, HKHA sites has been improved.
- The Revised Scheme has been optimised with the wind enhancement measures through the building layout and building design to mitigate the air ventilation impact. Due consideration is also given to optimise housing supply, as well as to provide the necessary facilities to serve the community, under the site constraints.
- However, due to the increased building heights under the Proposed Scheme and Revised Scheme, ventilation impact would be observed at the central part of Application Site under both annual and summer condition, such as the central portion of the Waterfront Podium Walkway.

6 Reference

- [1] Annex A of Technical Circular No. 1/06 issued by the Housing, Planning and Lands Bureau pertaining specifically to Air Ventilation Assessments, 19th July, 2006
(https://www.devb.gov.hk/filemanager/en/content_679/hplb-etwb-tc-01-06.pdf)
- [2] Planning Department RAMS Data
(http://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/)

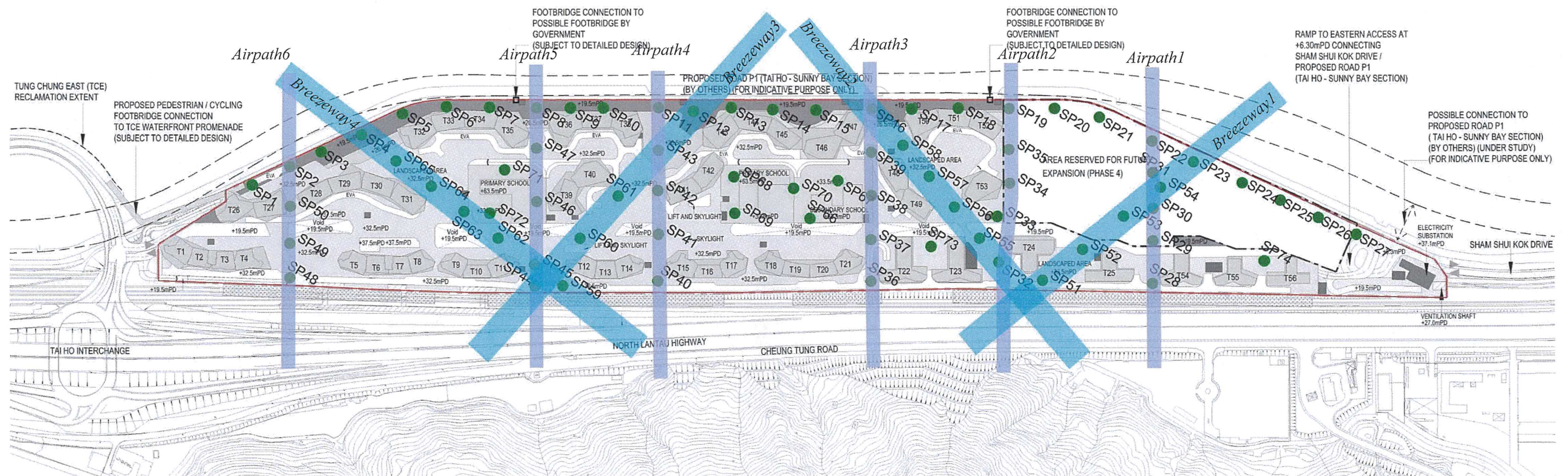


	Application Site
	Staircase / Lift
	Communal Bicycle Park
	Transfer Plate / Building Line Above
	Residential / Clubhouse / Lobby / E&M
	Driveway / Emergency Vehicular Access (EVA) / Pick-up / Drop-off Area
	Area Reserved for Future Expansion (Phase 4)
	Landsaped Area at Podium Deck Level
	School
	Railway Depot / Station & Associated Facilities
	E&M / Supporting Facilities for Topside Development
	Noise Canopy (Indicative only, subject to detailed design)
	Empty bay

PODIUM DECK LEVEL FLOOR PLAN (+32.5mPD TO +33.5mPD)
PROPOSED RESIDENTIAL AND COMMERCIAL
DEVELOPMENT ATOP SIU HO WAN DEPOT



Annex 2.6



- Application Site
- S1 Special Test Point

Figure 30 Location of Special Test Points under Proposed/Revised Scheme

LEGEND:

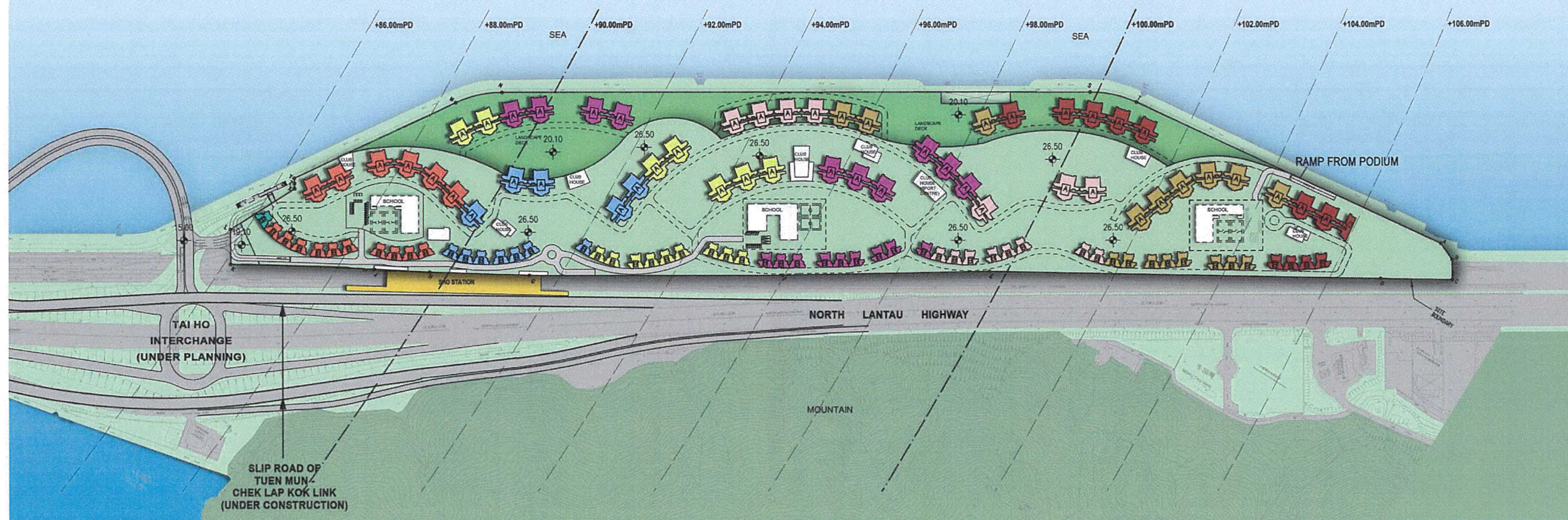
RESIDENTIAL TOWER TYPE A



RESIDENTIAL TOWER TYPE B

LEGEND

	No. of Residential Storeys		No. of Residential Storeys
	15		19
	16		20
	17		21
	18		22



Source of 90mPD & 100mPD Airport Height Restriction: Map Series AHRP Sheet 10-NW-C by Survey and Mapping Office Land Department



由香港鐵路有限公司提交的概略計劃
INDICATIVE SCHEME SUBMITTED BY MTRCL

小蠔灣
SIU HO WAN

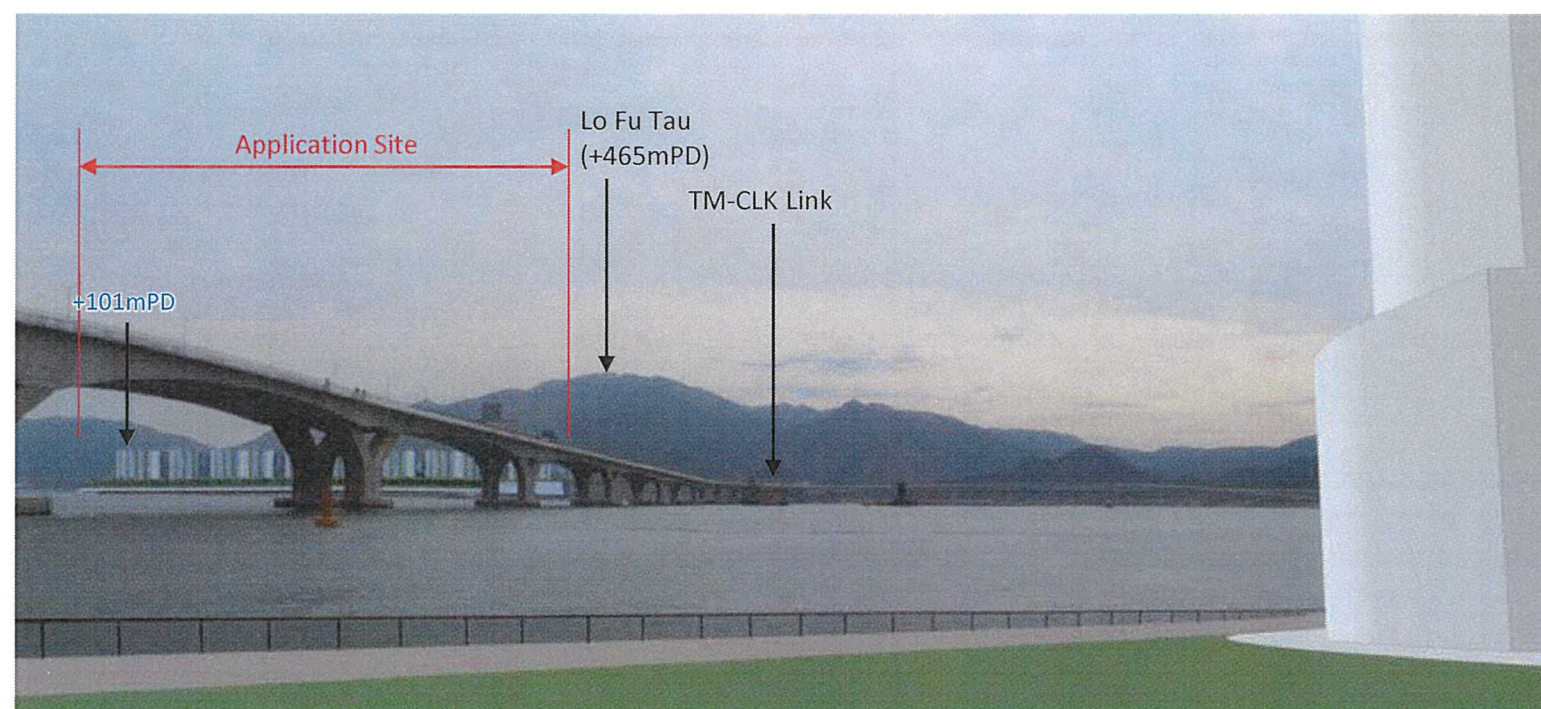
本摘要圖於2017年11月22日擬備，
EXTRACT PLAN PREPARED ON 22.11.2017

規劃署
PLANNING DEPARTMENT

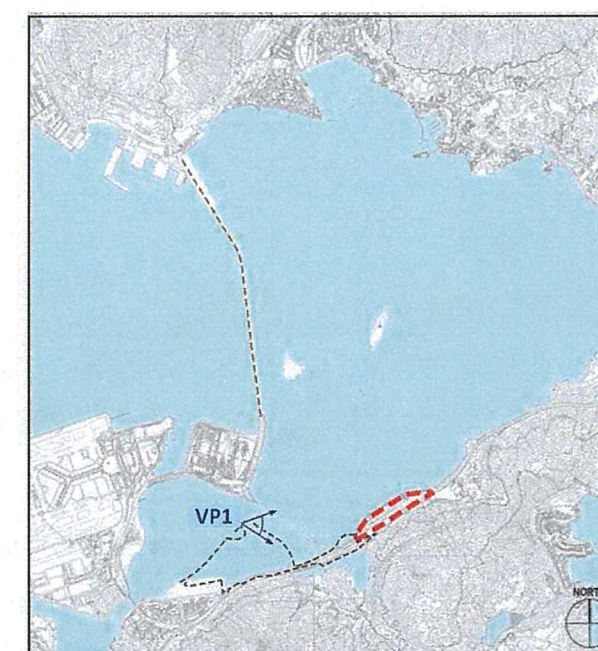


參考編號
REFERENCE No.
M/LI/17/50

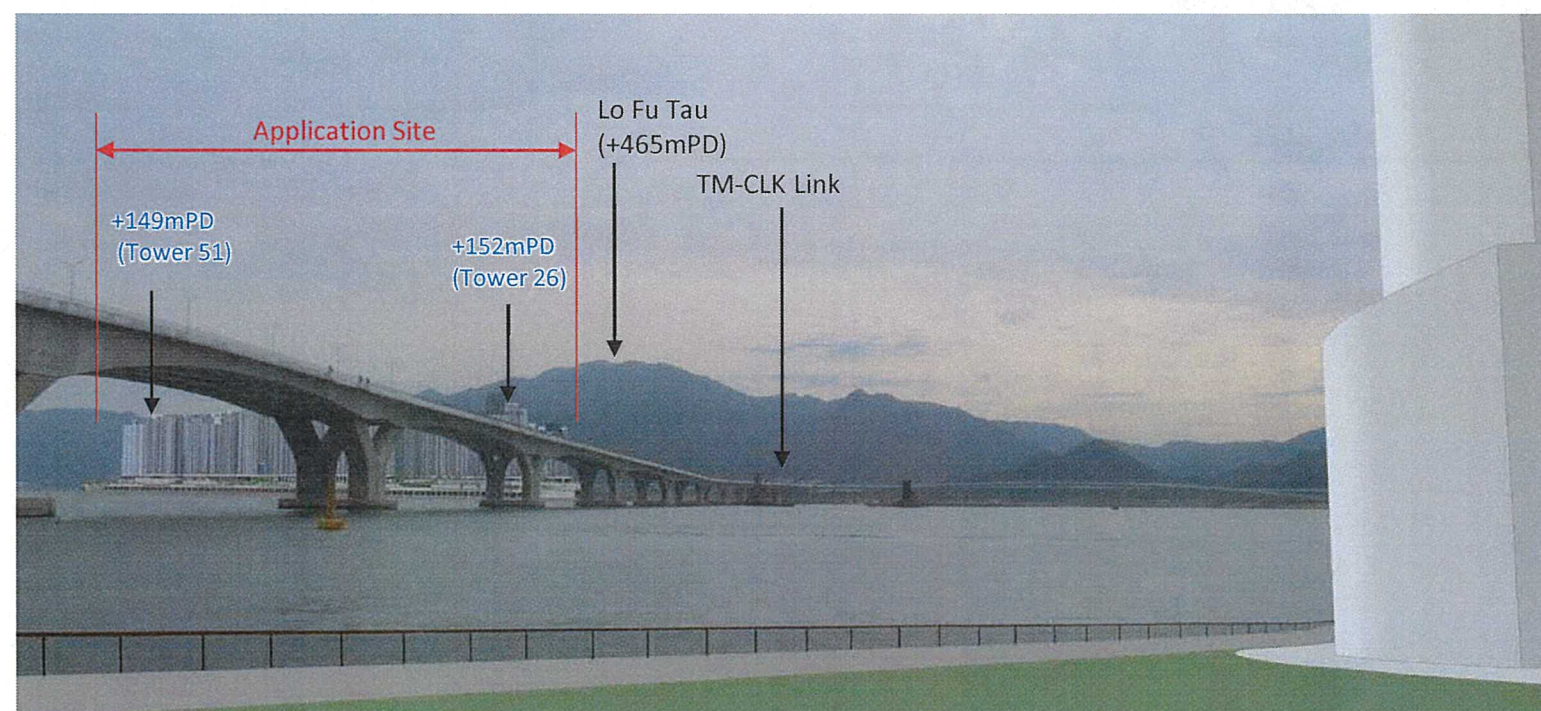
圖 PLAN
6a



VP1 with Baseline Scheme



KEY PLAN

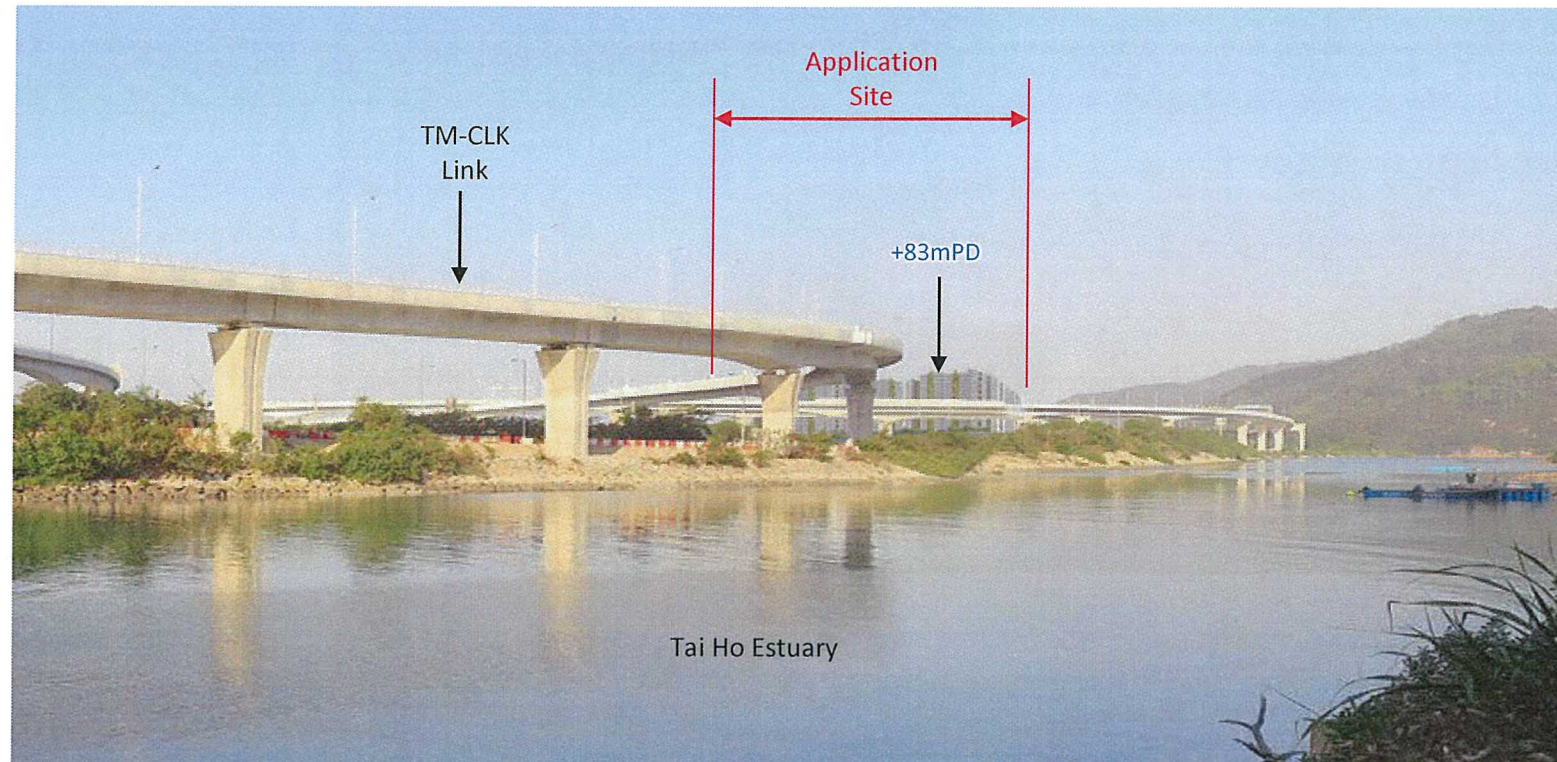


VP1 with Current Scheme

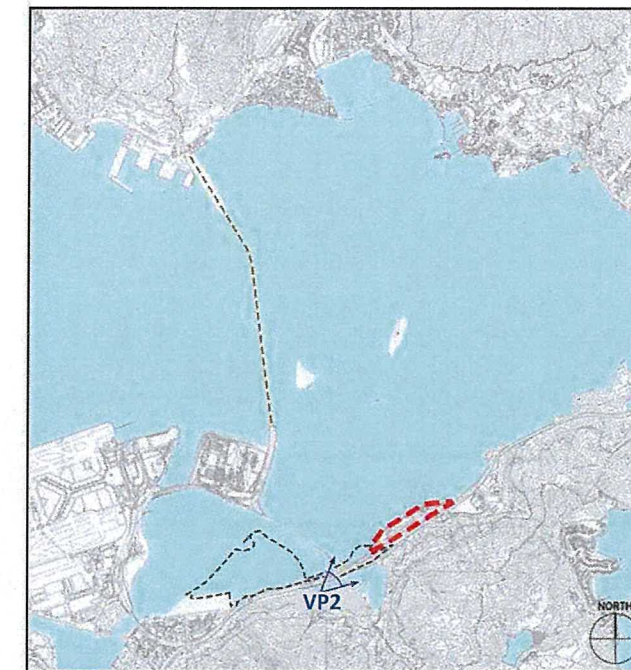
Note: Photomontage has been generated to provide a preliminary idea on the scale, massing and extent of the Proposed Development. These images are indicative and for illustrative purposes only. The architectural design, finishes or any other related detailed design components are subject to refinement and changes at the detailed design stage.

