
Annex 10

Responses-to-Comments Table

Responses-to-Comments

Item	Departmental Comments	Applicant's Responses
1. Comments from Environmental Protection Department received on 30.11.2022		
	We have no specific comment on the Sewerage Impact Assessment (SIA).	Noted.
(1)	Having said that, the applicant should also demonstrate in the Environmental Assessment (EA) that: the operational phase fixed noise impact on the proposed house due to the fixed noise sources nearby, including recycling collection centre, open storage yards, warehouses, etc. will not be a concern; and	Noted and updated. It is clarified that the recycling collection centre, open storage yards and warehouse are only used for storage and there are no fixed plants. Please refer to Section 4.5 of Annex 8 .
(2)	the land use history and hence the land contamination issue at the subject site will not be a concern.	Noted and included. It is clarified that there are no developments from 1974-2020. Therefore, no land contamination issues are anticipated. Please refer to Section 7 of Annex 8 .
2. Comments from Drainage Services Department received on 2.12.2022		
<i>Drainage Impact Assessment (DIA)</i>		
(i)	Peripheral surface channels shall be provided along the site boundary to collect the surface runoff accrued on the application site and to intercept the overland flow from the adjacent land.	Noted. The proposed peripheral u-channel (P1 and P2) will be provided along the site boundary to collect the surface runoff from catchment A-F and intercept the overland flow from catchment G-I.
(ii)	Please indicate clearly the full alignment of the discharge path from the application site all the way down to the ultimate discharge point (e.g. a well-established stream course/public drainage system).	Noted and revised. Surface runoff will be collected and discharged to the existing natural drain. Please refer to Figure 3.1 of Annex 6 .
(iii)	Section 2.3 of the DIA stated that the collected surface runoff from the application site would be conveyed to an existing underground U-channel on the south-east side of the site. Please clarify whether it is underground pipe or U-channel. Since there is no record of the said discharge path, please provide more details regarding the mentioned U-channel such as gradient, size and levels. Besides, please provide site photos to demonstrate its presence and existing condition. Furthermore, please demonstrate with hydraulic calculation that the existing channel can cater for the	It is clarified that the collected surface runoff from the application site would be conveyed to an existing U-channel (E1). Please refer to Appendix B for detail calculation of Annex 6 and Appendix C for photos of existing u-channel of Annex 6 .

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	additional discharge from the application site.	
(iv)	It is observed that a swimming pool was proposed to be constructed within the application site, please clarify whether there would be any emergency discharge system (e.g. overflow) from the swimming pool proposed to be connected to the drainage system.	It is clarified that no emergency discharge system will be provided. The swimming pool discharge for regular cleaning has been included in the calculation. Please refer to Appendix B of Annex 6 for detailed calculation.
(v)	Where walls or hoarding are erected and laid along the site boundary, adequate opening should be provided to intercept the existing overland flow passing through the site.	It is clarified that walls will be erected along the site boundary. The proposed peripheral u-channel (P1 and P2) will be provided along the site boundary with an opening under the wall to collect the surface runoff from catchment A-F and intercept the overland flow from catchment G-I.
(vi)	The development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc.	It is clarified that the development neither obstructs overland flow nor adversely affects existing natural streams, village drains, ditches and the adjacent areas. The capacity of the existing u-channel is adequate to cater for the overflow of all the catchment.
<i>Sewerage Impact Assessment (SIA)</i>		
(i)	Sewerage generated by the swimming pool backwash system shall be incorporated in the impact assessment.	Noted and included. Please refer to Section 3.1 and Appendix B of Annex 7 .
(ii)	Size of septic tank shall be revisited as the septic tank may well require to cater for the sewerage generated by the backwash of swimming pool.	Noted and updated. Please refer to Section 3.2 and Appendix C of Annex 7 .
(iii)	The SIA report needs to meet the full satisfaction of the Environmental Protection Department (EPD), the planning authority of sewerage infrastructure. Please be advised that DSD's comments on the report are subject to views and agreement of EPD.	Noted. Please be advised that EPD has no comment on the submitted SIA report (ref: P058/03 Issue 1).

