

**PROPOSED COMPOSITE RESIDENTIAL INSTITUTION (SENIOR HOSTEL) AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) DEVELOPMENT IN “GOVERNMENT, INSTITUTION OR COMMUNITY” ZONE AT LOT 257 (PART), 258 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D. 122, PING SHAN, YUEN LONG, NEW TERRITORIES (Application No. A/YL-PS/702)**

**Response-to-Comment Table**

Departmental Comments		Responses
<b>19 December 2023 refers:</b>		
<b>Civil Engineering and Development Department:</b>		
1	The Geotechnical Engineering Office has no adverse comment on the captioned planning application.	Noted.
2	An existing man-made slope (feature no. 6NW-B/C128) and the MTR Protection Zone is located within the boundary of the application site. You are recommended to circulate the subject application to the maintenance parties, Government department(s) and MTRC for comments as appropriate.	Noted.
3	Please remind the applicant that they should submit the proposed building works to the Buildings Department for approval as required under the provisions of the Buildings Ordinance.	Noted.
4	Please remind the applicant that the subject site is located within Schedule Area No. 2 and maybe underlain by cavernous marble. Depending on the nature of foundation, if necessary, of the proposed development at the subject site, extensive geotechnical investigation may be required. Such investigation may require high level involvement of an experienced geotechnical engineer in both the design and supervision of the geotechnical works required at the subject site.	Noted.
5	Please ask the applicant to clarify whether geotechnical assessment will be conducted at a later stage to assess whether man-made slopes (feature no. 6NW-B/C128) and an unregistered slope) within the application site will affect or be affected by the proposed development.	The Applicant confirms that a geotechnical assessment would be conducted during a later design/construction stage, if deemed necessary by a qualified and experienced geotechnical engineer.

Departmental Comments		Responses
<b>19 December 2023 refers:</b>		
<b>Environmental Protection Department:</b>		
Air quality		
1	Section 5.10.1.1 – Please be reminded that it should be 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 as presented in the report would be invalidated.	Noted with thanks.
2	Section 5.10.2.1 - The applicant should observe and follow the guidelines recommended by EPD's Control of Oily Fume and Cooking Odour from Restaurants and Food Business to avoid causing air and odour nuisance. Other than locating the exhaust of the kitchen at a location with good dispersion, the applicant should also position the exhaust away from nearby ASRs as far as possible. Please supplement.	<p>The Applicant commits to comply with the guidelines as recommended in EPD's "Pamphlet on Control of Oil Fume and Cooking Odour from Restaurants and Food Business". The exhaust will be located away from nearby ASRs as far as possible.</p> <p>It has been supplemented in <b>Section 5.10.2.2 of the revised Planning Statement in Attachment 1.</b></p>
3	<p>Section 5.10.3.1 and Figure 4</p> <p>i. Please show the 20m buffer zone from both side of the proposed new access road with its road alignment and all nearby ASRs in Figure 4 to support that 20m buffer is allowed for all nearby ASRs. If there is any ASRs located within 20m from the proposed new access road, please seek TD's input for the road type of this road to allow less buffer distance if it is classified as district distributor or local distributor.</p> <p>ii. Based on our review, it is noted that there is an access road located to the east of project site (which leads to the nearby structures including workshops, godowns and carpark from Tsui Sing Road). Please provide the road type (with TD's endorsement or other justification) of this access</p>	<p>10m buffer distance is sufficient for the proposed new access road since it is not classified by TD and hence it is unlikely to be a Primary Distributor or trunk road (<b>See Attachment 3</b>). 10m buffer is allowed for all nearby ASRs. The structure for the temporary shop and wholesale of construction materials, situated to the east of the proposed new access road, falls within the 10m buffer zone. However, it should be noted that it is not an ASR. Please refer to the <b>Attachment 2 - revised Figure 4</b>. It has been supplemented in <b>Section 5.10.3.1 of the revised Planning Statement in Attachment 1.</b></p> <p>The "access road" is a local track passing through private land Lots 255 RP, 260 and government land. As such, the HKPSG buffer distance requirement does not apply to the said "access road". It is considered that the traffic flow of this access road is limited. The TD suggested that they are not in</p>