Note: Building Height is measured to the main roof.

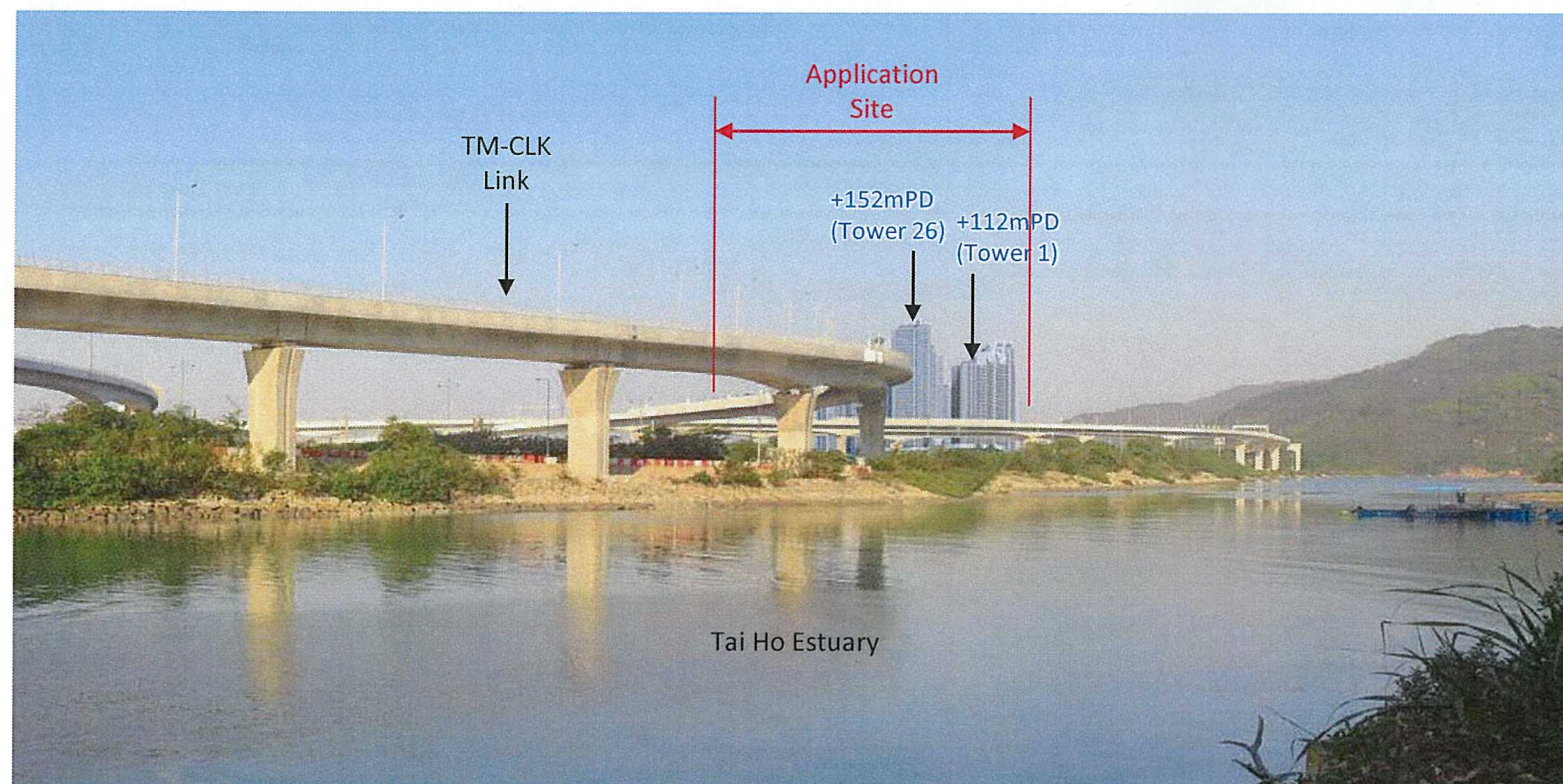
LWK +PARTNERS	Title Photomontage of VP1 – View from Tung Chung New Town Extension – Tung Chung East Development		Figure Fig. 4.1 Scale N/A Date AUG 2021
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VP2 with Baseline Scheme



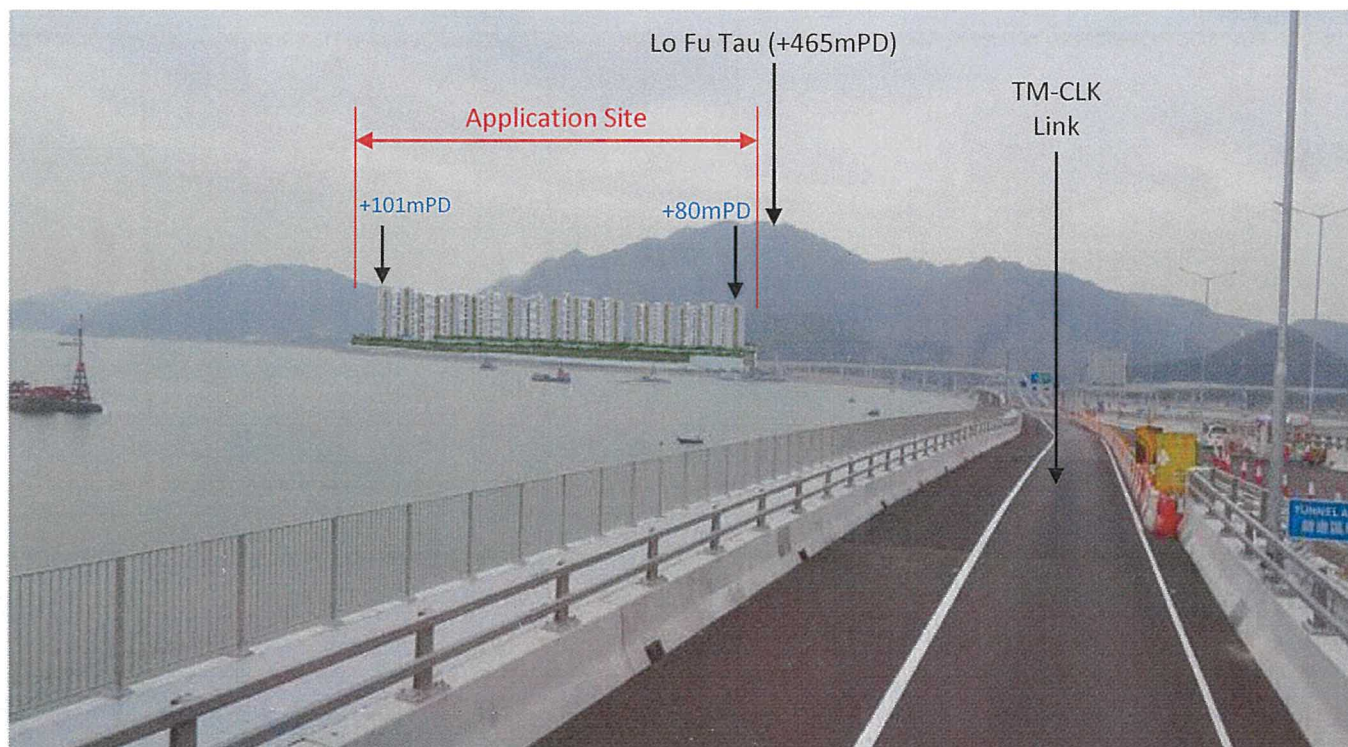
KEY PLAN



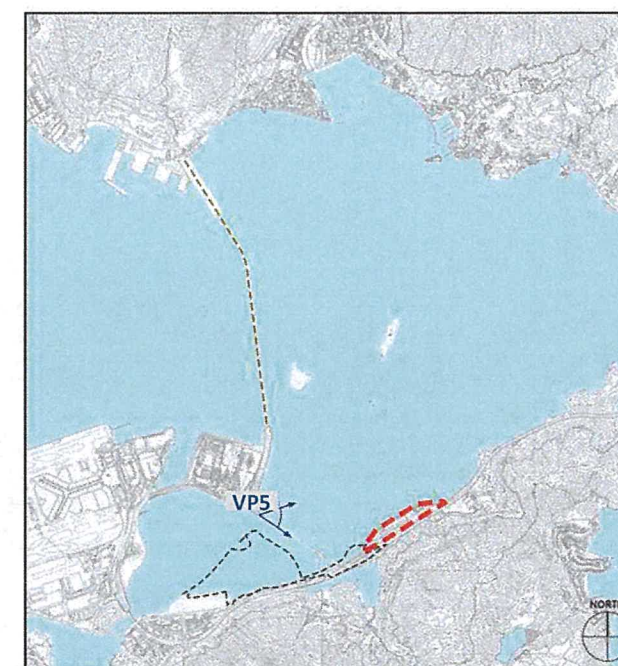
VP2 with Current Scheme

Note: Photomontage has been generated to provide a preliminary idea on the scale, massing and extent of the Proposed Development. These images are indicative and for illustrative purposes only. The architectural design, finishes or any other related detailed design components are subject to refinement and changes at the detailed design stage.

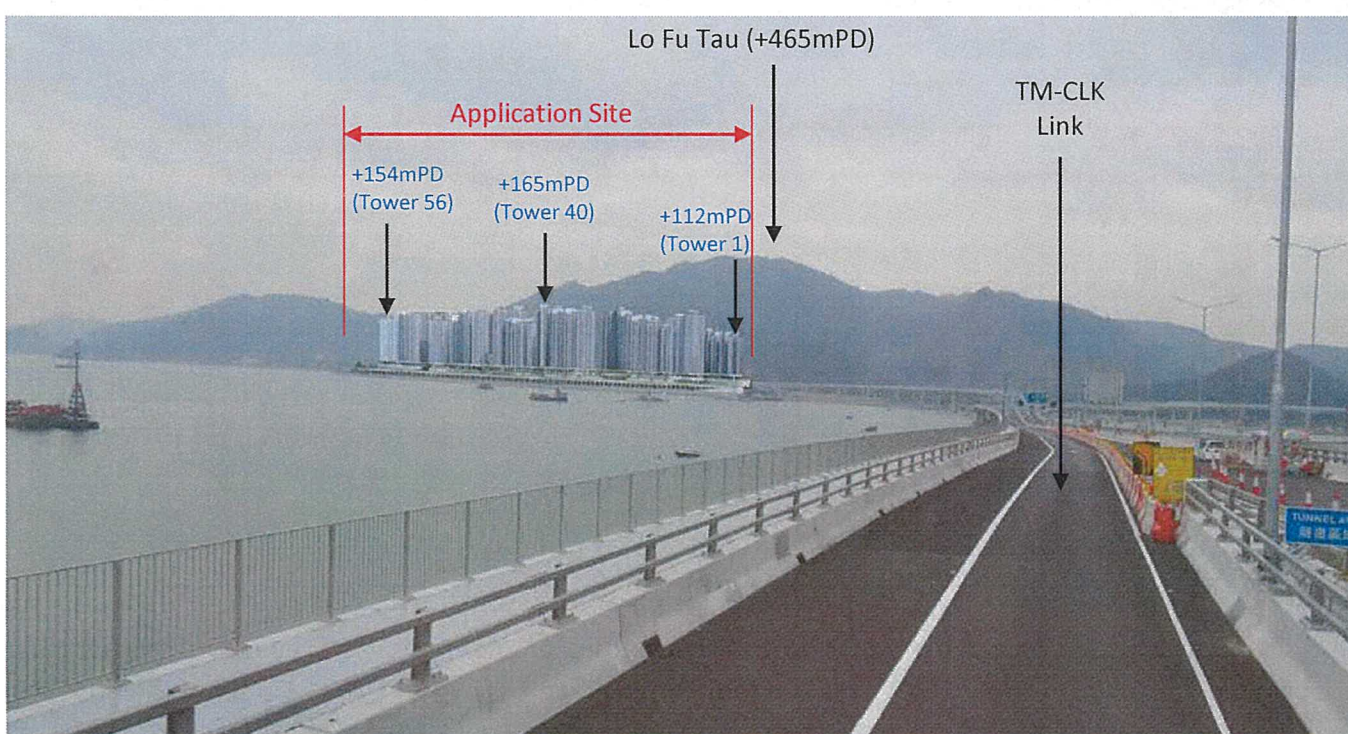
Note: Building Height is measured to the main roof.



VP5 with Baseline Scheme



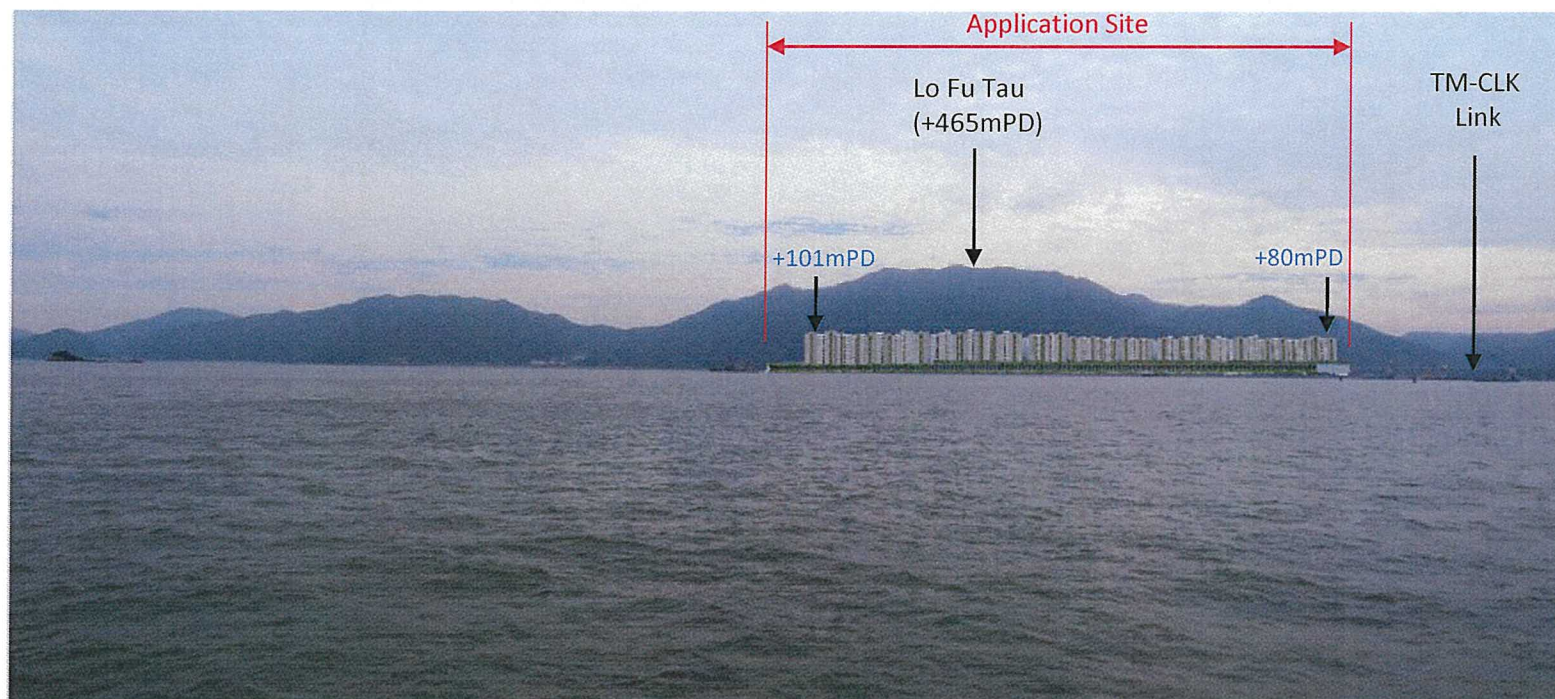
KEY PLAN



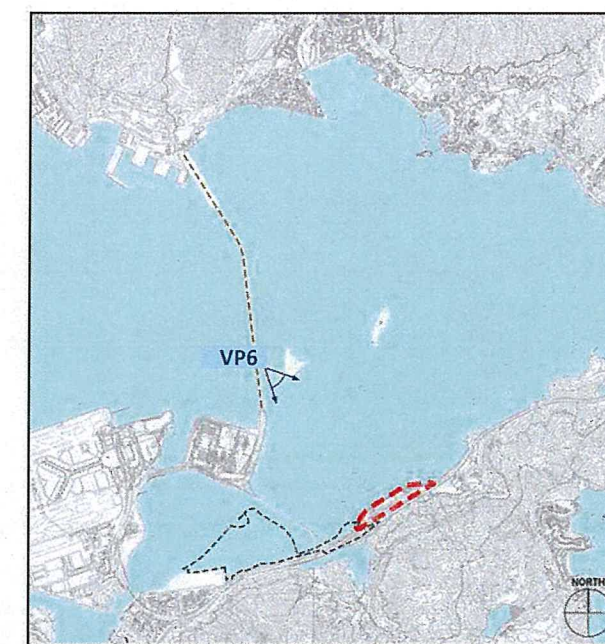
VP5 with Current Scheme

Note: Photomontage has been generated to provide a preliminary idea on the scale, massing and extent of the Proposed Development. These images are indicative and for illustrative purposes only. The architectural design, finishes or any other related detailed design components are subject to refinement and changes at the detailed design stage.

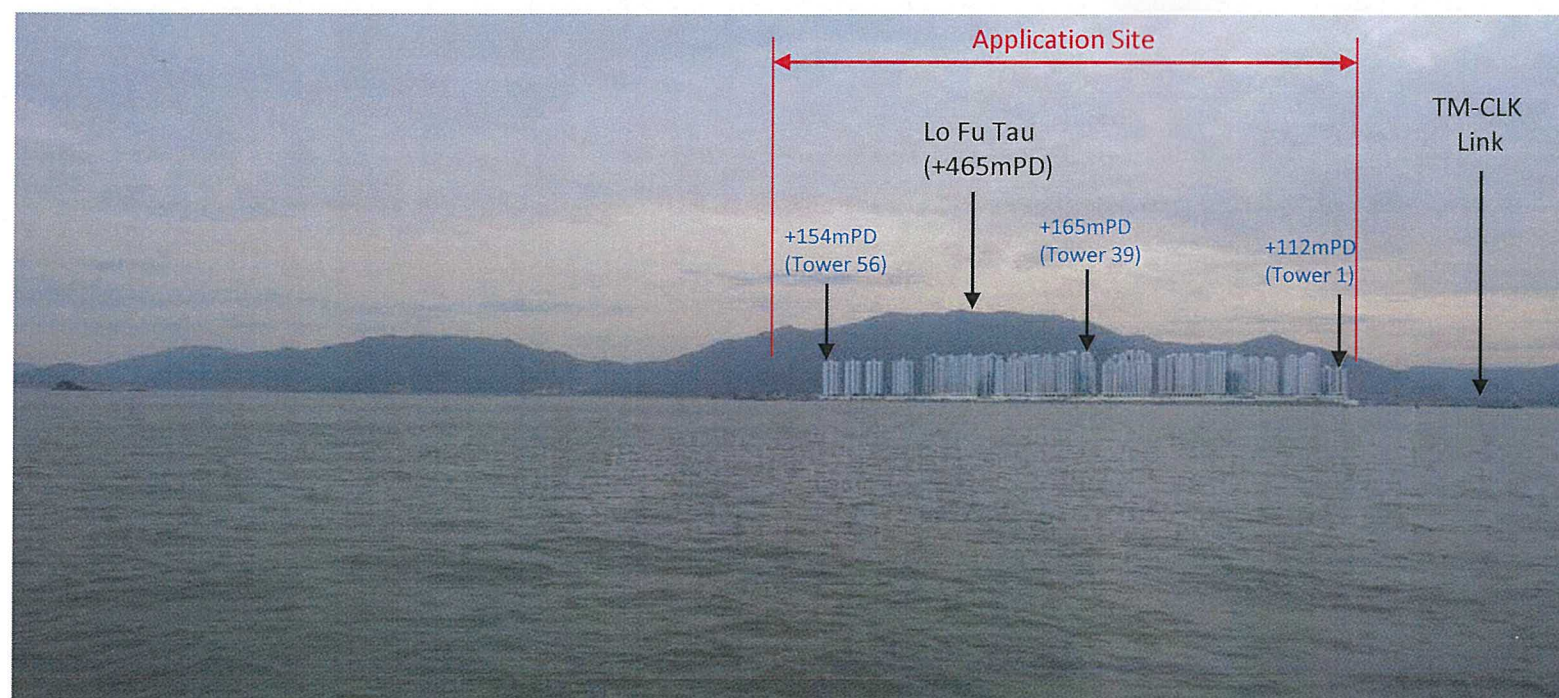
Note: Building Height is measured to the main roof.