Item	Departmental Comments	Applicant's Responses									
3. Comments from Transport Department received on 14.12.2022											
(i)	<p><i>As the proposed development has a domestic GFA of 508m², please review the parking provision based on the following table:</i></p> <table border="1" data-bbox="246 399 1064 612"> <thead> <tr> <th data-bbox="246 399 459 502"><i>Flat Size</i></th> <th data-bbox="459 399 750 502"><i>No. of car parking spaces per house</i></th> <th data-bbox="750 399 1064 502"><i>No. of car parking spaces per flat</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="246 502 459 574"><i>160<Size<220 m²</i></td> <td data-bbox="459 502 750 574"><i>1.5 – 2</i></td> <td data-bbox="750 502 1064 574"><i>1 – 1.5</i></td> </tr> <tr> <td data-bbox="246 574 459 612"><i>≥220 m²</i></td> <td data-bbox="459 574 750 612"><i>2</i></td> <td data-bbox="750 574 1064 612"><i>1.5 – 2</i></td> </tr> </tbody> </table>	<i>Flat Size</i>	<i>No. of car parking spaces per house</i>	<i>No. of car parking spaces per flat</i>	<i>160<Size<220 m²</i>	<i>1.5 – 2</i>	<i>1 – 1.5</i>	<i>≥220 m²</i>	<i>2</i>	<i>1.5 – 2</i>	<p>Noted. There is only 1 unit (with flat size more than 220m²) under the subject application, 1.5 – 2 car parking spaces should be provided to satisfy the requirement of the provided table. As such, the proposed provision of 2 car parking spaces satisfies the requirement of the provided table and is considered acceptable.</p>
<i>Flat Size</i>	<i>No. of car parking spaces per house</i>	<i>No. of car parking spaces per flat</i>									
<i>160<Size<220 m²</i>	<i>1.5 – 2</i>	<i>1 – 1.5</i>									
<i>≥220 m²</i>	<i>2</i>	<i>1.5 – 2</i>									
(ii)	<p><i>Please assess the potential traffic impact for the excavation of land.</i></p>	<p>Please note that only 1 vehicle per hour would be induced by the excavation works, hence, the traffic impact would be negligible.</p>									

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Item	Departmental Comments	Applicant's Responses
1.	Comments from Environmental Protection Department received on 16.1.2023 (EPD Officer: Ms Hyde MAK Tel: 2835 1123)	
1)	Please see our comments on air quality below. Please also note that we have no comment on waste and land contamination issues. For noise and water quality, we are still reviewing the relevant technical assessments.	Noted.
	<u>Comments on Air Quality</u> Section 1.1: Please revise "access" to "assess" in the third paragraph.	Noted and revised.
	Section 1.2: Please revise "users" to "uses" in the bullet point 3.	Noted and revised.
	Section 3.2: The prevailing AQOs have been in force since 1 Jan 2022. Please revise.	Noted and revised.
	Table 3.1: Notes [i], [ii] and [iii] are missing. Please supplement.	Noted and revised.
	Section 3.3: <ul style="list-style-type: none"> - Air sensitive receivers (ASRs) close to the project site are subject to potential adverse air quality impact during the construction phase. Please identify and show the nearby ASRs in a map and indicate the corresponding separation distances from the project site boundary. - Please specify the size of site formation or excavation area, amount of excavated materials to be handled, number of dump trucks and mechanical equipment to be used on-site to justify whether significant air quality impact is anticipated during the construction phase. Any concurrent projects in the surrounding shall be identified and their cumulative air quality impact shall be addressed. - Please consider providing electric power supply for on-site machinery as far as practicable. Diesel generators and machinery shall be avoided to minimize the gaseous and PM emissions. 	Noted and updated. Please refer to Section 3.3 of Annex 8 . Noted and updated. Please refer to the 1 st paragraph of Section 3.4 of Annex 8 . Noted and revised. Please refer to the last items of the 2 nd paragraph of Section 3.4 of Annex 8 .