	<p>road and show its buffer zone in Figure 4 to evaluate if sufficient buffer is allowed for the air-sensitive uses of the proposed development.</p> <p>iii. Please revise “industrial” as “vehicular” in line 8.</p> <p>iv. Please address if there is any adverse air quality impact arising from the proposed basement carpark and whether the exhaust (if any) of the carpark will be located away from any nearby ASRs as far as possible.</p>	<p>the position to classify the road type of the concerned roads (<b>See Attachment 3</b>).</p> <p>Revised accordingly. Please refer to the <b>Section 5.10.3.1 of the revised Planning Statement in Attachment 1</b>.</p> <p>The air quality inside basement car park would be duly complied with the concentration limits as set out in the ProPECC PN 2/96 – Control of Air Pollution in Car Parks. Car park ventilation systems should be designed to ensure that the car park air quality guidelines are met under all circumstances. The exhaust (if any) would be discharged to the atmosphere at such a location away from any nearby ASRs as far as possible. It has been supplemented in <b>Section 5.10.3.2 of the revised Planning Statement in Attachment 1</b>.</p>
4	<p>Section 5.10.4: Please include the construction air quality impacts associated with the proposed project with more details in Section 5.10.4 in order to demonstrate no adverse construction air quality impact is anticipated. In particular,</p> <p>i. Please provide the scale of the dusty activities including the size of site formation/ excavation/ active workfront areas, amount of excavated materials to be handled and no. of dump trucks and machinery over the site per time, etc. to justify that the dust impact would not be adverse with implementation of control measures.</p> <p>ii. Please identify the nearest ASRs in the vicinity of the proposed development and provide their separation distance from the project site boundary.</p>	<p>The estimated amount of excavated / backfilling materials, number of truck trips per day and average number of PME to be operated simultaneously on site have been provided in <b>Section 5.10.4.2 of the revised Planning Statement in Attachment 1</b>.</p> <p>The nearest ASRs 1 – 3, which refer to the nearby village houses located south of the application site boundary, have been identified. The separation distance between these houses and the site ranges from 40m to 69m. Please refer to the <b>Attachment 2 - revised Figure 4</b>. It has been supplemented in <b>Section 5.10.4.3 of the revised Planning Statement in Attachment 1</b>.</p>

	iii. Please clarify whether there are any concurrent projects in the surrounding area and their cumulative air quality impact shall be assessed.	Evaluation on the cumulative air quality impact has been provided in <b>Section 5.10.4.4 of the revised Planning Statement in Attachment 1.</b>
5	Section 5.10.4.1 - It is recommended that electric power supply shall be provided for on-site machinery as far as practicable to minimize aerial emissions. Please supplement.	It has been supplemented in <b>Section 5.10.4.1 of the revised Planning Statement in Attachment 1.</b>
6	Section 5.10.5 - Please clarify the use of this regulation and whether exempted NRMM will not be used as far as practicable to minimize any gaseous and PM emissions.	This Regulation aims to establish statutory control over the emissions of NRMMs with the goal of reducing their emission of air pollutants and thereby improving air quality. It is confirmed that exempted NRMM will not be used as far as practicable to minimize any gaseous and PM emissions. It has been supplemented in <b>Section 5.10.5.2 of the revised Planning Statement in Attachment 1.</b>
7	<p>Figure 4</p> <p>i. The separation distances should be measured from the site boundary of the proposed development to the road kerb of the surrounding roads unless there is no air-sensitive uses in open area and the closest ASR is the building facade. Please check and revise if necessary.</p> <p>ii. Please provide a remark in the figure to state that no air-sensitive uses including openable window, fresh air intake and recreational uses in the open space is allowed within the buffer zone.</p>	<p>The separation distance is measured from the building facade (openable window) to the road kerb of the surrounding roads provided that there is no air-sensitive uses in open area.</p> <p>It has been supplemented. Please refer to the <b>Attachment 2 - revised Figure 4.</b></p>
Sewerage impact assessment		
8	Please mention the year of intake of the proposed development.	The proposed development is tentatively scheduled to commence operation in 2029. It has been supplemented in <b>Section 5.12.1.1 of the revised Planning Statement in Attachment 1.</b>
9	<p>Appendix 7</p> <p>i. Please check the invert level from N2 – FMH1025442. Upstream invert level of N2 should be A1: 9.5 – 225. N3 should be A1: 8.8 – 225. N4 should be A1: 8.2-225. N5 should be A1: 7.2-225. FMH1025442 should be A1: 6.56-225.</p>	The invert level has been updated. Please refer to the <b>Attachment 4 - revised Sewerage Network and Catchment Figure.</b> The hydraulic capacity of the sewers remains unchanged.