VP6 with Baseline Scheme



KEY PLAN



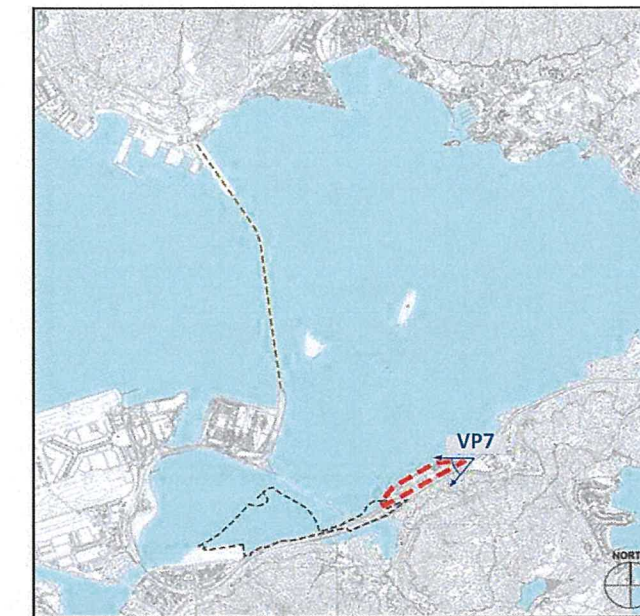
VP6 with Current Scheme

Note: Photomontage has been generated to provide a preliminary idea on the scale, massing and extent of the Proposed Development. These images are indicative and for illustrative purposes only. The architectural design, finishes or any other related detailed design components are subject to refinement and changes at the detailed design stage.

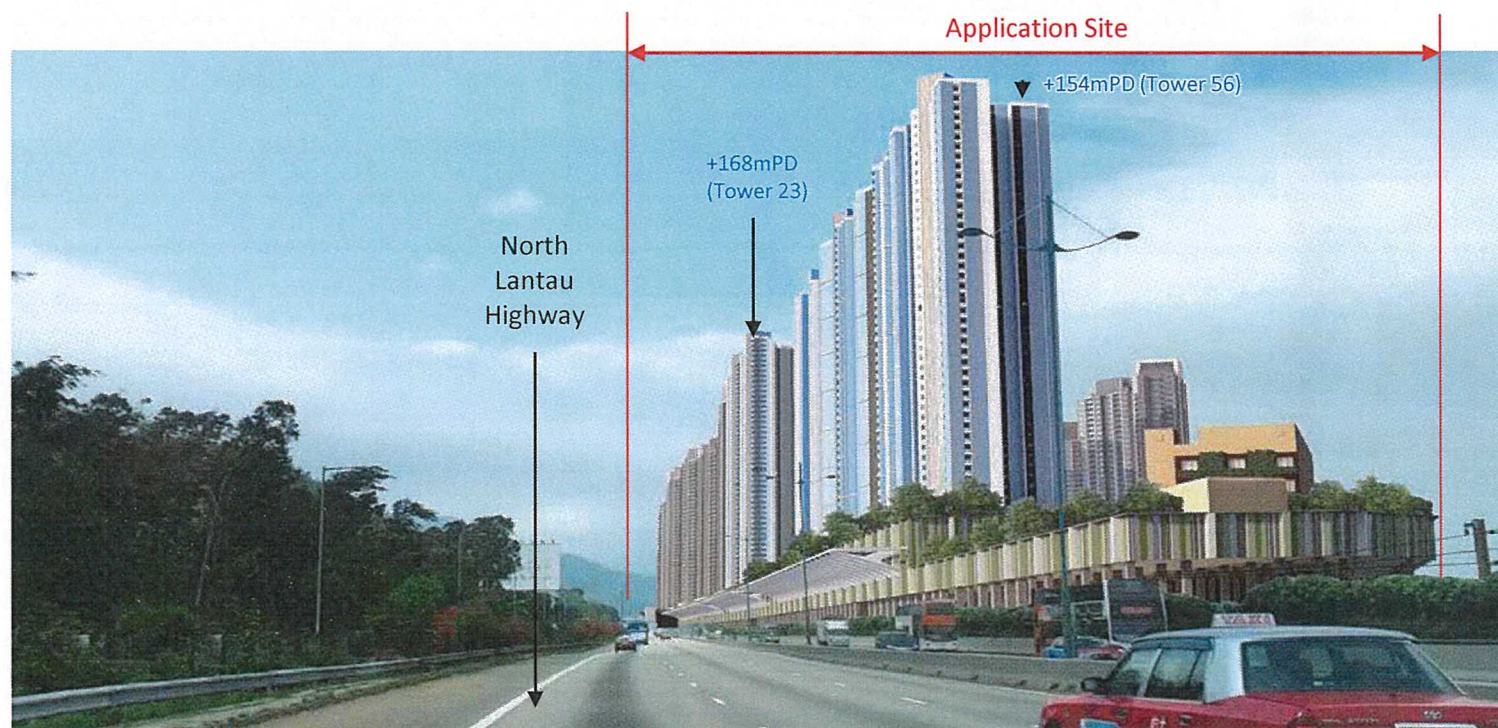
Note: Building Height is measured to the main roof.



VP7 with Baseline Scheme



KEY PLAN



VP7 with Current Scheme

Note: Photomontage has been generated to provide a preliminary idea on the scale, massing and extent of the Proposed Development. These images are indicative and for illustrative purposes only. The architectural design, finishes or any other related detailed design components are subject to refinement and changes at the detailed design stage.

Note: Building Height is measured to the main roof.



Table 7.3 Transport Provision and Facilities in PTI

No. of Bus bay	6 nos.
No. of Stacking area	12 nos.
Length of Taxi drop-off (Urban)	35m
Length of Taxi drop-off (NT+Lantau)	35m
General Drop-off	70m
GMB	50m

7.1.12 The size of PTI is estimated to be about 10,000m² GFA. It is intended that the PTI will be constructed by the Applicant in accordance with Government's technical specifications, and hand over to Government for operation and maintenance. It is expected that the associated floor area will be disregarded from the non-domestic GFA calculation under the OZP.

Pick Up & Drop Off

7.1.13 General layby will be provided outside the entrance of shopping mall at Podium L1 for loading and unloading of visitors with BFA for the disabled. To facilitate the possible demand of residential feeder services, the layby would cater for the ingress and egress of coaches. The size of the pick-up/drop-off facilities comprising 52m (approx. for 4 coaches) of layby. **Figure 6.1** presents the swept path analysis for 12m coach ingress/egress.



8. TUNG CHUNG LINE (TCL) CAPACITY ASSESSMENT

8.1 Patronage Forecasts For With And Without the Proposed Development

- 8.1.1 This part presents the patronage forecasts for "with" and "without" the Proposed Development scenarios using the forecasting methodology and the input assumptions set out.
- 8.1.2 The patronage forecasts are based on the railway network formed by the *Railway Development Strategy 2014* (RDS-2014) network plus the Tung Chung East (TCE) Station. The impacts of the LP are assessed by investigating the morning peak hour TCL usage in 2041 for "with" and "without" the Proposed Development scenarios listed in **Table 8.1**.

Table 8.1 List of Scenario tests

Scenario ⁽¹⁾	2041
Without the Proposed Development	✓
With the Proposed Development	✓

Note: (1) As per forecasting assumptions presented in Appendix A which includes Tung Chung Traction Substation development

8.1.3 The TCL line capacity adopted in the assessment is extracted from the LegCo paper CB(1)1132/14-15(01).

8.2 Patronage Forecasts for 2041 With and Without the Proposed Development Scenarios

- 8.2.1 The critical link flows on TCL for AM Peak are shown in **Table 8.2** for the cases with and without the Proposed Development. The one-way directional passenger link flows for the busiest sections together with the corresponding capacity derived based on standee capacity of 4 passengers per square meter (ppsm) are presented.
- 8.2.2 The AM Peak TCL critical link flows are forecast to increase to 25,800 on the Tsing Ma Bridge section (from Sunny Bay Station (SUN) to Tsing Yi Station (TSY)) and 43,700 on the cross-harbour section (from Kowloon Station (KOW) to Hong Kong Station (HOK)), of which 3,800 and 1,600 respectively are attributed to the proposed development. The forecast result supported to conclude no capacity issue on the TCL by 2041.

S16 Application for Proposed Residential and Commercial Development atop Siu Ho Wan Depot

Tentative Implementation Programme (indicative)^{1,2,5}

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Phase 1 Residential Development																	
Phase 2 Residential Development																	
Phase 3 Residential Development																	
Proposed Pedestrian / Cycling Footbridge Connection to Tung Chung East (TCE) Waterfront Promenade ⁶							▲										

Remarks

▲ Expected Completion Year of Proposed Pedestrian / Cycling Footbridge Connection to TCE Waterfront Promenade

	Number of Units ²	Commercial (Shopping Mall) ^{8,9}	Commercial (kindergarten) ^{7,8}	Schools ^{3,8}	Social Welfare Facilities ^{4,8}	Public Transport Facilities
Phase 1	<u>Private Residential Portions</u> About 3,050 units <u>Subsidised Housing Portions</u> About 2,900 units	Not more than 30,000m ²	1 kindergarten	---	<u>Subsidised Housing Portions</u> (Subject to programme of the subsidised housing development as the social welfare facilities thereat will be constructed together with the subsidised housing)	Proposed Railway Station at Siu Ho Wan & Public Transport Interchange
Phase 2	<u>Private Residential Portions</u> About 4,100 units		2 kindergartens	1 30-classrooms Primary School	<u>Private Residential Portions</u> ○ Integrated Family Service Centre ○ 100-Place Child Care Centre	---
Phase 3	<u>Private Residential Portions</u> About 3,570 units <u>Subsidised Housing Portions</u> About 1,380 units		1 kindergarten	1 30-classrooms Primary School & 1 30-classrooms Secondary School	<u>Private Residential Portions</u> ○ 100-place Residential Care Home for the Elderly cum 20-place Day Care Unit <u>Subsidised Housing Portions</u> (Subject to programme of the subsidised housing development as the social welfare facilities thereat will be constructed together with the subsidised housing)	---

Note 1: Implementation programme will be reviewed and subject to change.

Note 2: Flat number and implementation programme are for technical assessment and for indicative purpose only. Actual programme / flat number will be subject to change and necessary approval of the relevant authority.

Note 3: Provision of schools as required by EDB.

Note 4: Provision of social welfare facilities as required by SWD.

Note 5: Completion of Phases 1, 2 and 3 residential development is referring to the expected first population intake of the respective phases.

Note 6: The Proposed Pedestrian / Cycling Footbridge Connection to the future waterfront promenade of the TCE Development will be subject to the programme of the TCE Development. Temporary connection would be provided to connect Phase 1 of the Proposed Development with the future promenade of TCE Development, before the completion of Phase 2.

Note 7: Total of 29 kindergarten classrooms in 4 kindergartens are proposed.

Note 8: Provision of facilities within each individual phase may be beyond the expected first population intake of that phase. The actual programme of provision of facilities is subject to change.

Note 9: For details, please refer to the Layout Plan in Annex 2.

- 2.3.3 Car parking provision for Subsidised Housing portion development is designed as 1 parking space per 9 flats, as advised by Housing Department (HD). Certain portions of the parking spaces for private cars will be set off for designated parking of van-type light goods vehicles. In addition, shared-use space for Light Goods Vehicle and Light Bus will be provided in accordance with the HKPSG as summarised in **Table 2.4**.

Table 2.4 Proposed Parking Provisions for Residential Development

	Average Flat Size (GFA)	No. of Flats	Demand Adjustment Ratio (R1)	Accessibility Adjustment Ratio (R2)	Development Intensity Adjustment Ratio (R3)	Proposed Provision
Private Flats	≤40m ²	429	0.5 space / 4 flats	Within SHO Catchment: 0.75	Domestic Plot Ratio between 2 and 5: 1.00	40
	40-70m ²	4,292	1.2 space / 4 flats			966
	70-100m ²	2,575	2.4 space / 4 flats			1,159
	100-130m ²	1,288	4.1 space / 4 flats			990
	≤40m ²	107	0.5 space / 4 flats	Outside SHO Catchment: 1.00	Domestic Plot Ratio between 2 and 5: 1.00	13
	40-70m ²	1,068	1.2 space / 4 flats			320
	70-100m ²	641	2.4 space / 4 flats			385
	100-130m ²	320	4.1 space / 4 flats			328
	Total					
Public Housing Flats mainly Subsidised Sale Flats	50m ²	4,280	Private Car: 1 space / 9 flats	1	N/A	476
			Light Goods Vehicle and Light Bus: 1 space / 260 flats			18
Parking Requirement = GPS x R1 x R2 x R3						

- 2.3.4 To help relieving the parking demand of Public Housing Flats mainly Subsidised Sale Flats, bus/GMB stops could be provided along the main driveway and the possibility to utilise retail parking spaces for overnight parking would be explored if necessary, subject to detailed design and future management.

Visitor Car Parking Provision

- 2.3.5 5 nos. of visitor car parking spaces will be provided for each private residential and subsidised housing block, in accordance with the HKPSG.

Commercial/Retail Car Parking Provision

- 2.3.6 Upper bound of the HKPSG will be adopted for the provision of commercial/retail car parking spaces. Based on provision rates as summarised in **Table 2.5**, a total of 200 car parking spaces will be provided for the 30,000m² GFA commercial/retail facilities in tandem with the development phasing. The option of overnight parking at the retail parking spaces will be explored at the detailed design stage.

Table 2.5 HKPSG Retail Car Parking Provision

Development Component	HKPSG Provision Rate (Upper Bound)
Commercial/Retail	1 car space per 150m ² GFA

Community Facilities Car Parking Provision

- 2.3.7 Upper bound of the HKPSG will be adopted for car parking provision at the educational facilities. Based on the provision rates as summarised in **Table 2.6**, 8 nos., 10 nos. and 2 nos. of car parking spaces will be provided at each of the 30-classroom primary school, 30-classroom secondary school and 7/8 -classroom kindergarten, respectively. Car parking spaces for the primary and secondary schools will be provided within individual school site, while those for kindergarten will be provided within the podium car park in the vicinity.
- 2.3.8 For social welfare facilities, 100-place Residential Care Home for the Elderly cum 20-place Day Care Unit (RCHE cum DCU) and 60-place Day Care Centre for the Elderly (DE) will be provided with one and **three parking spaces for private light bus(es)** with tail-lift (measurement: 8m x 3m with minimum 3.3m headroom) respectively for the exclusive use of the facility, in accordance with the following requirements from Social Welfare Department (SWD). 120-place Integrated Vocational Rehabilitation Centre (IVRSC) and 50-place Hostel for Severely Physically Handicapped Persons (HSPH) will also be provided with one parking space for a 5.5-ton goods vehicle (measurement: 7m x 3.5m with minimum 3.6m headroom) and one parking space for a 24-seater van with tail-lift respectively (measurement: 8.5m x 3m with minimum 3.3m headroom). 50-place Hostel for Severely Mentally Handicapped Persons (HSMH) will be provided with one parking space for a private light bus with tail-lift as well.

Table 2.6 Proposed Parking Provisions for Community Facilities

Development Component	HKPSG Requirements (Upper Bound)	Proposed Provision
Primary School (30-Classroom)	1 car parking space per 4 classrooms	8 per school
Secondary School (30-Classroom)	1 car parking space per 3 classrooms	10 per school
Kindergarten (7 or 8-Classroom)	1 car parking space per 4 classrooms	2 per kindergarten
SWD Requirements		
Social Welfare Facilities	RCHE cum DCU: One Private Light Bus with tail-lift	
	DE: 3 Private Light Buses with tail-lift	
	IVRSC: One 5.5-ton goods vehicle	
	HSPH: One 24-seater van with tail lift	
	HSMH: One Private Light Bus with tail-lift	

Accessible Car Parking Space

- 2.3.9 With reference to Regulation 72 of *Building (Planning) Regulations*, accessible car parking space will be provided in residential development, commercial facilities and GIC facilities as summarised in **Table 2.7**.

MTR Corporation Limited
香港鐵路有限公司

www.mtr.com.hk

Our ref: TPD 2.8.3/SL/13211

Your ref: TPB/A/I-SHW/1



RECEIVED

2021 DEC -3 P 3:31

BY EMAIL & BY HAND

The Secretary
Town Planning Board
c/o Planning Department
15/F, North Point Government Offices
333 Java Road, North Point,
Hong Kong

TOWN PLANNING BOARD

Dear Sir / Madam,

**Application for Permission under Section 16 of the Town Planning Ordinance for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Proposed Layout Plan Submission – Application No. A/I-SHW/1**

We refer to the captioned application under Section 16 of the Town Planning Ordinance submitted on 15 October 2021. We also refer to the comments from various Government departments conveyed through Sai Kung and Islands District Planning Office (DPO/SKI) of Planning Department (PlanD) on 24 November 2021.

In response to the comments received, we provide herewith a response-to-comments table with attachments for your consideration. We trust the comments from the Government Departments are satisfactorily addressed.

As our responses are technical clarifications which would not incur any material change to the submitted scheme, the Town Planning Board's processing of the planning application within the statutory time period should not be affected.

Should you have any queries, please feel free to contact the undersigned or our Mr. Dave Ng at 2993 3979.