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	<p>Section 3.4:</p> <p>The proposed development is considered to be an air sensitive use. The cumulative air quality impact on the proposed development arising from various emission sources in the surrounding (e.g. road traffic, industrial activities, odour emissions) shall be addressed and whether there are sufficient buffer distances in accordance with the HKPSG's requirements for roads, chimneys and odour sources shall be assessed.</p>	<p>Noted and updated. It is clarified that there is no vehicular emission impact since the Deep Bay Road is about 250m from the proposed development. Also, no chimneys and odour sources are found within 300m of the proposed development. Please refer to Section 3.5 of Annex 8.</p>
	<p>Section 3.5:</p> <p>Please consider conducting a more updated survey on the industrial chimneys and be reminded that it is the responsibility of the applicant and their consultants to ensure the validity of the chimney data by their own site surveys. Should the information of industrial chimneys be subsequently found to be incorrect, the assessment result presented in the planning application would be invalid.</p> <p>Please address the potential odour impact arising from the surrounding environment including but not limited to the warehouses, recyclable collection centers and factories. Please provide more details about the proposed septic tank, address its potential odour impact (e.g. whether it is fully enclosed, the separation distance between the septic tank and the nearby ASRs) and recommend proper mitigation measures if necessary.</p>	<p>Noted and updated. It is clarified that there are no chimneys found within 300m of the project site.</p> <p>Noted and updated. It is clarified that there is no odour impact arising from the surrounding environment. Also, the proposed septic tank would be fully enclosed and the distance between the proposed septic tank to ASR 1 is about 305m. Please refer to Section 3.5 of Annex 8.</p>
2. Comments from Food and Environmental Hygiene Department received on 16.1.2023 (FEHD Officer: Mr. Raymond CHAN Tel: 3141 1231)		
1)	<p>Please be informed that FEHD has no adverse comments on the planning application. Some general comments are provided below:</p> <p>(a) No Food and Environmental Hygiene Department's (FEHD) facilities will be affected and such work and operation shall not cause any environmental nuisance, pest infestation and obstruction to the surrounding.</p> <p>(b) It is noted that a swimming pool would be provided in the proposed</p>	Noted.

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	<p>development. Under the Swimming Pools Regulation (Cap 132 sub. leg.), private swimming pools which serve more than 20 residential units and which are accessible to the public require a swimming pool licence from FEHD. The applicant should be reminded that no person shall take any part in the management of a swimming pool and the establishment or maintenance of which has not been licensed . However, the Regulation does NOT apply to any swimming pool which serves not more than 20 residential units and to which the public have no access.</p> <p>(c) No environmental nuisance should be generated to the surroundings. Also, for any waste generated from the operations and works, the project proponent should arrange its disposal properly at their own expenses.</p>	
3. Comments from Transport Department received on 19.1.2023 (TD Officer: Mr Victor MA Tel: 2399 2422)		
1)	In view of the large domestic gross floor area of the proposed development (i.e. 508m ²), the applicant shall review the proposed parking provision and provide additional parking spaces where appropriate.	Noted. The proposed provision of 2 car parking spaces can meet the high-side of the HKPSG requirement and is considered acceptable. Additional provision will be GFA countable subjected to other department's comment.
4. Comments from Environmental Protection Department received on 20.1.2023 (EPD Officer: Ms Hyde MAK Tel: 2835 1123/ Ms Ming HE Tel: 2835 2390)		
1)	<p>Please be advised that we have no comment on the SIA.</p> <p>We have no comment on water quality issues. Please find our comments on noise issues below.</p>	Noted.
2)	<p><u>Noise</u> The noise chapter in the EA report only consisted of qualitative fixed noise and construction noise impact assessment. For the purpose of supporting the s.16 application, the EA report is considered incomplete and has yet to demonstrate the proposed villa/house would comply with the noise criteria of HKPSG. Please find our comments below and revise them in the next submission.</p>	Noted.