	<p>ii. Please provide cover level of the new sewage manholes.</p> <p>iii. Please state the downstream STW to which the development will discharge its sewage to.</p>	<p>The cover level has been provided. Please refer to the <b>Attachment 4 - revised Sewerage Network and Catchment Figure</b>.</p> <p>The sewage generated will be discharged to the San Wai Sewage Treatment Plant. It has been supplemented in <b>Section 5.12.2.2 of the revised Planning Statement in Attachment 1</b>.</p>
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Departmental Comments		Responses
<p><b>21 December 2023 refers:</b></p> <p><b>Environmental Protection Department:</b></p>		
Noise Impact		
1	<p>It is noted that the building re-entrant design is incorporated into the proposed development. Any additional reverberation within the re-entrant area would cause the noise levels to increase. As such, the applicant/consultant should carefully review and consider the design layout as well as proposed noise mitigation measures, such as the provision of a sound absorption panel at the outer facade in the re-entrant area, etc., to avoid the use of re-entrant area or minimize potential reverberation noise within the re-entrant area.</p>	<p>Noted. Based on the latest development scheme, openable windows for ventilation will not be assigned in the re-entrant area for locations likely to be exposed to traffic noise. Maintenance windows however will be assigned to such areas.</p> <p>Hence, the locations of NSRs have been updated in Figures 2.3, 3.1a-d, and 4.2a-c and assigned to the facade of openable windows for ventilation purposes only. Other windows within the Proposed Development are to be either maintenance windows or fixed glazing.</p>
2	<p>It is noted that the use of dual acoustic windows mitigates traffic noise in the dormitory on the 4/F to 6/F. Technical data, e.g. mock-up test results or proper reference cases, is required to justify the proposed noise reduction rate. Same goes for the use of regular window and acoustic window together, e.g. TNIA_2-6F_04 - 06.</p>	<p>The locations of proposed acoustic window have been updated in Figure 3.2a-d.</p> <p>Please refer to the <b>Attachment 5 - revised Noise Impact Assessment</b>.</p>
3	<p>Based on the desktop review, there are isolated godowns and workshops at the east and west of the site, as indicated by the green circles in the attached file. The fixed noise impact from these workshops and godowns should also be addressed. Please also double-check that all existing fixed noise sources within the 300m</p>	<p>The identification of existing fixed noise sources has been updated in Figure 2.2. Some of the green circled areas are car parks and fixed noise sources are not identified. Please refer to the <b>Attachment 6 – Aerial Photo</b>.</p> <p>S.2.3.7 and S.2.3.8 have been updated and include</p>

	study area have been included in the fixed noise impact assessment.	all identified fixed noise sources.
4	S.3.4.3 – 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 been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.	The agreement of the TD will be provided upon receipt.
5	S.2.2.2 – i. TD has published the latest ATC 2022 on the TD website. Please double-check the AADT of Long Tin Road and update the paragraph accordingly.  ii. Long Tin Road is located approximately 60m to the east of the site. Please double-check the distance and revise accordingly.  iii. The ANL for the existing NSRs has not been defined. Please supplement.	S.2.2.2 has been updated. According to the ATC 2022, the AADT will be still over 30,000. Please refer to the <b>Attachment 6 –The Annual Traffic Census 2022</b> .  S.2.2.2 has been updated.  S.2.2.2 and Table 2.3 have been updated.
6	S.2.2.3 – The term “intruding noise” is confusing here. Please consider the following revision: “...the noise level at the facade of the nearby noise sensitive receiver(s) should be...”	S.2.2.3 has been updated.
7	S.2.2.4 - According to the HKO record, heavy rainfall was detected on 7 Sep 2023. The background noise measurement shall be carried out following the general calibration and measurement procedures, including the weather conditions stipulated in the IND-TM. Please clarify. Full details of background noise monitoring, including date, time, personnel, site observations, weather conditions, locations, plan, etc., should be included and documented in the report.	The details of background noise monitoring results and records have been included in Appendix 2.1.  Please note that the background noise monitoring was conducted during the period without rainfall on 7 and 14 September 2023.
8	Table 2.4 - Please use L90 for the background noise level.	Table 2.4 has been updated based on background noise level L90.