Yours faithfully,

PP

Sharon Liu
General Manager – Town Planning

Encl. Responses-to-Comments table with attachments (70 copies)

c.c. DPO/SKI, PlanD (Attn.: Ms. Caroline TANG)

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

Comments Received from Government Bureaux / Departments		Responses
Comments from Chief Estate Surveyor/Land Supply, Lands Department Received on 24 November 2021		
1.	The Site comprises the Lot held under the Conditions of Grant No. 7985 dated 15.9.1995 as varied or modified by two modification letters and restricted for the purposes of the railway workshop and maintenance depot, together with other ancillary uses as may be approved by the Director. The Site also falls within the land status of "MTR Reserve Airport Railway Area Plan No. 25-32", "Railway Protection Boundary" and "Consultation Zone of Potentially Hazardous Installation for Chlorine Storage".	Noted with thanks.
2.	2. The proposed development is in conflict with the current lease conditions. If the planning application is approved by the Town Planning Board ("TPB"), owner of the Lot is required to apply to LandsD for land exchange. However, there is no guarantee that such land exchange application(s) will be approved. Such application(s) will be considered by LandsD acting in the capacity of Landlord as its sole discretion and subject to policy clearance. In the event any such application(s) is/are approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fee as imposed by LandsD at its sole discretion.	Noted with thanks.
3.	4. It is noted that there will be no public open space proposed within the Site.	Noted with thanks.
4.	5. According to the tentative implementation programme at Annex 7 of "Planning Statement", three social welfare facilities at private residential portions and three schools will be provided at the subject development. The applicant shall liaise with the relevant departments for funding and taking up of those facilities.	The three social welfare facilities at private residential portions (namely the 100-place Residential Care Home for the Elderly cum 20-place Day Care Unit, the Integrated Family Service Centre and the 100-place Child Care Centre) and the three schools are required by Social Welfare Department and Education Bureau respectively. The issues regarding the funding and taking up of these facilities will be dealt with in the land grant stage.
5.	6. Noting from Appendix II "Landscape and Tree Preservation and Removal Proposal", some existing trees at Phase 4 are proposed to be felled and all compensatory trees will be planted at Phases 1 to 3. The applicant shall ensure that no compensatory trees shall be planted at Phase 4 for avoidance of future felling of those trees upon development of Phase 4.	Please be confirmed that all proposed compensatory tree planting are located at Phase 1 to 3 of the Proposed Development.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
6.	7. While it is proposed in para. 7.1.12 of Appendix III "Traffic and Transport Impact Assessment" that the public transport interchange will be handed over to the Government, the applicant shall seek agreement from relevant departments for taking up the public transport interchange.	It is proposed that the PTI will be constructed by the Applicant in accordance with Government's technical specifications, and handed over to Government for operation and maintenance subject to further discussion with the relevant government departments.
Comments from Secretary for Education Received on 24 November 2021		
7.	<u>KG provision</u> it is our responsibility to secure a stable supply of quality KG at the Government-owned premises to ensure that enough KG provisions for public housing are included according to the HKPSG so that the KG premises could be allocated under the EDB's prevailing school allocation mechanism to benefit the parents and children. We strongly advise including a 6 classroom KG premises at the public housing portion as far as possible. If HA/HD is absolutely unable to do so, we do not oppose to proposal of providing 29 KG classroom at the private housing portion.	Noted with thanks.
8.	<u>SoA and GFA for the proposed KGs</u> Please be informed that the "Schedule of Accommodation (SoA) for KG premises" has been revised to improve the learning environment by increasing the indoor floor area for each student by 20%. The revised recommended SoA for a 6-classroom KG has come into effect from October 2017 which is recommended for reserving space in developing new KGs as far as practicable, and is available for reference in Appendix 3 of the "Operation Manual for Pre-primary Institutions" (Annex I). We wish to point out that the total area for all items excluding toilet and outdoor play area as stated in the revised SoA for a 6-classroom KG is 551 square metres, and we trust that the toilet and sanitary facilities for students and staff should be adequately provided and outdoor play area should be provided whenever possible in the proposed KG. As for a KG with more than 6 classrooms which targets to accommodate greater number of students and school staff, the revised SoA	The principles under the revised SoA for a 6-classroom kindergarten (Appendix 3 of the Operation Manual for Pre-primary Institutions) has been considered for the proposed kindergartens in the Proposed Development. Relevant adjustments have been made for proposed kindergartens with more than 6 classrooms. Detailed design of the kindergarten will be further developed in later stages following the principles under the SoA.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
	for a 6-classroom may not fully meet the needs of more students and teaching staff. Under such situation, you may consider to make adjustment to increase the indoor areas (e.g. multi-purpose area/room, small group teaching room, etc.) as far as practicable. Moreover, you may also consider to adjust the numbers and/or size for the items where deemed necessary (e.g. reasonable provision of general facilities, such Staff Office, Administrative Office, General Store, Kitchen, Laundry and Toilet etc. as mentioned in the Appendix 3 of the OM) to cater for the greater number of teaching staff and students as far as practicable.	
9.	<u>Parking and L/UL requirements</u> Regarding parking and L/UL requirements for KG school buses, please refer to the Annex of Chapter 8 "Internal Transport Facilities" of the HKPSG (Annex II) or via the following link: https://www.pland.gov.hk/pland_en/tech/doc/hkpsg/full/index.htm	Please be advised that internal transport provision including car parking spaces and loading/unloading spaces for taxi, private cars and school buses for kindergartens has followed the HKPSG requirement.
10.	Besides, we have the following safety concerns on L/UL spaces in respect of KG students' use: (a) the designated L/UL period for KG school buses so as to avoid possible danger to KG students owing to the clash in using the space with other users; and (b) the safety issue for KG students walking between the L/UL spaces to the KG premises.	Please be advised the loading / unloading spaces will be designed in close proximity to the kindergartens with safety of the kindergarten students taken into consideration. The actual location of the loading / unloading spaces, as well as the detailed operation and arrangement, for the kindergartens will be determined in detailed design stage.
11.		

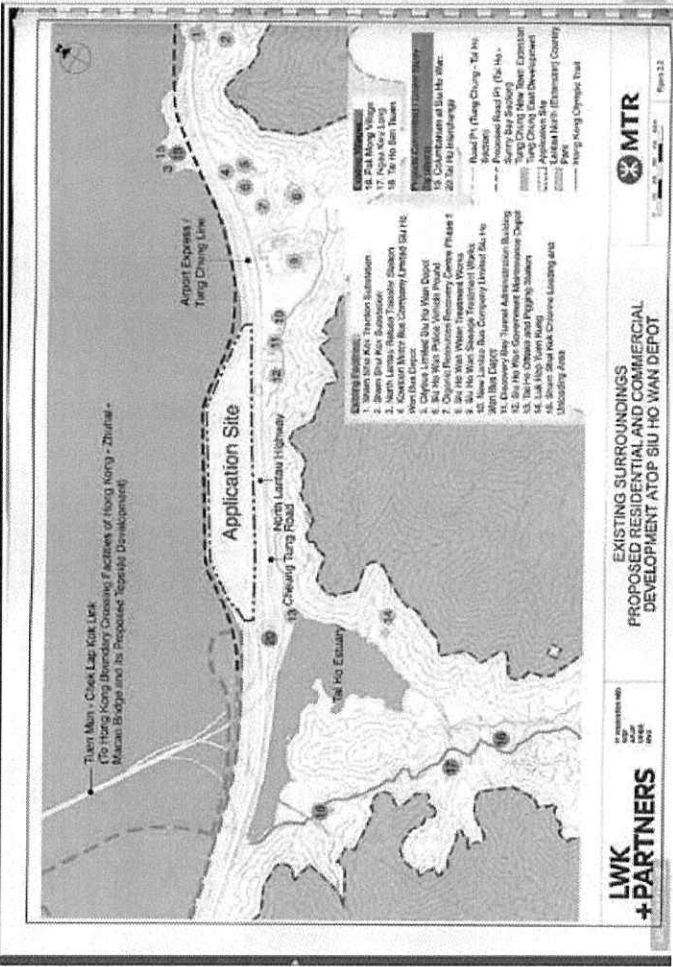
**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
12.	Meanwhile, the AP should ascertain the premises for the proposed KG can meet the various requirements laid down in: (a) the Education Ordinance, Education Regulations and relevant statutory requirements; and (b) "Operation Manual for Pre-primary Institutions".	The various statutory requirements are noted and would be complied with in the detailed design stage.
13.	https://www.edb.gov.hk [Path: Education System and Policy>Kindergarten Education>About Kindergarten Education>Harmonisation of Pre-primary Services>Operation Manual for Pre-Primary Institutions (July 2020 Version 2.1)]	
Comments from Director of Food and Environmental Hygiene Received on 24 November 2021		
14.	Comments in respect of the proposed Public Transport Interchange (PTI) subject to the applicant's confirmation that adequate toilet facilities will be provided in the vicinity of the transport interchange to serve the future users of the transport interchange, we have no particular comments on the provision of public toilet thereat at this stage.	Toilets will be provided in the proposed shopping mall which is in close proximity to the PTI. Direct and weather-proof access between the proposed PTI and shopping mall will be provided.
15.	Comments in respect of Siu Ho Wan columbarium development (c) The applicant's attention is drawn to other planned developments in the vicinity, including our Siu Ho Wan columbarium development at Sham Shui Kok Drive. For Siu Ho Wan columbarium project, CEDD is our works agent for the site formation works and ArchSD is our works agent for the columbarium building works. The applicant may wish to liaise with CEDD and ArchSD for any technical interfacing issues.	Noted with thanks. MTRC will liaise with Government departments in regards to the technical interface at Sham Shui Kok Drive.
16.	(d) Paragraph 2.2.1 of Appendix III states that "the existing SHD site has two access points located at western and eastern end of the depot", and "the eastern access is connecting Sham Shui Kok (SSK) Drive, a single track service road connecting to North Lantau Highway (NLH) via Cheung Tung Road, as an alternative access."	Noted with thanks.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
17.	Paragraph 2.2.5 of Appendix III states that <i>"an alternative access will be provided at the eastern end of the Application Site connecting to the SSK Drive and the Proposed Road P1 (Tai Ho - Sunny Bay Section). Without affecting the existing seawall, the SSK Drive will be upgraded to a single 2-lane carriageway with walkway on the side and a gradient less than 8%, as far as practicable, to facilitate franchised bus access"</i> .	Noted with thanks.
18.	It is noted that the "columbarium at Siu Ho Wan" is indicated in Figure 2.2. Sham Shui Kok Drive would be re-aligned to facilitate the development of proposed columbarium. Moreover, during Ching Ming/ Chung Yeung festival periods, the Sham Shui Kok Drive is proposed to be closed temporarily for implementation of temporary traffic arrangement. Only specially arranged-buses (for grave sweepers to/from Sunny Bay Station/ Tung Chung), vehicles to/from North Lantau Refuse Transfer Station and vehicles with permit would be allowed to enter Sham Shui Kok Drive. As such, the applicant shall take into account the cumulative impact of the proposed columbarium development in the Traffic and Transport Impact Assessment. There is doubt whether the traffic to/from North Lantau Refuse Transfer Station and the proposed columbarium has been included in the traffic forecast at Road Links ID70-73 (i.e. Sham Shui Kok Drive).	Please be clarified that the Road P1 (Tai Ho – Sunny Bay Section), is anticipated to be available by 2030 according to LegCo Paper No. PWSC(2020-21)24. For the Traffic and Transport Impact Assessment, the Proposed Road P1 (Tai Ho – Sunny Bay Section) is assumed to be in place by year 2031. The eastern access of the Proposed Development will be connected to the Proposed Road P1 (Tai Ho – Sunny Bay Section) as indicated on the Layout Plan in Annex 2.1 of the Planning Statement. As such, it is considered the impact by the temporary traffic arrangement by the proposed columbarium during Ching Ming / Chung Yeung Festival is minimal. MTRC will liaise with Government departments in regards to the interface issues at Sham Shui Kok Drive.
19.	Please note that the site formation and infrastructural works for columbarium development at Sham Shui Kok Drive on Lantau would commence shortly. The details of the proposed works and tentative works programme are shown on the LegCo PWSC paper at the link below. The applicant shall review whether the construction of the columbarium development at Sham Shui Kok Drive would be affected. https://www.legco.gov.hk/yr20-21/english/fc/pwsc/papers/p21-21e.pdf	Noted with thanks.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
20.	<p>(e) Please advise if the sewerage facilities (shown as “g” in Figure 2.2 extracted below) is designed to cater the area within the application site. If affirmative, please advise if future connection from our Siu Ho Wan columbarium site to the proposed sewerage facilities is feasible so that the current proposed detention tank arrangement under our columbarium site could be discontinued in future when the proposed sewerage facilities in this planning application are put in place.</p>	<p>The proposed sewerage facilities under the S16 Application is designed solely for the Proposed Development and no provisions for connections from other development.</p>
	 <p>The map illustrates the proposed development area at Siu Ho Wan Depot. Key features include the 'Application Site' located near the 'Airport Express / Tung Chung Line' and 'North Lantau Highway'. The map also shows the 'Vie Ho Estuary' and 'Cheung Tung Road'. A legend on the right side of the map lists various facilities, including 'Existing Facilities' and 'Proposed Facilities'. The map is titled 'EXISTING SURROUNDINGS PROPOSED RESIDENTIAL AND COMMERCIAL DEVELOPMENT ATOP SIU HO WAN DEPOT' and includes the 'LWK + PARTNERS' logo and 'MTR' logo.</p>	

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
	Comments from Chief Town Planner/Urban Design and Landscape, Planning Department Received on 24 November 2021	
21.	<p>The Site (about 30 ha) is a reclaimed land falls within an area zoned "Other Specified Uses" (OU) for "Railway Depot and Public Transport Interchange with Commercial/Residential Development" on the approved OZP no. S/I-SHW/2. The Site is not the subject of any previous planning application. The Applicant seeks planning permission for proposed residential and commercial development, with railway station concourse and depot, DPI, GIC facilities and schools. The Applicant also applies for a proposed relaxation of maximum non-domestic GFA for commercial use from 30,000m² to 34,500m².</p>	Noted with thanks.
22.	<p>According to aerial photo of 2021, the Site is currently occupied by Siu Ho Wan Depot of MTRC at the northern part of the Site, including covered workshops and offices, rails, open carparks. The remaining area is covered by groundcover/scrubs with tree groups generally observed along the site boundary. The Site is bounded by seawall to the north, North Lantau Highway to the south, woodlands and Lantau North Extension country park to the further south. Having regard that the proposed development is located to the east of Tung Chung East new town extension area, it is considered not entirely incompatible with the landscape character of the surrounding environment.</p>	Noted with thanks.
23.	<p>With reference to the landscape proposal provided by the Applicant, there are 562 nos. of existing trees, young to semi-mature size of common species, identified within and outside the Site respectively. All of the trees are proposed to be removed due to conflict with the proposed development and the associated road widening works. Approximately 1,200 nos. of new trees of light to heavy standard size are proposed to be planted within the Site. The estimated population of the Site is 40,500 and the proposed private local open is not less than 81,000m² (2m² overall open space provision per resident, with 1m² of the open space provision per resident located within the residential development). According to the proposed</p>	Noted with thanks.

**Section 16 Planning Application (No. A/I-SHW/1) for
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	Comments Received from Government Bureaux / Departments	Responses
	<p>landscape layout plan which covers Phase 1-3, the landscaping areas are located at 3 different podium levels within the Site, with amenity planting and recreational facilities including children's play areas, outdoor fitness stations, swimming pools, sitting out areas, jogging path and multi-purpose lawn, for the enjoyment of the residents. In view that significant adverse landscape impact arising from the proposed development is not anticipated, we have no objection to the planning application from landscape planning perspective.</p>	
24.	<p>However, the Applicant should clarify in the proposed layout plan submission on the followings:-</p> <p>a) Figure LS4.1 to 4.1.6</p> <p>- Please provide the no. of proposed new tree planting in phase 1-3 in the legend.</p> <p>- The proposed vertical greening is not legible from the plan.</p>	<p>Please refer to Attachment 1 for the updated Figure LS4.1 to 4.1.6 with the number of proposed new tree planting (about 1,200 trees) added in the legend and the legibility of the vertical greening enhanced.</p>
25.	<p>b) Figure LS4.2b - Referring to landscape section B, the drawing of green spine is not in scale.</p>	<p>Please refer to Attachment 2 for the updated Figure LS4.2b.</p>
26.	<p>c) Figure LS4.3 - Please annotate the area (in m²) of the proposed open space coloured in phase 1-3.</p>	<p>Please be clarified that Figure LS4.3 presents the open space in different levels with different colors. The extent of open space in each phase of the Proposed Development will be subject to detailed design. A provision standard of 1m² open space per resident is proposed to be located within landscaped garden of residential developments while an over provision standard of 2m² open space per resident is proposed for the Proposed Development.</p>
27.	<p>d) According to the mitigation measure plan Figure 11.10 of the approved EIA report AEIAR-213/2017, CM2 transplanting of affected trees were proposed as one of the landscape mitigation measures. However, no trees are proposed to be transplanted by the Applicant under the subject development. Please review.</p>	<p>Please be clarified that only broad-brush tree survey was conducted in the EIA stage. The approved EIA report AEIAR-213/2017 recommends that “...the exact number of transplanted trees and the corresponding tree transplanting proposals would be determined in the subsequent detailed design stage when further detailed tree survey findings are available taking into account of the factors as stipulated in DEVB TC(W) 7/2015 or LAO PN 7/2007 where applicable, such as suitability for transplanting with respect to tree species, size, tree conditions (i.e. tree</p>

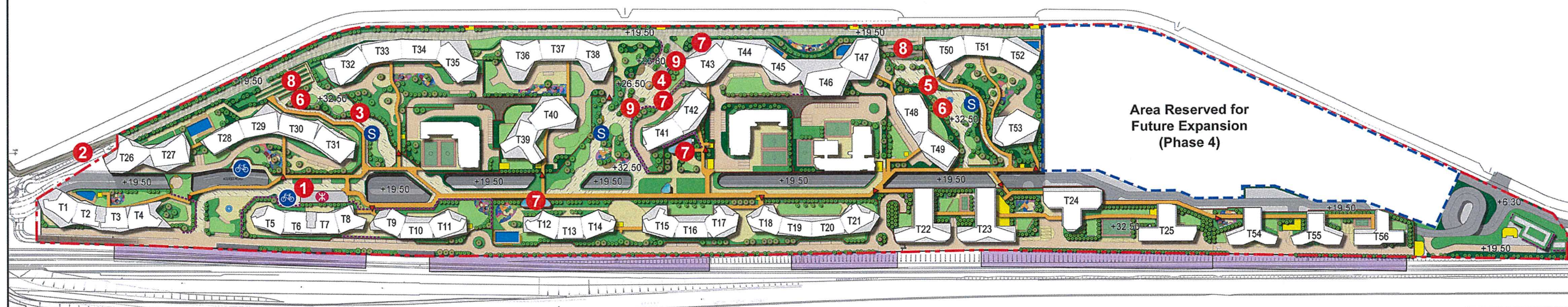
**Section 16 Planning Application (No. A/I-SHW/1) for
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	Comments Received from Government Bureaux / Departments	Responses
		<p><i>form/amenity value/structural condition) and transporent recepter sites”.</i></p> <p>In the S16 Application, the Landscape and Tree Preservation and Removal Proposal recommends existing tree treatment based on latest detailed tree survey conducted, taking into account factors included (i) suitability (tree species / amenity value, size, condition etc.), (ii) transporentability, (iii) cost-effectiveness and (iv) availability of suitable permanent receptor sites with reference to Development Bureau <i>Technical Circular (Works) No. 7/2015 – Tree Preservation and Lands Administration Office Practice Note (Issue No. 7/2007) Tree Preservation and Tree Removal Application for Building Development in Private Projects.</i></p> <p>Latest detailed tree survey recommends that none of the affected trees are considered suitable for transplanting. Please refer to Appendix A1 to A3 of the Landscape and Tree Preservation and Removal Proposal for the detailed Tree Assessment Schedule with the justification for proposed tree removal.</p> <p>While no affected tree is proposed to be transplanted, all trees recommended to be fell will be compensated with light to heavy standard trees into ratio of not less than 1:1 in terms of quantity and quality.</p> <p>Noted with thanks.</p>
28.	<p><u>Advisory Comments to the Applicant</u></p> <p>a) In view that the proposed layout design of phase 4 within the Site boundary is not available in the information provided by the Applicant, we reserve our right to comment phase 4 and its interface until we receive further information.</p>	

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

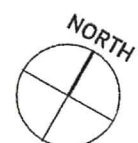
	Comments Received from Government Bureaux / Departments	Responses
29.	b) The Applicant should note that approval of the section 16 application by the TPB does not imply approval of the trees works such as pruning, transplanting and/or felling under lease. Applicant is reminded to approach relevant authority/ government department(s) direct to obtain necessary approval on tree works.	Noted with thanks.

All levels, location, layout and building blocks shown on the plans are indicative only and subject to detailed design.