Item	Departmental Comments	Applicant's Responses
	<ol style="list-style-type: none"> 1. It is noted that Deep Bay Road is located approximately 150m to the north of the site, and a number of access roads are within the 300m study area. Road traffic noise impact assessment should be required, and appropriate noise mitigation measures should be implemented to alleviate the traffic noise impact to the planned NSRs if necessary. 2. Please document TD's agreement on the traffic forecast data in the report once available. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g. traffic consultant) that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed. 3. Table 4.1 – Please include the Acceptable Noise Level of night-time (2300-0700) for fixed noise source in the table. Please also correct the typos "Acceptance Noise Level" to "Acceptable Noise Level" in Table 4.1, Table 4.2 as well as in the main text. Please clarify if there is any night-time operation from the nearby warehouse, open storages, recyclable collection centre, etc. 4. S.4.3 – Please use L90 for the background noise level. 5. S.4.5 – <ol style="list-style-type: none"> (i) Please confirm if there are no NSRs within the 300m study area and if the planned fixed noise sources within the proposed villa/house would comply with the relevant noise criteria. (ii) Based on the desktop review, the open storage area, godowns and workshops are at the east and south of the site. Please provide further information that there are no existing fixed noise sources within the 300m study area. Please supplement. 	<p>Noted and updated. The road traffic noise assessment is conducted based on noise prediction as stipulated in Chapter 9 of HKPSG. Please refer to Section 4.5 of Annex 8.</p> <p>It is clarified that the road traffic assessment is conducted based on noise prediction as stipulated in Chapter 9 of HKPSG. Also, the annual average daily flow of Deep Bay Road is based on the Annual Traffic Census 2021 published by Transport Department. Therefore, TD's agreement on the traffic forecast shall not be required.</p> <p>Noted and revised. It is clarified that the nearby warehouse, open storages and recyclable collection centre will not operate in night-time.</p> <p>Noted and updated. L90 is adopted for background noise level.</p> <p>(i) It is clarified that there is 1 NSR (i.e. Wing Jun Church) within 300m of the study area. Furthermore, the planned fixed plant noise from the proposed development would strictly comply with the noise criteria as stated in Table 4.2. Please refer to Section 4.7 of Annex 8.</p> <p>(ii). Noted and revised. Please refer to Appendix B for the photos of existing surrounding environment and Section 4.7 of Annex 8.</p>

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5. Comments from Drainage Services Department received on 26.1.2023 (EPD Officer: Ms Vicky SY Tel: 2300 1347 / Mr Victus KWAN Tel: 2300 1235)		
1)	<p>I have the following comments on the submitted drainage impact assessment:</p> <p>(i) Please indicate how the runoff (the flow direction) within the site would discharged to the proposed u-channel. Surface runoff from existing natural terrain (northern bound of the site) should also be taken into account.</p> <p>(ii) Appendix B to Annex 3 of the Further Information 1 refers, please note that existing u-channel E1 collects surface runoff not only from catchments A-K but also from the vicinity area downstream. Please revisit the hydraulic calculation to ensure the capacity of existing u-channel E1 is capable for additional runoff generated from the application site.</p> <p>(iii) Appendix C to Annex 3 of the Further Information 1 refers, please note that the photo provided for existing natural stream (ultimate discharge point) is not sufficient. Only 1 small channel was observed in the photo given. Please provide more photos to demonstrate its presence and existing condition.</p> <p>(iv) The development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc.</p>	<p>(i) Noted and updated. It is clarified that the surface runoff from Catchment A-F will flow along the site boundary. Proposed underground manholes will be provided at the corner of the site boundary where walls are erected to collect the surface runoff from catchment A-F. Please refer to Annex 6’s Appendix A for the location of the proposed manholes, Figure 3.1 for the flow direction and Figure 3.2 for the section of the proposed manhole.</p> <p>(ii) Noted and updated. It is clarified that the vicinity area downstream has been included in the hydraulic calculation. Please refer to Appendix B and Figure 3.1 of Annex 6.</p> <p>(iii) Noted and updated. Please refer to Appendix C for the photo of existing natural stream of Annex 6.</p> <p>(iv) Noted. The development would not obstruct overland flow and adversely affect existing natural streams, village drains, ditches and the adjacent areas.</p>
2)	<p>I have the following comments on the submitted sewerage impact assessment:</p> <p>(i) The applicant should demonstrate how the proposed soakaway system could cater for the sewage retained in the septic tank.</p>	<p>(v) It is clarified that a soakaway pit with a capacity of 8.7 m³/day can handle the sewage retained in the septic tank (approximately 7.96 m³/day). Please refer to paragraph 4 in Section 3.2 and Appendix B of Annex 7 for detailed calculations. Moreover, it is recommended to remove the STS sludge regularly to ensure the continuous operation and performance of the STS. Please refer to Section 4 for detailed continuous operation measurements of Annex 7.</p>

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	(ii) Please clarify whether there would be emergency measure for the sewerage retention or conveyance in case the soakaway system failed to perform.	(i) Noted and revised. It is clarified there would be emergency measure for the sewerage retention or conveyance in case the soakaway system failed to perform. Please refer to Section 3.3 of Annex 7 .