9	S.2.3.1 - Further to the above comment, a full description of the site visit, including date, time, observations, and photos taken onsite, should be included and documented in the report.	S.2.3.1 to S.2.3.8, Appendix 2.2, and Appendix 2.4 have been updated.
10	S.2.3.1 to S.2.3.3 - Based on our desktop review, there are large open spaces reserved for outdoor use at the nearby warehouses. Any noisy activities, such as loading/unloading, should be taken into account. Please also clarify if all of the concerned noise sources would be fully enclosed on all sides so that noise would be properly contained during operation. There may be direct line-of-sight into the warehouses from the proposed development if not enclosed. Confirmation of the operation, including the on-site activities and operation hours, is required via site survey or the site operator.	
11	S.2.3.7 – The SWL seems to be leaning on the low-end for car washing. Please double-check.	S.2.5.2, S.2.6, and Appendix 2.5 have been updated.  SWL of vehicle cleaning is confirmed to be correct. However, to demonstrate the worst-case scenario, SWL of 94dB(A) will be adopted for vehicle cleaning operation with reference to the similar fixed noise source in Appendix 5.5 of approved AEIAR-227/202 - Development at San Hing Road and Hong Po Road, Tuen Mun in the quantitative fixed noise impact assessment.
12	S.2.3.10 - Please consider the revised statement, "...shall be followed to meet the HKPSG and NCO. ...".	S.2.3.12 has been updated.
13	S.3.2.2 – Please also clarify other noise sensitive uses, e.g. Rehabilitation Area, Small Group Activity Room, End-of-Lift Care, Nurse Station, Multi-purpose room. Please note that other uses subject to 65/55 dB(A) criteria should also be considered. Please review.	S.3.2.2 has been updated. All rooms provided in the Development are either used for domestic purposes or office purposes. No diagnostic room or ward will be provided. As such, the noise standard of $L_{10(1hr)} 70dB(A)$ will be adopted.
14	S.3.5.6 - Please confirm that the current design with the use of acoustic window would comply with the relevant ventilation requirement of the BD.	As advised by the Project Architect, the current design with the use of acoustic window is able to comply with the relevant ventilation requirement of the BD.

Departmental Comments		Responses
<b>5 December 2023 refers:</b> <b>Drainage Services Department:</b>		
1	<p><u>Drainage Impact Analysis (Section 5.13 of the planning statement)</u></p> <p>The existing 750mm u channel, to which the applicant proposed to discharge the stormwater from the subject site was not maintained by this office. This Office had no information of the mentioned channel. Please request the applicant to provide hydraulic calculation of the mentioned drainage. Besides, the applicant should identify the owner of the existing drainage facilities. In the case that it is a local village drains, DO/YL should be consulted.</p>	<p>Following the FI(2) submission on 15<sup>th</sup> December 2023, a fresh Drainage Impact Assessment has been conducted and is attached in <b>Attachment 7 – Drainage Impact Assessment</b>. The planning statement has been revised accordingly in Section 5.13 and is attached in <b>Attachment 1 - Revised Planning Statement</b>.</p>