Legend

- | | | | |
|---|---|---|----------------------------|
| Application Site | Proposed New Tree Planting (About 1200 trees) | Major Sitting-out Area | Shopping Mall Entrances |
| Area Reserved for Future Expansion (Phase 4) | Shrubs | Arrival Square | Pedestrian and Cycle Ramps |
| Covered Walkway | Groundcover | Proposed Pedestrian / Cyclist Overhead Bridge to Tung Chung East Waterfront Promenade | Landscaped Steps |
| Swimming Pool | Lawn | West Avenue Park | SHO Station Entrance |
| Active Recreational Facilities | Vertical Greening | Central Park | |
| Staircase / Lift | Children's Play Area | East Avenue Park | |
| Skylight | Hard Pavement | Multi-purpose Lawn | |
| Fence Wall | Noise Canopies | | |
| Pedestrian Entrance | EVA | | |
| Means of Access / Means of Escape for SHO Station | Seating | | |
| | Communal Bicycle Park | | |



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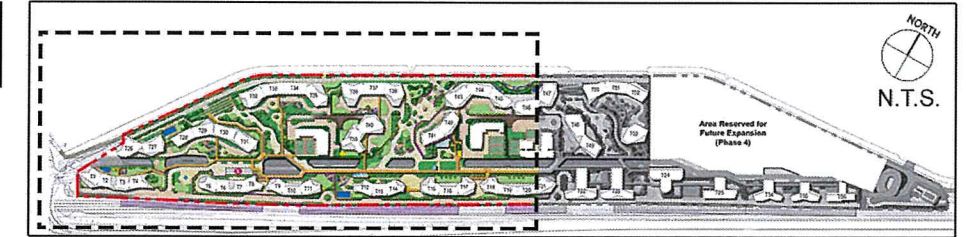
LANDSCAPE LAYOUT PLAN (OVERALL LEVEL) -
SCALE 1:5000



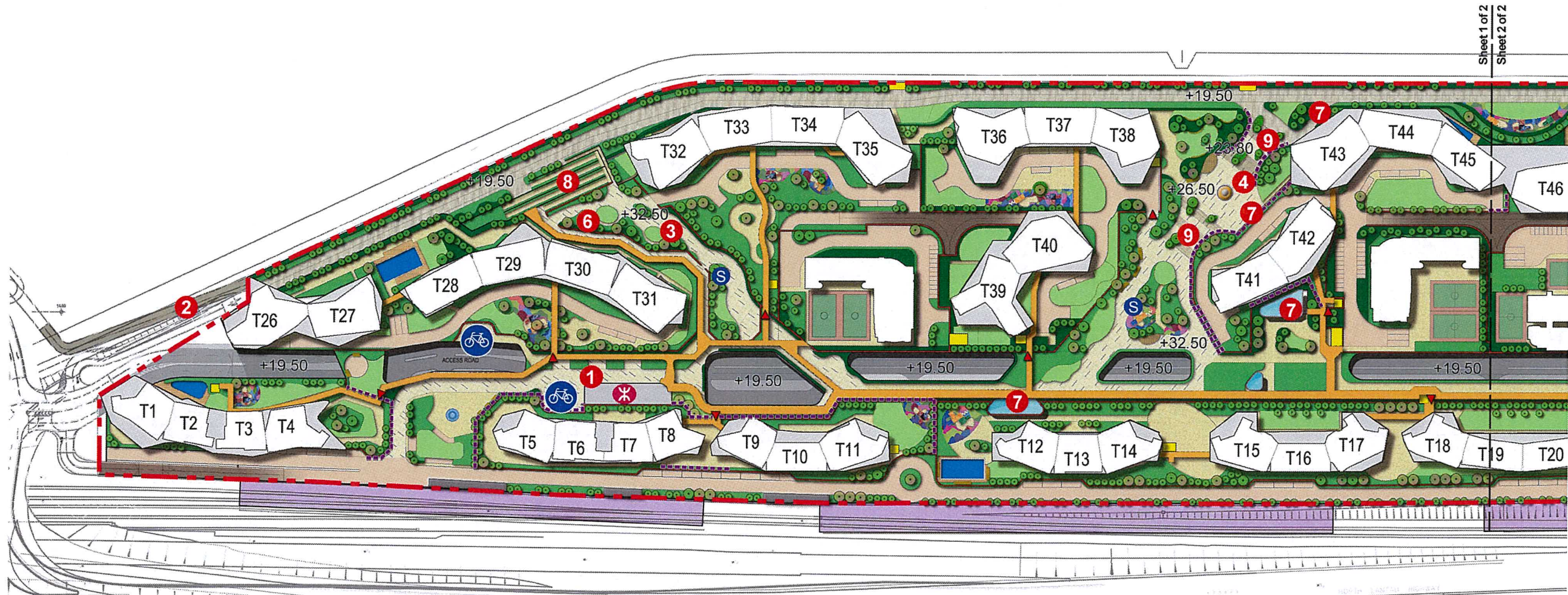
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Figure LS4.1

All levels, location, layout and building blocks shown on the plans are indicative only and subject to detailed design.

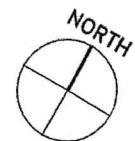


Key Plan

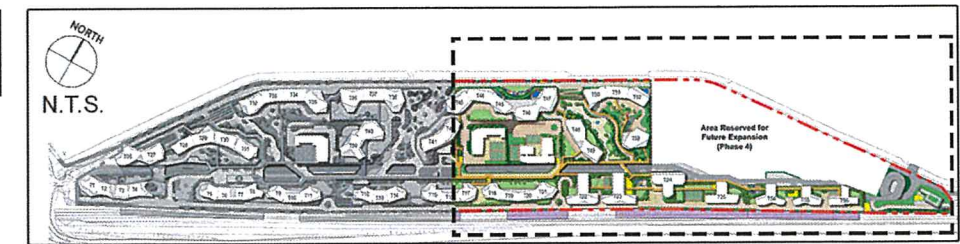


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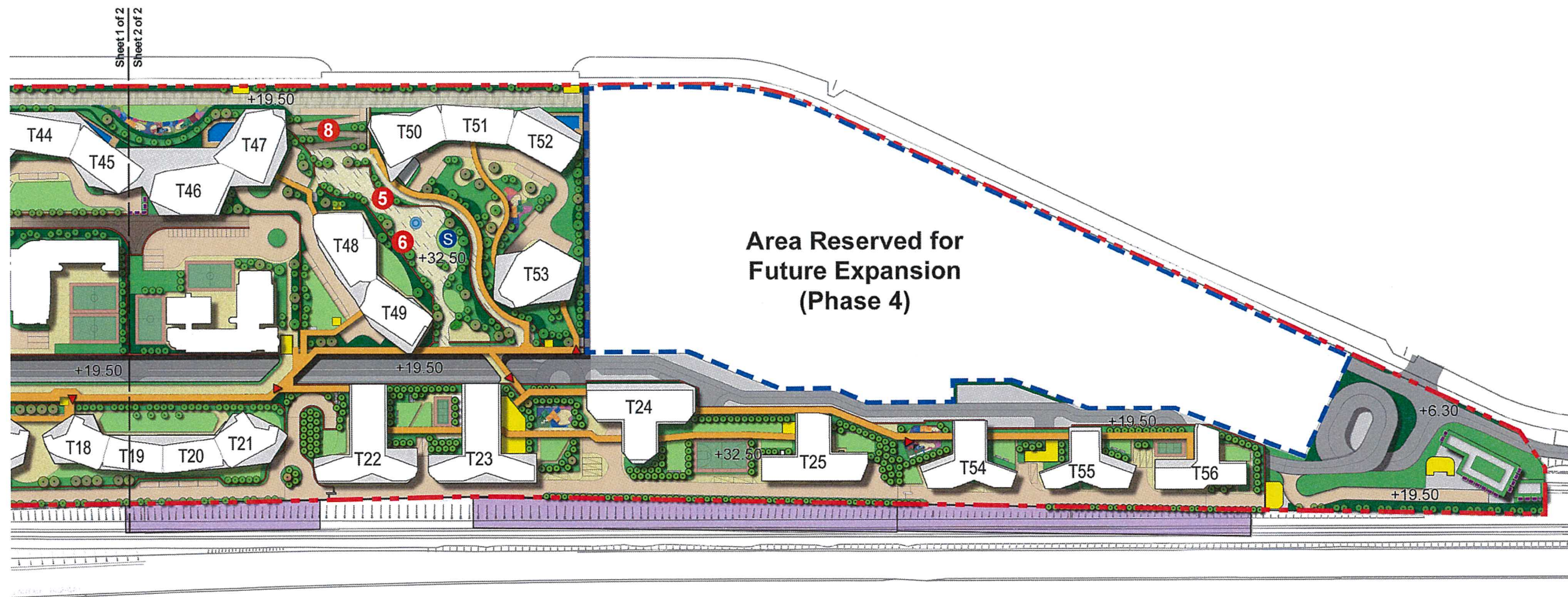
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|---|---|---|----------------------------|
| Application Site | Proposed New Tree Planting (About 1200 trees) | Major Sitting-out Area | Shopping Mall Entrances |
| Building Line Above | Shrubs | Arrival Square | Pedestrian and Cycle Ramps |
| Swimming Pool | Groundcover | Proposed Pedestrian / Cyclist Overhead Bridge to Tung Chung East Waterfront Promenade | Landscaped Steps |
| Active Recreational Facilities | Lawn | West Avenue Park | SHO Station Entrance |
| Staircase / Lift | Vertical Greening | Central Park | |
| Skylight | Children's Play Area | East Avenue Park | |
| Fence Wall | Hard Pavement | Multi-purpose Lawn | |
| Pedestrian Entrance | Noise Canopies | | |
| Means of Access / Means of Escape for SHO Station | EVA | | |
| | Seating | | |
| | Communal Bicycle Park | | |



All levels, location, layout and building blocks shown on the plans are indicative only and subject to detailed design.



Key Plan



Legend

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|---|---|---|----------------------------|
| Application Site | Proposed New Tree Planting (About 1200 trees) | Major Sitting-out Area | Shopping Mall Entrances |
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| Fence Wall | Noise Canopies | | |
| Pedestrian Entrance | EVA | | |
| Means of Access / Means of Escape for SHO Station | Seating | | |
| | Communal Bicycle Park | | |



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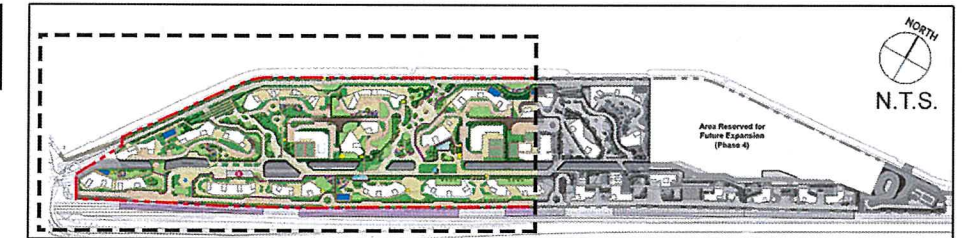
LANDSCAPE LAYOUT PLAN (OVERALL LEVEL)
SCALE 1:2500 (SHEET 2 OF 2)



SCALE 1:2,500@A3
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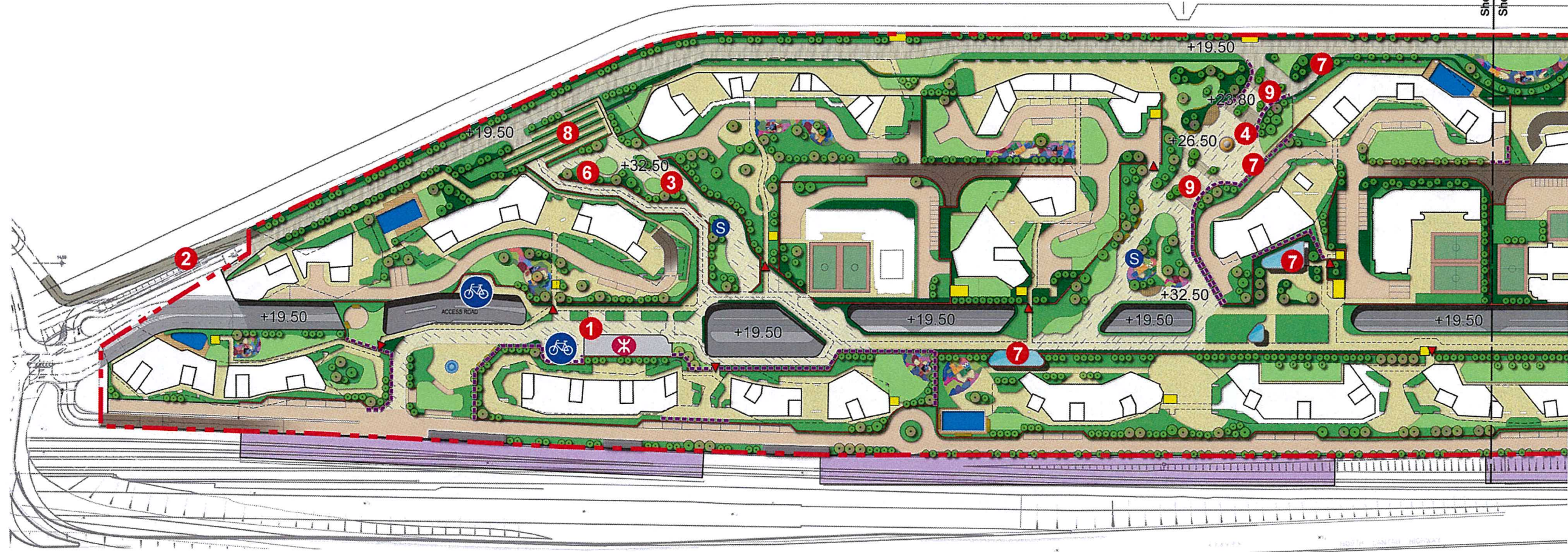
Figure LS4.1.2

All levels, location, layout and building blocks shown on the plans are indicative only and subject to detailed design.



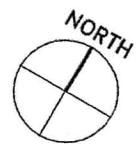
Key Plan

Sheet 1 of 2
Sheet 2 of 2



Legend

- | | | | |
|---|---|---|----------------------------|
| Application Site | Proposed New Tree Planting (About 1200 trees) | Major Sitting-out Area | Shopping Mall Entrances |
| Building Line Above | Shrubs | Arrival Square | Pedestrian and Cycle Ramps |
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| Means of Access / Means of Escape for SHO Station | EVA | | |
| | Seating | | |
| | Communal Bicycle Park | | |



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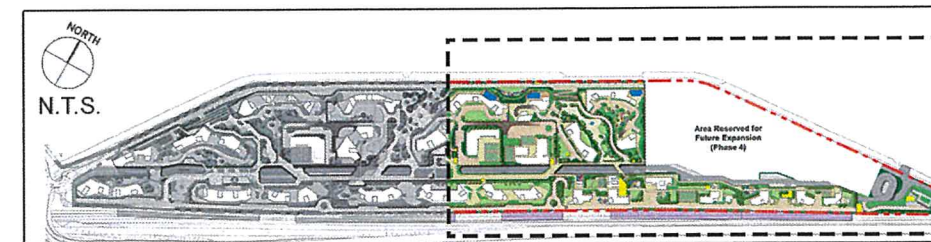
LANDSCAPE LAYOUT PLAN AT PODIUM DECK LEVEL(+32.5mPD)
SCALE 1:2500 (SHEET 1 OF 2)



SCALE 1:2,500@A3
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Figure LS4.1.3

All levels, location, layout and building blocks shown on the plans are indicative only and subject to detailed design.

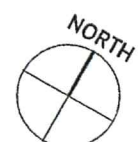


Key Plan



Legend

- | | | | |
|---|---|---|----------------------------|
| Application Site | Proposed New Tree Planting (About 1200 trees) | Major Sitting-out Area | Shopping Mall Entrances |
| Area Reserved for Future Expansion (Phase 4) | Shrubs | Arrival Square | Pedestrian and Cycle Ramps |
| Building Line Above | Groundcover | Proposed Pedestrian / Cyclist Overhead Bridge to Tung Chung East Waterfront Promenade | Landscaped Steps |
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| Fence Wall | Noise Canopies | | |
| Pedestrian Entrance | EVA | | |
| Means of Access / Means of Escape for SHO Station | Seating | | |
| | Communal Bicycle Park | | |



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+PARTNERS**

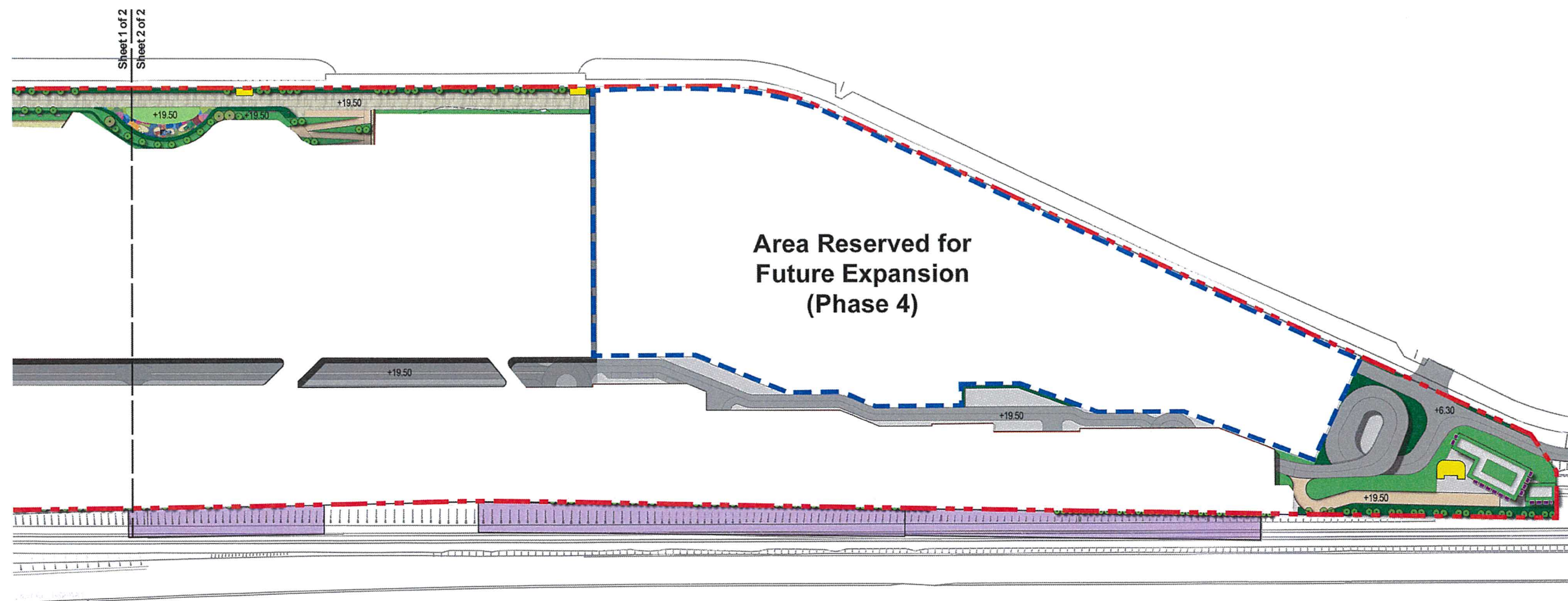
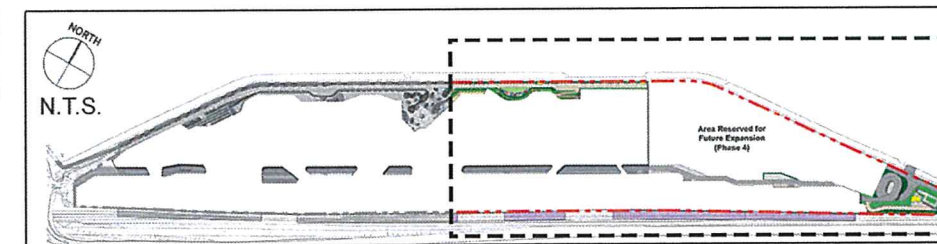
LANDSCAPE LAYOUT PLAN AT PODIUM DECK LEVEL(+32.5mPD)
SCALE 1:2500 (SHEET 2 OF 2)



SCALE 1:2,500@A3
0 20 40 60 80 100m

Figure LS4.1.4

All levels, location, layout and building blocks shown on the plans are indicative only and subject to detailed design.