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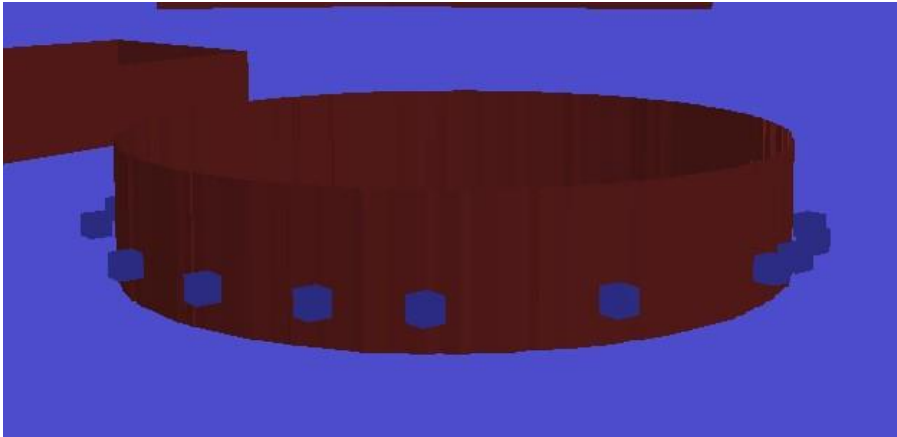
Item	Departmental Comments	Applicant’s Responses
1. Comments from Environmental Protection Department received on 27.2.2023 (EPD Officer: Ms Hyde MAK Tel: 2835 1123)		
1.	<u><i>Air quality Impact Assessment</i></u> <i>Section 3.3: Please note that the study area for air quality impact assessment shall be 500 m from the project site boundary, but not 300m. Please amend the first sentence of this section. Please also amend Figure 3.1 accordingly.</i>	Noted and revised.
	<i>Table 3.2: Please indicate the separation distance of ASR from the project site boundary in the table.</i>	Noted and revised.
	<i>Comments on noise impact assessment will be provided to you in due course.</i>	Noted.
2. Comment from Transport Department received on 22.2.2023 (TD Officer: Mr Victor KWAN Tel: 2399 2422)		
1.	We have no further comment on the application from traffic engineering point of view. Sufficient manoeuvring space shall be provided within the subject site. No vehicles are allowed to queue back to public roads or reverse onto/from public roads. The local track leading to the subject site is not under TD’s purview. The applicant shall obtain consent of the owners/managing departments of the local track for using it as the vehicular access to the subject site.	Noted.
3. Comment from Drainage Services Department received on 28.2.2023 (DSD Officer: Mr Victus KWAN Tel: 2300 1235)		
1.	I have no objection in principle to the proposed application from a drainage point of view. Should the Town Planning Board consider that the application is acceptable from the planning point of view, I would suggest that a condition should be stipulated in the approval letter requiring the applicant to submit a drainage proposal, to implement and maintain the proposed drainage facilities to the satisfaction of this Division.	Noted.
4. Comment from Environmental Protection Department received on 3.3.2023 (EPD Officer: Ms Hyde MAK Tel: 2835 1123)		