Legend

- | | |
|---|----------------------|
| Application Site | Groundcover |
| Area Reserved for Future Expansion (Phase 4) | Lawn |
| Building Line Above | Vertical Greening |
| Staircase / Lift | Children's Play Area |
| Proposed New Tree Planting (About 1200 trees) | Hard Pavement |
| Shrubs | Noise Canopies |
| | EVA |

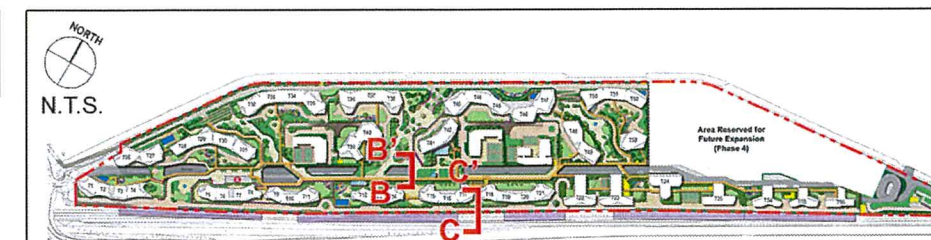
LANDSCAPE LAYOUT PLAN AT PODIUM LEVEL 1 &
PODIUM LEVEL 2 (+19.5mPD TO +28.1mPD) -
SCALE 1:2500 (SHEET 2 OF 2)



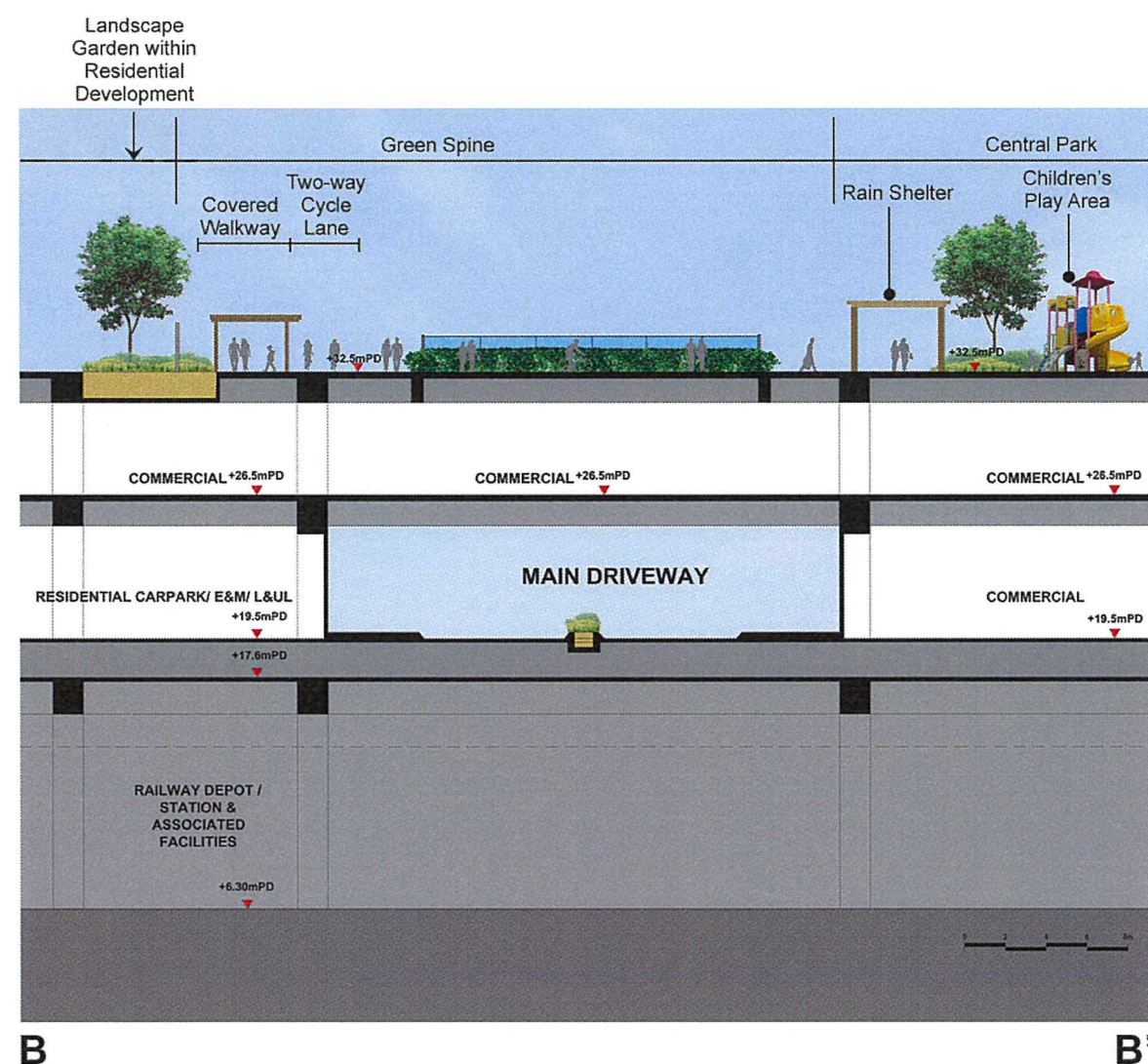
SCALE 1:2,500@A3
0 20 40 60 80 100m

Figure LS4.1.6

All levels, location, layout and building blocks shown on the plans are indicative only and subject to detailed design.



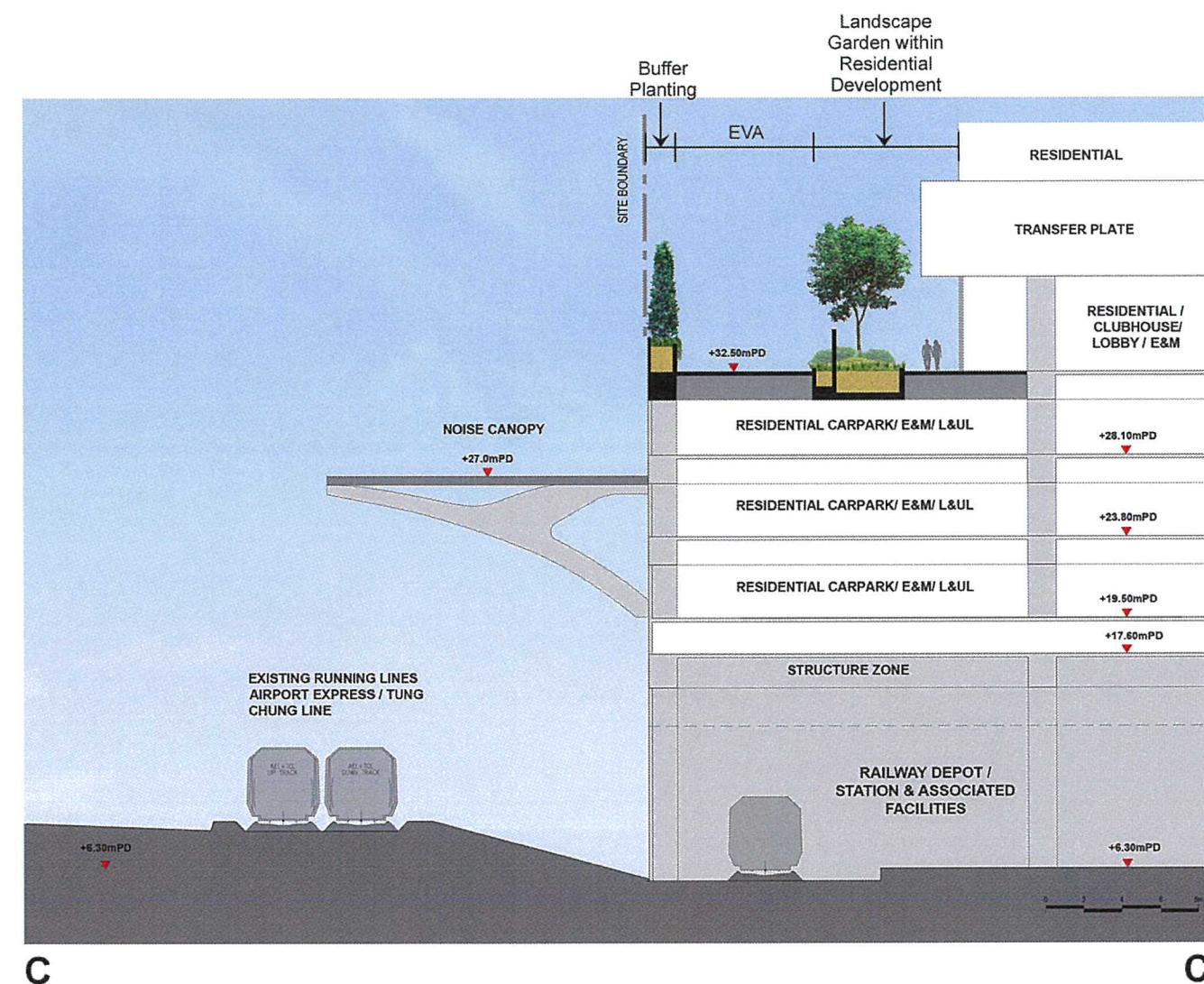
Key Plan



B

B'

Landscape Section Showing the Green Spine at +32.5mPD and the Main Driveway at +19.5mPD



C

C'

Landscape Section Showing the Podium Edge at the Southern Boundary

16 December 2021

BY EMAIL & BY HAND

The Secretary
Town Planning Board
c/o Planning Department
15/F, North Point Government Offices
333 Java Road, North Point,
Hong Kong

Dear Sir / Madam,

**Application for Permission under Section 16 of the Town Planning Ordinance for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Proposed Layout Plan Submission – Application No. A/I-SHW/1**

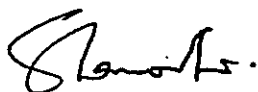
We refer to the captioned application under Section 16 of the Town Planning Ordinance submitted on 15 October 2021. We also refer to the comments from various Government departments conveyed through Sai Kung and Islands District Planning Office (DPO/SKI) of Planning Department (PlanD) on 9th and 13th of December 2021.

In response to the comments received, we provide herewith a response-to-comments table with attachments for your consideration. We trust the comments from the Government Departments are satisfactorily addressed.

As our responses are technical clarifications which would not incur any material change to the submitted scheme, the Town Planning Board's processing of the planning application within the statutory time period should not be affected.

Should you have any queries, please feel free to contact the undersigned or our Mr. Dave Ng at 2993 3979.

Yours faithfully,



Sharon Liu
General Manager – Town Planning

Encl. Responses-to-Comments table with attachments (70 copies)
c.c. DPO/SKI, PlanD (Attn.: Ms. Caroline TANG)

TOWN PLANNING BOARD

2021 DEC 16 P 2:46

RECEIVED

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government bureaux / Departments**

	Comments Received from Government bureaux / Departments	Responses
	Comments from Commissioner for Transport Received on 9 December 2021	
1.	(1) Para. 1.1.6 (a) The traffic impact assessment under the current S16 application does not include the Phase 4 development. Whether the proposed road network could support Phase 4 development is uncertain.	Under the current S16 Application, Phase 4 is indicated as land reserved for future expansion. Feasibility of Phase 4 future development will be subject to future S16 application.
2.	(b) A separate TIA for Phase 4 development shall be conducted to ascertain the traffic conditions and to suggest traffic mitigation measures for the future S16 application.	
3.	(2) Table 2.2 - If the time lapse between the approval date of the TIA and the target date of commissioning lies within 5-10 years, the need for a review on the accepted TIA in consideration of the validity of major assumptions adopted should be assessed. If the time lapse between the approval date of the TIA and the target date of commissioning is more than 10 years, the project proponent should conduct a comprehensive traffic review to the satisfaction of this office. Review of the TIA should be completed not later than two years before the target date of the commissioning, so as to ensure that the project would meet the traffic needs upon its commissioning and identify all necessary design refinements and traffic management measures for smooth commissioning, taking account of the latest planning data and updated programme of interfacing projects and nearby developments. As the population intake for Phase 1, Phase 2 and Phase 3 developments will be in years 2030, 2035-36 and 2039-40 respectively, MTRCL shall conduct the said traffic reviews (and implement all necessary improvement measures if required) and seek further comments from relevant departments before its commencement.	Noted with thanks. Traffic review will be conducted not later than two years before the first population intake for Phase 1, Phase 2 and Phase 3 developments respectively.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
4.	<p>(3) Para. 4.3 - Road P1 is also assumed in the previous "Approved T&TIA". Noting there is noticeable difference in the NH's traffic forecasts (v/c ratios of L5: NH - East of Tai Ho Interchange in 2038 in the previous "Approved T&TIA" are 1.17(EB) and 1.16(WB) while that of this TIA are 0.96(EB) and 0.94(WB)), please clarify if a different set of traffic distributions between NLH and Road P1 is adopted in this TIA.</p>	<p>The traffic forecast of the TIA under the current S16 Application is based on the latest planning and modelling assumption. The implementation of Road P1 is to relieve the traffic pressure on the NLH, cope with the housing and economic developments at North Lantau and enhance the resilience of the North Lantau transport network. The proposed Road P1 will be served as the primary east-west connection parallel to North Lantau Highway (NLH) with direct connection to the new development in Tung Chung New Town Extension. As there is spare capacity on Road P1 based on traffic forecast, it is anticipated that more vehicle could be diverted to Road P1 to relieve the traffic pressure on NLH.</p>
5.	<p>(4) There is no assessment for the internal roads, western access, eastern access and Shum Shui Kok Drive. We have no comment on these junctions and roads subject to they will be managed and maintained by MTRCL. The future management and maintenance responsibility of the PTI should subject to further deliberation.</p>	<p>Please be advised that assessment for western access was carried out and the results are shown in Tables 5.1 to 5.3 of the TIA report. The performance of the concerned junction at the western access will have a RC of 35% with the Proposed Development in year 2043.</p> <p>It is proposed that the internal roads within the Application Site will be managed and maintained by MTRC.</p> <p>Sham Shui Kok Drive is proposed to be upgraded to a standard single 2-lane carriageway with walkway on the side and gradient less than 8%. The eastern access connecting to Sham Shui Kok Drive will be served as an alternative access connection. It is proposed to hand over western access, eastern access and Sham Shui Kok Drive (other than internal roads) to Government after the completion of the road works. MTRC will liaise with relevant Government departments in due course.</p> <p>It is proposed the PTI will be constructed by MTRC in accordance with Government's technical specifications, and handed over to Government for operation and maintenance subject to further discussion with the relevant Government departments.</p>

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
6.	(5) We reserve our further comments upon submission of the detailed design for the proposed developments atop Siu Ho Wan Depot.	Noted with thanks.
	Comments from Director of Electrical and Mechanical Services Received on 9 December 2021	
7.	<u>Town Gas Safety</u> Please note that there is a high pressure underground town gas transmission pipeline (running along Cheung Tung Road) in the vicinity of the proposed development. In view of the above, a Quantitative Risk Assessment Report has been submitted from the project proponent to assess the potential risk associated with the gas installations. Having reviewed the captioned submission / proposal, the project proponent / applicant applies for a proposed relaxation of non-domestic GFA for commercial use from 30,000m ² to 34,500m ² . In this regard, the project proponent may require to revise and update the QRA report if there is any increase in the number of persons working or living population induced from this amendment.	<p>A Quantitative Risk Assessment (QRA) for the underground high-pressure gas pipeline and gas installations had been conducted during the statutory Outline Zoning Plan (OZP) making process in 2017. The Quantitative Risk Assessment (QRA) was considered acceptable by EMSD on 14 July 2017.</p> <p>A review on the implication on the potential risk based on the S16 Layout Plan (the QRA review) was conducted in July 2021 which EMSD has responded no comment in August 2021.</p> <p>Please be clarified that 4 nos. of kindergartens are considered under the QRA approved on 14 July 2017, as well as the QRA review in July 2021. When compared to the QRA review in July 2021, there is no increase in the number of persons working or living population under the current S16 Application.</p>
8.	Our comments from a gas supply point of view are as follows: For gas supply perspective, you may wish to contact Hong Kong and China Gas Company Limited direct to acquire the current situation of gas supply and confirm the necessity of any new major gas installations for the proposed development.	MTRC has been liaising with Hong Kong and China Gas Company Limited (HKCGC) regarding the gas supply for the Proposed Development. It is proposed that HKCGC will extend one 400mm diameter intermediate gas main at the western side of the Application Site and there are two proposed gas kiosks in the Proposed Development. The gas supply system, in particular the detailed pipe route would be subject to review with HKCGC in the detailed design stage.

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

Comments Received from Government Bureaux / Departments	Responses
Comments from Chief Engineer/Construction, Water Supplies Department Received on 9 December 2021	
<p>9. Section 3.1.1, Appendix IX: (1) Please be advised to adopt the unit demand of 70 l/h/d for flushing water supply.</p>	<p>Please be advised that the unit demand of flushing water (m³/head/day) in Section 3.1.1, Appendix IX of the Planning Statement, are reference to Environmental Protection Department (EPD) technical paper Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (Version 1.0) Appendix III (3) and (4). The recommended unit demand of 70 l/h/d for flushing water supply will be incorporated in detailed design stage as appropriate.</p>
Comments from Controller, Government Flying Service Received on 9 December 2021	
<p>10. We note the concern from CAD on the NLE. GFS will liaise with CAD to look for mitigation measures and alternatives should the proposed development affect the use of NLE.</p>	<p>Noted with thanks.</p>
Comments from Director of Environmental Protection Received on 13 December 2021	
<p>11. 2. Based on the information submitted, it is noted that the current layout plan submission covers residential development at Phase 1 to Phase 3 Sites with Phase 4 site reserved for future housing development. It is also understood that separate submission is needed at a later stage when Phase 4 development is materialised in future. We have given no major comment (for both the Environmental Assessment (EA) and the application) and have no objection in principle on the subject application proposal including the proposed relaxation of non-domestic GFA restriction from environmental perspective.</p>	<p>Noted with thanks.</p>

**Section 16 Planning Application (No. A/I-SHW/1) for
Proposed Residential and Commercial Development atop Siu Ho Wan Depot
Response-to-comments received from Government Bureaux / Departments**

	Comments Received from Government Bureaux / Departments	Responses
12.	3. The SIA report and RtC have not yet addressed our comment in Item 39 of the RIC. It is the applicant's / developer's responsibility to conduct a SIA which should take into account of the sewage flow from the proposed development and other planned and committed developments in the same catchment. In this application, the total allowed sewage flow of 21,300m ³ /d includes discharges from Phase 1-3 (the Proposed Development), Phase 4 and the SHW Depot and Station but the SIA only demonstrated the discharge from the Proposed Development within the allowed flow. The applicant should provide future information and revise the response.	According to the Environmental Impact Assessment for Siu Ho Wan Depot replanning and Siu Ho Wan Station (AEIAR-214/2017) approved in November 2017, the sewage flow of Siu Ho Wan Depot and Siu Ho Wan Station is 1,227m ³ /d in ADWF. Thus, after deducting the sewage flow of Siu Ho Wan Depot and Siu Ho Wan Station (1,227m ³ /d), as well as the sewage flow of Phase 1-3 development (12,679m ³ /d), the remaining capacity will be about 7,394m ³ /d. Please refer to Attachment 1 with the updated paragraph 5.1.1 of the SIA report with the technical clarification added.

5 Conclusion

- 5.1.1** A new sewerage system will be provided to serve the proposed residential and commercial development atop Siu Ho Wan Depot to be implemented by phases with the depot replanning and migration, with population intake targeted to commence in Year 2030. Total sewage flow generated from the Proposed Development over the Replanned Depot is estimated to be about 12,679m³/day, which will be discharged to the proposed sewerage system for treatment and disposal at the SHWSTW, as agreed with the Government. According to the Environmental Impact Assessment for Siu Ho Wan Depot Replanning and Siu Ho Wan Station approved in November 2017, the sewage flow of Siu Ho Wan Depot and Siu Ho Wan Station is 1,227m³/day ADWF. DSD has allowed total sewage flow of about 21,300m³/day ADWF from the Proposed Development in the design of the SHWSTW expansion. The remaining capacity will be about 7,394m³/day. There should be sufficient capacity to cater for the ultimate development scenario.
- 5.1.2** Twin DN500 rising mains, which could cater the ultimate development scenarios, will be constructed to convey sewage from SPS to SHWSTW.
- 5.1.3** Sewage generated from the Proposed Development would be discharged to an ultimate SPS located at the eastern end of the Proposed Development to be constructed and managed by the Applicant. No sewage flow from the Proposed Development would be discharged to the existing depot sewers and rising main to ensure clear demarcation of operation, management and maintenance responsibilities from the depot sewerage system.
- 5.1.4** Wastewater generated from the Proposed Development would be collected by the internal sewerage system (including local sump pumps / SPSs and associated rising mains / gravity sewers) before discharging to the ultimate SPS. The arrangements of internal sewerage system are subject to further review at detailed design stage. The ultimate SPS located at ground level of the eastern end of the Proposed Development will convey sewage to SHWSTW via new twin DN500 rising mains. The rising mains will cross below the TCL, AEL and NLH, then run along an existing drainage reserve and maintenance access road at northern edge and verge area and finally discharge to SHWSTW via the newly installed connection flanges.
- 5.1.5** The crossing of twin rising mains below TCL, AEL and NLH will be carried out by pipe jacking with jacking pit located adjacent to the ultimate SPS and receiving pit within existing drainage reserve area. The pipe jacking arrangement will be designed not to conflict with existing utilities. Precautionary and monitoring measures will be implemented. DSD has

confirmed that the Government will be responsible for the maintenance of rising mains within the boundary of SHWSTW.