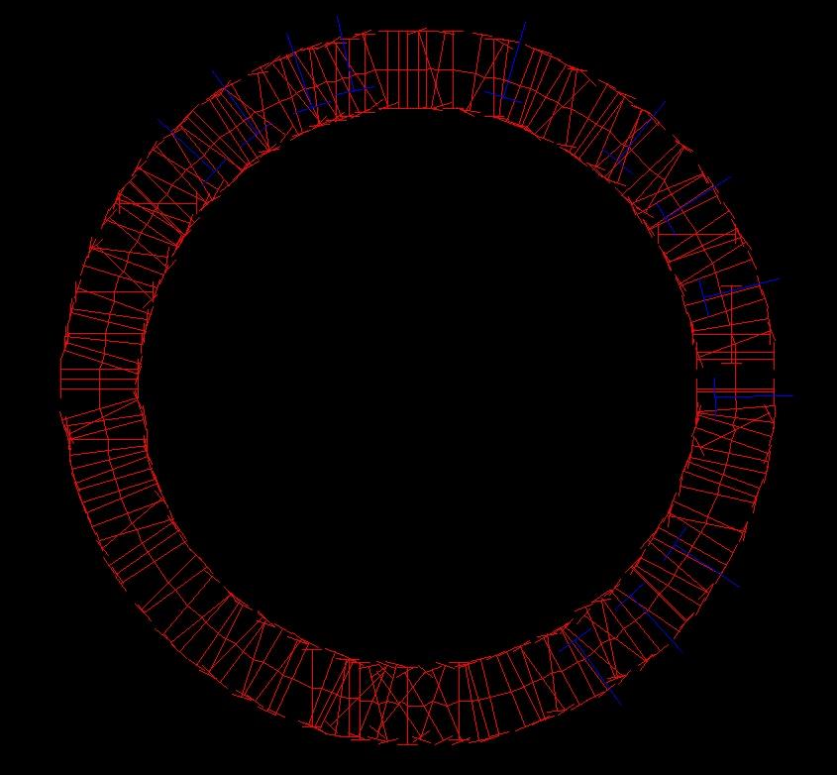
Item	Departmental Comments	Applicant's Responses
1.	<p>S.4.4 - Please show in a figure the location for the background noise measurement.</p> <p>S.4.5 and Figure 4.1 –</p> <p>(i) Please double-check the distance between Deep Bay Road and the proposed villa.</p> <p>(ii) Please be clarified that the annual average daily traffic published in Transport's Annual Traffic Census is not the same as the peak hour traffic flow quoted in Tables 4.2 and 4.3 of HKPSG. Please update the text accordingly.</p> <p>(iii) It is noted that the Applicant has made reference to the HKPSG and Transport Department's Annual Traffic Census. Please confirm if the assumptions adopted for road traffic noise impact are representative of the worst case scenario within 15 years after the occupation of the proposed villa.</p> <p>S.4.7 –</p> <p>(i) Please state the planned fixed noise sources within the proposed villa would comply with the relevant noise criteria in the main text for proper record.</p> <p>(ii) As many existing fixed noise sources including the recycling operation and open storages surrounding the site will likely cause adverse noise impact to the proposed villa, the applicant should consider more extensive noise mitigation to avoid direct line of sight to existing fixed noise sources, such as higher boundary wall, to alleviate the fixed noise impact.</p>	<p>Please refer to Figure 4.1 at Annex 8.</p> <p>(i) It is clarified that the distance between Deep Bay Road and the proposed development is about 179m.</p> <p>(ii) Noted and updated. The traffic data is provided by the traffic consultant and the peak hour traffic flow data is adopted.</p> <p>(iii) Noted and updated. The road traffic noise impact have demonstrate the worse case scenario within 15 years after the occupation of the proposed developments which is Year 2039.</p> <p>(i) Noted and updated. Please refer to Section 4.7, 1st para at Annex 8.</p> <p>(ii) Noted and revised. High performance glazing will be provided to prevent the potential noise impact from the changes of surrounding land use.</p>

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Item	Departmental Comments	Applicant’s Responses
1. Comments from Environmental Protection Department received on 29.3.2023 (EPD Officer: Ms Hyde MAK Tel: 2835 1123)		
1.	<p>S.4.4 The location of background noise measurement is located approximately 200m to the north of the site and is not considered representative of the proposed site. Please consider conducting prevailing background noise measurements within the site/near the site boundary or adopt the noise criterion of -5 dB(A) below the appropriate ANL. In that case, the noise criteria for planned fixed noise source should be 55 dB(A) for day and evening time, and 45 dB(A) for night time. Please update. Please also update Table 4.4 as appropriate.</p>	<p>Noted and revised. Please refer to Figure 4.1 for the noise monitoring location at Annex 8.</p>
2.	<p>S.4.5 (i) Given that the predicted traffic flow along Deep Bay Road is 600 veh/hr and the proposed site is at 179m away, the façade noise level of Deep Bay Road seems over estimated. Please review and provide the noise model for checking. (ii) Please document TD’s agreement on the traffic forecast data in the report once available. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g. traffic consultant) that TD’s endorsed methodology has been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.</p>	<p>(i) Noted. Noise model has been built and the result showed that the proposed development is not affected by Deep Bay Road. Please refer to Section 4.5 at Annex 8. (ii) The traffic forecast has been submitted to TD for approval. The approval letter will be attached once received.</p>
3.	<p>S.4.7 and Appendix C Based on the aerial and site photos of ID2 and ID5, there seems to be at least one mobile crane within the existing open storage yards. In addition, the existing godowns and workshops are in close proximity to the site, which may have a potential fixed noise impact. The open storage yards and recycling workshop are immediately west and north of the site. We do not agree that no potential noise source is identified within 300m of the site. The potential fixed noise from these open storage yards, godowns and workshops should also be quantitatively addressed. Please review and update the fixed noise impact assessment accordingly.</p>	<p>Noted. Fixed Noise Source monitoring has been conducted to record the noise level. The results showed that the fixed noise source complied with the noise standard in IND-TM. Please refer to Section 4.6 at Annex 8.</p>

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4.	<p>S.4.7 We noted that the consultant proposed high performance glazing will be provided to mitigate the fixed noise impact. Please provide more information about the high performance glazing, such as the thickness of the window insulation, etc</p>	<p>Based on the result in Section 4.6 at Annex 8, no fixed noise impact on development. Therefore, mitigation measures are not required.</p>
5.	<p>We have no comment on air quality impact assessment.</p>	<p>Noted.</p>
<p>2. Comments from Environmental Protection Department received on 6.6.2023 (EPD Officer: Ms Hyde MAK Tel: 2835 1123)</p>		
2.	<p>S.4.6.1, Table 4.5 and Figure 4.3 Please verify the shortest horizontal distance between the proposed villa and the existing fixed noise sources NS 1 to NS 6. For example, the estimated distance between NS2 and the proposed villa is only about 20m. Based on our preliminary calculation, the predicted maximum fixed noise may exceed the relevant noise criteria under HKPSG. Please review the fixed noise impact assessment accordingly. The applicant should consider implementing more extensive noise mitigation measures to avoid direct line of sight to existing fixed noise sources, such as higher boundary wall, to alleviate the fixed noise impact if necessary.</p>	<p>Noted and revised. Please refer to Table 4.5 and Appendix D at Annex 8. 3m height fence wall is proposed along the Site boundary. Therefore, -5dB(A) correction for barrier is applied.</p>
3.	<p>S.4.6.3 and Figure 4.3 (i) We noted that the consultant conducted the on-site measurement for existing fixed noise sources. Photos taken during on-site measurement and site survey should be supplemented for completeness. (ii) The drawing does not clearly indicate the noise source ID. Please review and update the drawing for better clarity and presentation. (iii) Please provide clarification regarding whether façade correction will be applied to NS 1 to NS 4.</p>	<p>(i) Noted and updated. Please refer to Appendix E for the photo records at Annex 8. (ii) Noted and revised. Please refer to Figure 4.3 at Annex 8. (iii) Noted. It is clarified that NS 1 to NS 4 are measured 1m from the façade, while NS 5 and NS 6 are measured under free-field conditions.</p>
4.	<p>S.4.5.3 Please document TD's agreement on the traffic forecast data in the report once available. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g. traffic consultant) that TD's endorsed methodology has</p>	<p>TD's agreement on the traffic forecast data is pending. The approval letter will be attached once received.</p>

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	<p>been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.</p>	
5.	<p>S.4.4 Should the measurement period “Evening” read as “Night time”?</p>	<p>Noted and updated. It is clarified that the noise measurement periods are during daytime and evening time. The noise standard for planned fixed noise during evening is revised.</p>
6.	<p>Noise model (i) Please ensure that the road width is set to 3.5m, and the alignment of the road should be adjusted to shift over the road kerb. Please review and rectify. (ii) Please note that the assessment points shall normally be 1m away from the façade and at a height of 1.2m above the ground. Please rectify the noise model accordingly.</p>	<p>(i) Noted and revised. Please refer to the Noise Model. (ii) Noted. It is clarified that the assessment point is 1m away from the façade and 1.2m above the ground level of the room. Please refer to the Model Screenshot. Also, it is clarified that there is only 1-storey for the proposed development.</p> 

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1. Comments from Environmental Protection Department received on 6.6.2023 (EPD Officer: Ms Hyde MAK Tel: 2835 1123)		
1.	S.4.5.3 - Please document Transport Department (TD)'s agreement on the traffic forecast data in the report once available. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g. traffic consultant) that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.	TD's agreement on the traffic forecast data (Annex 9) is attached for your record. The endorsed traffic forecast data has been incorporated in the revised Environmental Assessment Report in Annex 8 .