Detailed Comments of Government Bureaux and Departments

1 Land Administration

Other comments of the Chief Estate Surveyor/Land Supply, Lands Department (LandsD):

- (a) it is noted that there will be no public open space proposed within the Site;
- (b) according to the tentative implementation programme at Annex 7 of Planning Statement, three social welfare facilities at private residential portions and three schools will be provided at the subject development. The applicant shall liaise with the relevant departments for funding and taking up of those facilities;
- (c) noting from Appendix II "Landscape and Tree Preservation and Removal Proposal", some existing trees at Phase 4 are proposed to be felled and all compensatory trees will be planted at Phases 1 to 3. The applicant shall ensure that no compensatory trees shall be planted at Phase 4 for avoidance of future felling of those trees upon development of Phase 4; and
- (d) while it is proposed in para. 7.1.12 of Appendix III "Traffic and Transport Impact Assessment" that the public transport interchange (PTI) will be handed over to the Government, the applicant shall seek agreement from relevant departments for taking up the PTI.

2 Public Housing

Other comments of the Director of Housing:

- (a) based on the preliminary design, a total of about 286 trees could be contributed as new tree planting within the public housing portion, and the final new tree planting number will be subject to detailed design; and
- (b) indicative List of Proposed Plant Species is considered as design reference only. It is understood that the list should not be regarded as any commitment for the public housing portion and flexibility on the plants' selection should be allowed at later design stage.

3 Traffic

Other comments of the Commissioner for Transport:

- (a) the traffic impact assessment (TIA) under the current section 16 application does not include the Phase 4 development. Whether the proposed road network could support Phase 4 development is uncertain. A separate TIA for Phase 4 development shall be conducted to ascertain the traffic conditions

and to suggest traffic mitigation measures for the future section 16 application;

- (b) there is no assessment for the internal roads, western access, eastern access and Shum Shui Kok Drive. They have no comment on these junctions and roads subject to they will be managed and maintained by MTRCL. The future management and maintenance responsibility of the PTI should subject to further deliberation; and
- (c) they reserve their further comments upon submission of the detailed design for the proposed developments atop Siu Ho Wan Depot.

Other comments of the Head of Sustainable Lantau Office, Civil Engineering and Development Department (CEDD):

- (a) preliminary assessment revealed that it is not technically sound to provide two access points at eastern side of Siu Ho Wan Depot Development within short distance (say, one for Phase 3 and one for Phase 4). Therefore it is highly desirable to share use the Road P1's connection with proper design of internal road network for connection to different phases of development. Noted from Drawing No. 2.2 that there will be "FUTURE SINGLE 2-LANE (7.3m) CARRIAGEWAY WITH FOOTPATH" in southern and eastern periphery of Phase 4, consideration to provide suitable connection(s) from the said 7.3m internal carriageway to Phase 4 should be taken;
- (b) please consider to liaise with the Housing Department (HD) and further consider the planning and design of external road connection at the eastern end to Road P1 and internal road connections within different phases of the Siu Ho Wan Development;
- (c) it is noted that "the existing Sham Shui Kok Drive will be upgraded to single 2-lane carriageway, as far as practicable". He wishes to reiterate that neither upgrading/provision of (i) Sham Shui Kok Drive nor (ii) access road in right vicinity of depot is part of the scope of Engineering Study of Road P1 (Tai Ho - Sunny Bay Section).
- (d) as regards "footbridge connection to possible footbridge by Government (Subject to detailed design)", currently CEDD have no plan to provide such footbridges for connection to the topside development;
- (e) one of the possible alignment of Road P1 under consideration would likely route through the existing barging point for train/rail in Siu Ho Wan. Please take note on the potential interfacing issue between barging activities and Road P1. Further meetings and liaisons are required to sort out the interface issue;
- (f) the alignment, promenade, layout, connections, preliminary design, etc of Road P1 are yet to be determined and subject to Road P1 Study.. The arrangement for the interface should be subject to Road P1 Study, further discussion among relevant departments / parties, and agreement of CEDD; and

- (g) Works Contract No. NL/2020/07 Tung Chung New Town Extension - Tai Ho Interchange has commenced in October 2021. The applicant is reminded to closely liaise with CEDD project team on the interface matters.

4 Environment

Other comments of the Director of Environmental Protection:

- (a) regarding other recommendations of the Advisory Council on the Environment over the design of the proposed development atop Siu Ho Wan Depot, including to provide facilities to enhance the connectivity, walkability and cycling within the project site and to the adjacent waterfront and nearby Tung Chung New Town Extension; design to alleviate landscape and visual impact enlarge the public areas on the ground floor for public enjoyment along the waterfront etc, it is outside Environmental Protection Department's jurisdiction;
- (b) the Government announced the first Hong Kong Roadmap on Popularisation of Electronic Vehicles (EVs) (the Roadmap) in March 2021, setting out the long-term policy objectives and plans to promote the adoption of EVs and their associated supporting facilities in Hong Kong. In addition, the provision of EV charging facilities are crucial to support mass adoption of EVs in order to reach zero vehicular emissions as set under the Hong Kong's Climate Action Plan 2050 which was announced in October 2021; and
- (c) the applicant is advised to take into account the EV charging facilities during the early planning stage of the design of PTI and the parking spaces, by incorporating into the latest requirement and technical guideline regarding the installation of EV charging facilities so as to cater for the anticipated increase in the wider use of EVs.

5 Urban Design, Visual and Air Ventilation

Other comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) in response to the urban design requirements in the Explanatory Statement (ES) of the Siu Ho Wan Outline Zoning Plan (the OZP), the proposed development has incorporated the following:
 - four 30m-wide air/visual corridors generally aligning in the N-S or E-W directions and six 15m-wide supplementary air/visual corridors aligning in the NW-SE directions;

- curvilinear buildings layout with towers clustered in groups to provide wider building gaps between tower clusters to enhance visual permeability;
 - a connectivity proposal to set out pedestrian network, cycle track network and open space network to enhance both internal and external connectivity and walkability within the site and to the adjacent waterfront and nearby areas. Public walkways are proposed along the waterfront podium at L1 level and the green spine with the exact location, opening hours and connections to the nearby areas subject to detailed design and future management;
 - biophilic design including buffer plantings, vertical greening, draping and climber plants to reduce the bulkiness of the podium and soften the edges of the podium; and
 - terraced podium with podium levels stepping down towards the waterfront. A 1 km-long waterfront podium walkway is provided at podium L1 with pocket open spaces to function as viewing balconies. According to the applicant, further setback of depot from the waterfront is found to be technically not feasible. To allow public access to the waterfront, four vertical connections are proposed to connect the existing seawall service road at ground level and two connection points will be reserved for possible footbridges from the proposed Road P1;
- (b) the proposed development adopts a dynamic building height profile with the general height of each tower clusters gradually descends from central portion towards the waterfront, western end and eastern end. According to the applicant, this dynamic building height profile could mimic the mountain backdrop and offer more visual variation. Under this building height profile, the lowest tower cluster (T1 to T4) is placed nearest to Tai Ho Wan as a transition to the estuary setting;
- (c) an AVA Initial Study (IS) using computational fluid dynamic modelling has been carried out for the baseline scheme and the proposed scheme. As per the ES of the OZP, the proposed scheme has incorporated four breezeways of generally 30m wide and six air paths of generally 15m wide. The simulation results indicate that the Proposed Scheme has slightly higher wind velocity ratios at the immediate vicinity and local environment of the application site when compared with the Baseline Scheme under both annual and summer conditions;
- (d) the applicant should liaise with relevant department(s) regarding the interface treatment and public pedestrian access between the podium deck and the proposed Road P1 or the future waterfront at the detailed design stage;
- (e) the applicant should liaise with relevant department(s)/parties regarding the design and opening hours of the pedestrian connections to the Phase 4 development of the Site; and

- (f) the applicant is advised to further explore the feasibility of adopting more permeable building design and materials at the podium floor at the detailed design stage.

Other comments of the Chief Architect/Central Management Division 2, Architectural Services Department (ArchsD):

- (a) the length of most of the residential blocks, except T24, T25, T53 to T56, appear to be more than 60m, which may have adverse impact on the air ventilation and visual permeability. The applicant is advised to comply with the building separation requirements of the design guidelines promulgated in Practice Notes for Authorised Persons APP-152; and
- (b) for proposed social welfare/community facilities/central parks, the applicant is recommended to create a pedestrian-friendly environment by providing barrier-free access/facilities, adequate shading devices, seating area and greening, etc. to enhance enjoyment of the public spaces.

6 Landscape

Other comments of CTP/UD&L, PlanD:

- (a) according to aerial photo of 2021, the Site is currently occupied by Siu Ho Wan Depot of MTRC at the northern part of the Site, including covered workshops and offices, rails, open carparks. The remaining area is covered by groundcover/scrubs with tree groups generally observed along the site boundary. The Site is bounded by seawall to the north, North Lantau Highway to the south, woodlands and Lantau North Extension country park to the further south;
- (b) with reference to the landscape proposal provided by the applicant, there are 562 nos and 175 nos. of existing trees, young to semi-mature size of common species, identified within and outside the Site respectively. All of the trees are proposed to be removed due to conflict with the proposed development and the associated road widening works. Approximately 1,200 nos. of new trees of light to heavy standard size are proposed to be planted within the Site. The estimated population of the Site is 40,500 and the proposed private local open space is not less than 81,000m² (2m² overall open space provision per resident, with 1m² of the open space provision per resident located within the residential development). According to the proposed landscape layout plan which covers Phases 1-3, the landscaping areas are located at 3 different podium levels within the Site, with amenity planting and recreational facilities including children's play areas, outdoor fitness stations: swimming pools, sitting out areas, jogging path and multi-purpose lawn, for the enjoyment of the residents;
- (c) in view that the proposed layout design of phase 4 within the Site boundary is not available in the information provided by the applicant, they reserve

their right to comment on Phase 4 and its interface until they receive further information; and

- (d) the applicant should note that approval of the section 16 application by the Board does not imply approval of the trees works such as pruning, transplanting and/or felling under lease. Applicant is reminded to approach relevant authority/government department(s) direct to obtain necessary approval on tree works.

7 Others

Other comments of the Director of Fire Services:

the emergency vehicular access provision in the captioned site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by the Buildings Department.

Other comments of the Secretary for Education:

School

- (a) safety of students is the prime concern of Education Bureau (EDB). They would be appreciated if the applicant would update on the proposed fire safety measures in the course of the development;

Kindergarten (KG) Provision

- (b) it is their responsibility to secure a stable supply of quality KGs at the Government-owned premises to ensure that enough KG provisions for public housing are included according to the Hong Kong Planning Standards and Guidelines so that the KG premises could be allocated under the EDB's prevailing school allocation mechanism to benefit the parents and children;

Schedule of Accommodation (SoA) and GFA for the proposed KGs

- (c) the SoA for KG premises has been revised to improve the learning environment by increasing the indoor floor area for each student by 20%. The revised recommended SoA for a 6-classroom KG has come into effect from October 2017 which is recommended for reserving space in developing new KGs as far as practicable, and is available for reference in Appendix 3 of the "Operation Manual for Pre-primary Institutions" (OM). He wishes to point out that the total area for all items excluding toilet and outdoor play area as stated in the revised SoA for a 6-classroom KG is 551m², and they trust that the toilet and sanitary facilities for students and staff should be adequately provided and outdoor play area should be provided whenever possible in the proposed KG. As for a KG with more than 6 classrooms which targets to accommodate greater number of students and school staff, the revised SoA for a 6-classroom may not fully meet

the needs of more students and teaching staff. Under such situation, the applicant may consider to make adjustment to increase the indoor areas (e.g. multi-purpose area/room, small group teaching room, etc.) as far as practicable. Moreover, the applicant may also consider to adjust the numbers and/or size for the items where deemed necessary (e.g. reasonable provision of general facilities, such Staff Office, Administrative Office, General Store, Kitchen, Laundry and Toilet etc. as mentioned in the Appendix 3 of the OM) to cater for the greater number of teaching staff and students as far as practicable; and

Parking and loading/unloading (L/UL) requirements

- (d) regarding parking and L/UL requirements for KG school buses, please refer to the Annex of Chapter 8 "Internal Transport Facilities" of the HKPSG. Besides, he has the following safety concerns on L/UL spaces in respect of KG students' use:
 - (a) the designated L/UL period for KG school buses so as to avoid possible danger to KG students owing to the clash in using the space with other users; and
 - (b) the safety issue for KG students walking between the L/UL spaces to the KG premises.

Meanwhile, the applicant should ascertain the premises for the proposed KG can meet the various requirements laid down in:

- (a) the Education Ordinance, Education Regulations and relevant statutory requirements; and
- (b) "Operation Manual for Pre-primary Institutions".

Other comments of the Director-General of Civil Aviation:

as one of the outdoor noise monitoring terminals of Civil Aviation Department (CAD)'s Aircraft Noise and Flight Track Monitoring System is currently installed at the Siu Ho Wan Depot, the applicant and/or developer is requested to provide suitable re-provisioning of the equipment and in consultation with CAD during planning, development and operation stage of the project.

Other comments of the Director of Leisure and Cultural Services:

- (a) from district management perspective, the proposed connection to the planned waterfront promenade of Tung Chung East is noted;
- (b) the applicant should consult the views of Leisure and Cultural Services Department (LCSD) including but not limited to the design, point of access, opening hours and access right once available. The applicant is requested to forward the drawings of the proposed connection for LCSD's further comments; and

- (c) from tree maintenance point of view, as the planned waterfront promenade of Tung Chung East will be beyond their regional tree team's purview, they have no comment to offer.

Other comments of the Director of Electrical and Mechanical Services:

Electricity

- (a) CLP Power Hong Kong Limited (CLP) should be responsible for the planning, design, construction (except customer substation provided by the developer), operation and maintenance of the electricity supply facilities to meet the electricity demand of the concerned development. In case the need for any additional electricity supply facilities (i.e. a new electricity substation) is identified by CLP, CLP would submit new project proposals to Environment Bureau (ENB) and Electrical and Mechanical Services Department would provide technical support to ENB in assessing the project proposals. As such, The applicant is advised to liaise closely with CLP regarding the electricity supply arrangement and schedule to meet the need of the development; and

Town Gas Safety

- (b) for gas supply perspective, the applicant may wish to contact Hong Kong and China Gas Company Limited direct to acquire the current situation of gas supply and confirm the necessity of any new major gas installations for the proposed development;

Other comments of the Director of Food and Environmental Hygiene:

the applicant's attention is drawn to other planned developments in the vicinity, including their Siu Ho Wan columbarium development at Sham Shui Kok Drive. For Siu Ho Wan columbarium project, CEDD is their works agent for the site formation works and ArchSD is their works agent for the columbarium building works. The applicant may wish to liaise with CEDD and ArchSD for any technical interfacing issues.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211108-181121-11727

提交限期

Deadline for submission:

19/11/2021

5-1

提交日期及時間

Date and time of submission:

08/11/2021 18:11:21

有關的規劃申請編號

The application no. to which the comment relates:

A/I-SHW/1

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. KK Cheung

意見詳情

Details of the Comment:

本人對這個工程項目有以下意見：

1 在工程進行期間，噪音(空氣，聲音，光線)將會對附近村民造成影響，空氣污濁，塵土飛揚，聲浪有機會超出合理水平，工地的強烈光線會對附近村民造成滋擾，也包括生物在內。有關部門有什麼方法控制措施解決以上問題。

2 交通方面會否有大型重型工程進出鄉村附近，及假人也有很多遊人在該區進行戶外活動，如何避免造成危害。

3 樓宇及建築物的高度會否對大濠灣區景觀造成破壞。

4 對當地區的風水環境會否遭到破壞破壞，有關部門有什麼方案解決。

5 工程項目位於大濠灣區附近，工程進行期間或日後會否對整區的生態環境影響，無論現在或將來，在有影響情況下，需要可行方案。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211115-144108-46637

提交限期

Deadline for submission:

19/11/2021

5-2

提交日期及時間

Date and time of submission:

15/11/2021 14:41:08

有關的規劃申請編號

The application no. to which the comment relates:

A/I-SHW/1

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Edmond Fong for The Hong Kong and China Gas Company Limited

意見詳情

Details of the Comment:

Since the proposed development is in the close vicinity to our High Pressure gas pipeline at Cheung Tung Road, the project proponent should conduct a Quantitative Risk Assessment to evaluate the potential risk and determine the necessary mitigation measures if required. The project proponent should consult our company in the design stage and close coordinate with our company during the construction stage and provide protective measures.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211117-131404-47339

提交限期

Deadline for submission:

19/11/2021

5-3

提交日期及時間

Date and time of submission:

17/11/2021 13:14:04

有關的規劃申請編號

The application no. to which the comment relates:

A/I-SHW/1

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. K C Lam

意見詳情

Details of the Comment :

本人是大嶼山牛牯壆村村民，對小蠔灣車廠的發展有以下的意見：

- 1 本人反對現行規劃的位置，因為此位置嚴重破壞位於大蠔灣的原居民墳場風水，極有可能造成村民人命傷亡；
2. 現時選址貼近大蠔灣之特殊科學價值用地，填海造地將會嚴重影響環境生態，造成各類型的污染。大蠔灣附近村落牛牯壆村、白芒村、大蠔的村民倚賴海洋資源生活，填海嚴重影響村民的生計；
- 3 一排排的大廈阻擋鮮風流入大牛牯壆、大蠔村，白芒村嚴重破壞村落的風水；
- 4 村民從周邊發展中沒有任何好處，周邊的發展只帶來破壞風水；環境污染，村民承受風水破壞及污染所帶來的惡果，所以必須向村民作出補償。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211118-191538-05163

提交限期

Deadline for submission:

19/11/2021

5-18

提交日期及時間

Date and time of submission:

18/11/2021 19:15:38

有關的規劃申請編號

The application no. to which the comment relates:

A/I-SHW/1

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Cheng ho koon

意見詳情

Details of the Comment :

Siu Ho Wan Depot Development Public Consultation Opinion

(A) Transport Interchange

It is important to have the proposed transport interchange in the development, which if planned properly can address the current deficiency in transport interchange facilities in this part of Lantau Island. Currently in morning time lots of Discovery Bay (DB) residents take Discovery Bay shuttle buses to Sunny Bay where they park their cars. Sunny Bay is a transport interchange hub serving DB residents. With the proposed interchange in Siu Ho Wan depot development (SHWD) it is more convenient and environmental for DB residents to park their cars there and change to DB shuttle buses.

There are 600 parking spaces in Sunny Bay, same number of parking shall be provided in SHWD interchange. Three 12m long shuttle bus bays shall be reserved for DB shuttle buses. Two for residents' buses which are currently commuting between DB and Sunny Bay, one for picking up and drop off of DB hotel, golf club and future multi-recreation centre customers since these facilities are or will be open to the public. Associated bus regulation and reception office shall also be provided.

(B) Commercial Facilities and GFA

The proposed commercial GFA shall be increased. The proposed number of residential units are a lot more than DB, yet the proposed commercial GFA is similar to that in DB. It is obviously insufficient to cater for the proposed residential units.

(C) Transportation Network

DB buses can access from Cheung Tung Road via new Tai Ho roundabout to SHWD. However, the return trip is much longer and more inconvenient without new Siu Ho roundabout. Convenient and more direct traffic route between DB and SHWD is an important back up to Lantau Island. A few years ago Kap Shui Mun Bridge was hit by a tugboat crane. The only road connection between Lantau Island and Kowloon was shut down. DB ferry service was the only major public transportation service to mitigate the resultant chaos. Although there is new Tuen Mun - Chek Lap Kok Link Road, the back up by DB ferry is still important between Lantau and HK Island. Better transportations between DB and SHWD also facilitate future SHWD residents to access public facilities in DB, e.g. the beach, golf course, multi-recreation centre, ice rink and international schools.

5-18

(D) Locations of these Facilities

The proposed MTRC station is in the western end of the development, about 1 km away from the furthest residential block in the east. It is more logical to have the station in a more central location. The same logic also applies to the proposed transport interchange, park and ride carpark, shopping facilities, etc. that serve all residents.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211118-234522-44695

提交限期

Deadline for submission:

19/11/2021

5-18

提交日期及時間

Date and time of submission:

18/11/2021 23:45:22

有關的規劃申請編號

The application no. to which the comment relates:

A/I-SHW/1

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lam Chu

意見詳情

Details of the Comment :

A/I-SHW/1

本人对此規劃提出反对意見列下：

- (1) 有關該位置擁大型建築群，正面对不足1公里，俱極佳玄學風水三條村祖墳墓地，存在破壞性深遠影响，对後族群及現在均事事不利，本人提出強烈反对此規劃，
 - (2) 約20年前有村民用自己地，申請合資格兩幢丁屋，均遭到不批出，理由是(有礙大蠔河景觀) 另人費解，20年後這(有礙大蠔河景觀) 政府要規劃要地產增加庫房收益，理由就不存在，本人对此規劃提出意見反对。
 - (3) 籌劃前規劃中政府公佈有，公屋及居屋供應須求，最近改為無上兩項公居屋群，全為私人樓房，民生不重要嗎？因此本人提出意見反对。
 - (4) 在1公里內，是大蠔河有特殊价值保育区且排全港第3位，区内有祖堂農地近2公頃，更擁有不小私人農地在內，至今仍全無改善保育資助出現，对業权人实在太不公平同不合理，若果此規劃進行，对這区有嚴重污染到時還值得保育嗎？
 - (5) 有大量人流，車流，污染廢氣，吹入三條寧靜安逸鄉村，宜居宜樂只有空口講大話，本人非常嚴重關注此規劃，並提出意見反对。
- 完畢。大嶼山牛牯壆村村民 林珠

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211119-095320-43783

提交限期

Deadline for submission:

19/11/2021

5-21

提交日期及時間

Date and time of submission:

19/11/2021 09:53:20

有關的規劃申請編號

The application no. to which the comment relates:

A/I-SHW/1

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Tommy C

意見詳情

Details of the Comment :

Support. More housing development!!

寄件者: [REDACTED]
寄件日期: 2021年11月19日星期五 21:25
收件者: tpbpd
主旨: A/I-SHW/1 DD 346L, Siu Ho Wan MTR Depot, Lantau

5-22

A/I-SHW/1
Siu Ho Wan Depot, Lot 143 in D.D.346L, Lantau
Site area : About 300,658sq.m
Zoning : "Other Specified Uses" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development"
Applied development : 56 Blocks / 10,720 Private + 4,280 Public Flats / 170mPD / OS 80,000sq.m / Commercial/ Railway Station Concourse & Depot / PTI / 14 SWD facilities / 2 Primary/1 Secondary Schools / 4 Kindergarten / 5385 Vehicle Parking / Relaxation of Non-domestic GFA Commercial Use

Dear TPB Members,

Yet another plan to enrich the MTR. The blurb states "The development will provide a total of about 20,000 residential units in the medium to long term, of which around 50% will be public housing flats, **mainly subsidised sale flats**. So in other words **NO units for rent** to grass roots families living in substandard conditions while they wait for years for public housing. I note that MTR does not mention 'resolving the housing problem'. However :

20 Dec 2020: *Mrs Lam announced in her 2020 Policy Address that the Outline Zoning Plan for the Siu Ho Wan Depot site topside development of the MTRCL had been drawn up and that, based on the latest assessment, it is expected that the site may provide about 20 000 residential units in the medium to long term, of which around 50 per cent will be public housing.*

*"Indeed, our efforts over the years in increasing housing supply have started to pay off. As I announced earlier, the Government has identified 330 hectares of land required for providing **316 000 public housing units** to meet the demand for public housing units in the coming 10 years as stated in the Long Term Housing Strategy Annual Progress Report 2020. That land has not included the Siu Ho Wan Depot development project."*

Public Housing as far as the community is concerned = homes for rent.

The private units will get the better locations while the subsidized housing will be fitted in the left over spaces.

Moreover the private units will be built first, all of the quota. Only 4,280 subsidized units planned for Phase 1-3. Phase 4 will be reserved for future expansion to provide about 6,200 public housing flats, **mainly subsidised sale flats**. So some time in the distant future the bulk of the promised affordable housing MAY be developed.

But while the housing units will be delayed, MTR is claiming "a relaxation of 4,500m² GFA is applied for TPB's consideration to allow **commercial operation of the 4 kindergartens**."

But why four kindergartens if the affordable housing MAY OR MAY NOT be developed?

MTR of course would then use the additional space for commercial purposes.

Schools and various social welfare facilities will be provided as required by the Government. So in other words tax payers will fund the community facilities while MTR pockets all the revenue from the sale of the units.

The schools are sandwiched between the towers with no views, wall effect surroundings and poor ventilation.

There is mention of a bicycle park but in formation with regard to how many places to be provided and if the parking is protected from the elements.

It is difficult to make comment on the community facilities as little detail has been provided.

The demand for private units at the location is questionable. The recent tender for a MTR site at Tung Chung was withdrawn because developers had little confidence in the potential. Why all the units at this site are to be for sale is unacceptable.

That the project is a transfer of benefits to the MTR is very clear.

Mary Mulvihill

Comparison between Indicative Scheme and Proposed Scheme

Development Parameters/Facilities	Indicative scheme (a)	Proposed Scheme (b)	Difference (b) - (a)	Remarks
Site Area (about)	30 ha	30 ha	No change	In line with the "OU(RDPTICRD)" zone on the OZP
Development Area (about)	30 ha	25 ha	-5 ha	
GFA ➤ Domestic ➤ Non-domestic for Commercial Use	1,040,000m ² 30,000m ²	1,040,000m ² 34,500m ²	No change +4,500m ²	A maximum domestic GFA of 1,040,000m ² and a non-domestic GFA of 30,000m ² for commercial use as stipulated in the Notes of the OZP
No. of Blocks	108	56	-52	
No. of Flats (about) ➤ Private ➤ Public	14,000 Not specified Not specified	15,000 10,720 4,280	+1,000 N/A N/A	A total of about 14,000 flats according to the indicative scheme as mentioned in the ES of the OZP
Anticipated Population (about) ➤ Private ➤ Public	37,800 Not specified Not specified	40,500 28,944 11,556	+2,700 N/A N/A	A total population of about 37,800 according to the indicative scheme stated in ES of the OZP
Building Height (about)	86mPD to 106mPD (top roof level)	112mPD to 168mPD (main roof level, top roof level not more than 180mPD)	+37m to +74m (main roof level)	The building height of the residential towers ranging from 86mPD to 106mPD according to the indicative scheme as mentioned in the ES of the OZP
Podium ➤ No. of Storeys ➤ Lowest Level ➤ Highest Level	3 +19.1mPD +26.5mPD	4 +19.5mPD +32.5mPD	+1 storey +0.4m +6m	
Open Space	Not less than 75,600m ²	Not less than 81,000m ²	+5,400m ²	A minimum of 75,600m ² open space as stated in the ES of the OZP
Schools (30-classroom each) ➤ Primary ➤ Secondary	3 Not specified Not specified	3 2 1	No change N/A N/A	Three 30-classroom schools as stated in the ES of the OZP
Kindergartens	24 classrooms (Four 6-classroom)	29 classrooms (One 8-classroom and Three 7-classroom)	+5 classrooms	24 kindergarten classrooms as stated in the ES of the OZP
Social Welfare Facilities	Not specified (Not less than 4,000m ²)	14 facilities (16,435m ²)	N/A (+12,435m ²)	A minimum of 4,000m ² GFA for social welfare facilities as stated in the ES of the OZP

Development Parameters/Facilities	Indicative scheme (a)	Proposed Scheme (b)	Difference (b) - (a)	Remarks
Public Transport Interchange (PTI)	1 (about 9,000m ²)	1 (about 10,000m ²)	No change (+1,000m ²)	A PTI as stated in the ES of the OZP
Parking Spaces				
<u>Private Car</u>				
➤ Residential (Residents)	3,953	4,677	+724	
➤ Residential (Visitors)	459	280	-179	
➤ Commercial	237	200	-37	
➤ Schools and Kindergartens	34	34	No change	
<u>Motorcycle</u>				
➤ Residential	140	148	+8	
➤ Commercial	24	20	-4	
<u>Light Goods Vehicle (LGV)</u>				
➤ Residential	0	18	+18	
➤ Social Welfare Facilities	Not specified	1	N/A	
<u>Private Light Bus (PLB)/24-Seater Van with Tail Lift</u>				
➤ Social Welfare Facilities	Not specified	6	N/A	
<u>Bicycle</u>				
➤ Residential (Residents)	277	365	+88	
➤ Communal	0	500	+500	
Loading/Unloading Spaces				
<u>Taxi</u>				
➤ Schools and Kindergartens	42	48	+6	
<u>Coach</u>				
➤ Schools and Kindergartens	17	17	No change	
<u>LGV</u>				
➤ Commercial	20-26	25	-1 to +5	
<u>Heavy Goods Vehicles</u>				
➤ Residential				
➤ Commercial	108	63	-45	
➤ Social Welfare Facilities	10-12	13	+1 to +3	
	Not specified	1	N/A	
<u>PLB and Ambulance (shared use)</u>				
➤ Social Welfare Facilities	Not specified	2	N/A	

Recommended Advisory Clauses

- (a) to note the following comments of the Chief Estate Surveyor/Land Supply, Lands Department (LandsD):
- (i) if the planning application is approved by the Board, owner of the Lot is required to apply to LandsD for modification of the current lease conditions (possibly by way of a land exchange). Such application(s) will be considered by LandsD acting in the capacity of Landlord as its sole discretion and subject to policy clearance. In the event any such application(s) is/are approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fee as imposed by LandsD at its sole discretion;
 - (ii) according to the tentative implementation programme at Annex 7 of Planning Statement, three social welfare facilities at private residential portions and three schools will be provided at the subject development. The applicant shall liaise with the relevant departments for funding and taking up of those facilities
 - (iii) noting from Appendix II "Landscape and Tree Preservation and Removal Proposal", some existing trees at Phase 4 are proposed to be felled and all compensatory trees will be planted at Phases 1 to 3. The applicant shall ensure that no compensatory trees shall be planted at Phase 4 for avoidance of future felling of those trees upon development of Phase 4; and
 - (iv) while it is proposed in para. 7.1.12 of Appendix III "Traffic and Transport Impact Assessment" that the public transport interchange (PTI) will be handed over to the Government, the applicant shall seek agreement from relevant departments for taking up the PTI;
- (b) to note the following comments of the Commissioner for Transport:
- (i) the traffic impact assessment (TIA) under the current section 16 application does not include the Phase 4 development. Whether the proposed road network could support Phase 4 development is uncertain. A separate TIA for Phase 4 development shall be conducted to ascertain the traffic conditions and to suggest traffic mitigation measures for the future section 16 application;
 - (ii) there is no assessment for the internal roads, western access, eastern access and Shum Shui Kok Drive. They have no comment on these junctions and roads subject to they will be managed and maintained by MTRCL. The future management and maintenance responsibility of the PTI should subject to further deliberation; and
 - (iii) they reserve their further comments upon submission of the detailed design for the proposed developments atop Siu Ho Wan Depot;

(c) to note the following comments of the Head of Sustainable Lantau Office, Civil Engineering and Development Department (CEDD):

- (i) the applicant should continue to closely liaise with CEDD and their consultants for Engineering Study on Road P1 (Tai Ho - Sunny Bay Section) (Road P1 Study) to identify and resolve project interface issues including but not limited to access points, road/footbridge connection, programme, etc. to ensure that the design and construction of Road P1 (Tai Ho - Sunny Bay Section) will not be unduly affected;
- (ii) it is highly desirable to share use the Road P1's connection with proper design of internal road network for connection to different phases of development. Noted from Drawing No. 2.2 that there will be "FUTURE SINGLE 2-LANE (7.3m) CARRIAGEWAY WITH FOOTPATH" in southern and eastern periphery of Phase 4, consideration to provide suitable connection(s) from the said 7.3m internal carriageway to Phase 4 should be taken;
- (iii) to liaise with the Housing Department (HD) and further consider the planning and design of external road connection at the eastern end to Road P1 and internal road connections within different phases of the Siu Ho Wan Development;
- (iv) neither upgrading/provision of (i) Sham Shui Kok Drive nor (ii) access road in right vicinity of depot is part of the scope of Road P1 Study;
- (v) as regards "footbridge connection to possible footbridge by Government (Subject to detailed design)", currently CEDD have no plan to provide such footbridges for connection to the topside development;
- (vi) to take note on the potential interfacing issue between barging activities and Road P1. Further meetings and liaisons are required to sort out the interface issue;
- (vii) the alignment, promenade, layout, connections, preliminary design, etc of Road P1 are yet to be determined and subject to Road P1 Study. The arrangement for the interface should be subject to Road P1 Study, further discussion among relevant departments / parties, and agreement of CEDD; and
- (viii) Works Contract No. NL/2020/07 Tung Chung New Town Extension - Tai Ho Interchange has commenced in October 2021. The applicant is reminded to closely liaise with CEDD project team on the interface matters;

(d) to note the following comments of the Director of Environmental Protection:

- (i) under the current layout plan, the depot is proposed to be replanned to the Phase 1 to Phase 3 sites (about 25 ha). This is different from the design originally proposed in the 'Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works' and stipulated in the Environmental Permit (EP) (i.e. with the depot spreading across the Phase 1 to Phase 4 sites). While this adjustment in layout is not expected to create adverse environmental

implications, the applicant is reminded nonetheless to observe the Environmental Impact Assessment Ordinance and submit application for variation of an EP as necessary;

- (ii) the Government announced the first Hong Kong Roadmap on Popularisation of Electronic Vehicles (EVs) (the Roadmap) in March 2021, setting out the long-term policy objectives and plans to promote the adoption of EVs and their associated supporting facilities in Hong Kong. In addition, the provision of EV charging facilities are crucial to support mass adoption of EVs in order to reach zero vehicular emissions as set under the Hong Kong's Climate Action Plan 2050 which was announced in October 2021; and
 - (iii) the applicant is advised to take into account the EV charging facilities during the early planning stage of the design of PTI and the parking spaces, by incorporating into the latest requirement and technical guideline regarding the installation of EV charging facilities so as to cater for the anticipated increase in the wider use of EVs;
- (e) to note the following comments of the Chief Town Planner/Urban Design & Landscape, Planning Department:
- (i) the applicant should liaise with relevant department(s) regarding the interface treatment and public pedestrian access between the podium deck and the proposed Road P1 or the future waterfront at the detailed design stage;
 - (ii) the applicant should liaise with relevant department(s)/parties regarding the design and opening hours of the pedestrian connections to the Phase 4 development of the Site;
 - (iii) the applicant is advised to further explore the feasibility of adopting more permeable building design and materials at the podium floor at the detailed design stage.
 - (iv) in view that the proposed layout design of phase 4 within the site boundary is not available in the information provided by the applicant, they reserve their right to comment on Phase 4 and its interface until they receive further information; and
 - (v) the applicant should note that approval of the section 16 application by the Board does not imply approval of the trees works such as pruning, transplanting and/or felling under lease. Applicant is reminded to approach relevant authority/government department(s) direct to obtain necessary approval on tree works;
- (f) to note the following comments of the Chief Architect/Central Management Division 2, Architectural Services Department (ArchsD):
- (i) the length of most of the residential blocks, except T24, T25, T53 to T56, appear to be more than 60m, which may have adverse impact on the air ventilation and visual permeability. The applicant is advised to comply with the building separation requirements of the design guidelines promulgated in Practice Notes for Authorised Persons APP-152; and

- (ii) for proposed social welfare/community facilities/central parks, the applicant is recommended to create a pedestrian-friendly environment by providing barrier-free access/facilities, adequate shading devices, seating area and greening, etc. to enhance enjoyment of the public spaces;
- (g) to note the comments of the Director of Fire Services that the emergency vehicular access provision in the captioned site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by the Buildings Department;
- (h) to note the following comments of the Secretary for Education:
 - (i) the applicant should update on the proposed fire safety measures in the course of the development;
 - (ii) the Schedule of Accommodation (SoA) for kindergarten (KG) premises has been revised to improve the learning environment by increasing the indoor floor area for each student by 20%. The revised recommended SoA for a 6-classroom KG has come into effect from October 2017 which is recommended for reserving space in developing new KGs as far as practicable, and is available for reference in Appendix 3 of the "Operation Manual for Pre-primary Institutions" (OM). He wishes to point out that the total area for all items excluding toilet and outdoor play area as stated in the revised SoA for a 6-classroom KG is 551m², and they trust that the toilet and sanitary facilities for students and staff should be adequately provided and outdoor play area should be provided whenever possible in the proposed KG. As for a KG with more than 6 classrooms which targets to accommodate greater number of students and school staff, the revised SoA for a 6-classroom may not fully meet the needs of more students and teaching staff. Under such situation, the applicant may consider to make adjustment to increase the indoor areas (e.g. multi-purpose area/room, small group teaching room, etc.) as far as practicable. Moreover, the applicant may also consider to adjust the numbers and/or size for the items where deemed necessary (e.g. reasonable provision of general facilities, such Staff Office, Administrative Office, General Store, Kitchen, Laundry and Toilet etc. as mentioned in the Appendix 3 of the OM) to cater for the greater number of teaching staff and students as far as practicable, and
 - (iii) regarding parking and loading/unloading (L/UL) requirements for KG school buses, please refer to the Annex of Chapter 8 "Internal Transport Facilities" of the Hong Kong Planning Standards and Guidelines. Besides, he has the following safety concerns on L/UL spaces in respect of KG students' use:
 - (a) the designated L/UL period for KG school buses so as to avoid possible danger to KG students owing to the clash in using the space with other users; and
 - (b) the safety issue for KG students walking between the L/UL spaces to the KG premises.

Meanwhile, the applicant should ascertain the premises for the proposed KG can meet the various requirements laid down in:

- (a) the Education Ordinance, Education Regulations and relevant statutory requirements; and
 - (b) "Operation Manual for Pre-primary Institutions";
- (i) to note the comments of the Director-General of Civil Aviation that as one of the outdoor noise monitoring terminals of Civil Aviation Department (CAD)'s Aircraft Noise and Flight Track Monitoring System is currently installed at the Siu Ho Wan Depot, the applicant and/or developer is requested to provide suitable re-provisioning of the equipment and in consultation with CAD during planning, development and operation stage of the project;
 - (j) to note the comments of the Director of Leisure and Cultural Services that the applicant should consult the views of Leisure and Cultural Services Department (LCSD) including but not limited to the design, point of access, opening hours and access right once available. The applicant is requested to forward the drawings of the proposed connection for LCSD's further comments;
 - (k) to note the following comments of the Director of Electrical and Mechanical Services:
 - (i) the applicant is advised to liaise closely with CLP Power Hong Kong Limited regarding the electricity supply arrangement and schedule to meet the need of the development; and
 - (ii) the applicant may wish to contact Hong Kong and China Gas Company Limited direct to acquire the current situation of gas supply and confirm the necessity of any new major gas installations for the proposed development; and
 - (l) to note the comments of the Director of Food and Environmental Hygiene that the applicant's attention is drawn to other planned developments in the vicinity, including their Siu Ho Wan columbarium development at Sham Shui Kok Drive. For Siu Ho Wan columbarium project, CEDD is their works agent for the site formation works and ArchSD is their works agent for the columbarium building works. The applicant may wish to liaise with CEDD and ArchSD for any technical interfacing issues.