Departmental Comments		Responses
<b>25 January 2024 refers:</b> <b>Transport Department:</b>		
1	<p>Para. 3.2.4: The applicant shall detail the time period at when the survey was conducted;</p>	<p>The survey was conducted on 12/06/2023 and the survey period was:</p> <ul style="list-style-type: none"> <li>● 7:00am -9:00am</li> <li>● 5:30pm -7:30pm</li> </ul>
2	<p>Table 3.3:</p> <p>i) There was only 1 no. of disabled parking provided in the proposal. In view of the nature of the proposed development, i.e., residential care home for elderly, the applicant shall increase the provision of disabled parking for elderly with wheelchairs;</p> <p>ii) The applicant shall provide quantitative substantiation for the sufficiency of their proposed parking provision;</p> <p>iii) The provision in the table did not match with Figure no. 2.2. The applicant shall provide the parking layout plans for our review in the traffic impact assessment with swept path analysis. Please remind the</p>	<p>Noted. The applicant will provide in total of 3 disable parking. The detail location of the disable parking is provided and is shown in the revised TIA report <b>Figure 3.7</b>. Please refer to the <b>Attachment 8 – revised Traffic Impact Assessment</b>.</p> <p>The parking provision of other existing RCHE have been referenced and summarized in the <b>Table 3.3</b> of the revised TIA report.</p> <p>The revised parking layout plan and the swept path analysis are provided and are shown in the <b>Figure SP-1 and SP-2</b> and <b>Figure 3.6 and Figure 3.7 in the revised TIA report</b> respectively. Whilst, for the disable parking, we</p>

	applicant that the disabled parking shall be placed close to major access point, e.g. lift, according to HKPSG;	have ensured that the location of the disabled parking have been placed close to the major access point.
3	Section 4.5: The applicant shall detail the in-house survey referred quantitatively;	Noted. The result of the in house survey is provided and is shown in the revised TIA report <b>Table 4.5.</b>
4	In view that the proposed road was leading to the proposed development only, TD would not take up the brown and green area as shown on Figure no. 3 of the attachment "A_YL-PS_702_Plans and Drawings.pdf";	Noted.
5	The local track leading to the subject site and the road section of Tsui Sing Road at East of Tin Shing Road are not under TD's purview. The applicant shall obtain consent of the owners/ managing parties of the local track for using it as the vehicular access to the subject site; and	The local track passing through private land Lots 255 RP, 260 and adjoining government land will not be used for vehicular access.
6	Sufficient space should be provided within the application site for maneuvering of vehicles. In addition, no parking, queuing and reverse movement of vehicles on public road are allowed.	Noted and agreed.
Comments from Transport Operation (received on 16 Feb 2024 via Planning Department)		
7	Figure 3.6 Please indicate the pedestrian crossing facilities, footpath and walking distance for accessing the mentioned PT services.	Details will be provided during the implementation stages under planning conditions.
8	With reference to the number of staff of the development (senior Hostel/ Residential Care Home for Elderly), please assess the demand for public transport service (with the split of the PT modes e.g Railway, franchised bus, GMB)	The staff will work in 2 shifts (7:30am to 7:30 pm and then 7:30 pm to 7:30am).  Therefore, the impact on the public transport is not on peak hours and therefore its impact on PT is insignificant.
9	Please review if the provision of existing PT service/ network could absorb the additional demand (especially during the respective peak periods of the shifts of the staffs) , and access if any enhancement of service/ facilities (e.g lay-by, passenger queuing area) would be required: and	Anyway, if considered necessary, detail assessment can be provided during the implementation stages under planning conditions.

10	<p>In addition to the PT demand generated from the staff, please clarify if the residents and visitors of the Senior Hostel/ Residential Care Home for Elderly would use public transport? If so, please take them into account in assessing the demand and impact on the PT services.</p>	
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Departmental Comments		Responses
<p><b>24 January 2024 refers:</b> <b>Social Welfare Department:</b></p>		
1	<p><u>Service Perspective</u> Subject to consideration by Town Planning Board and relevant government departments, we from service perspective for RCHE, we generally have <b><u>no objection-in-principle</u></b> to the proposed RCHE under S.16 planning application at Lots Nos. 257 (Part), 258 RP (Part) in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long on conditions that -</p> <p>i) the design and construction of the proposed RCHE shall be in full compliance with prevailing statutory and licensing requirements; and</p> <p>ii) the proposed RCHE shall incur no financial implication, both in capital and recurrent, to the Government.</p>	Noted.
2	<p>According to the Planning Statement of the subject planning application, the applicant intends to apply for "Incentive Scheme to encourage Provision of RCHE premises in New Private Developments" (Incentive Scheme) for the development of RCHE. In this light, the applicant is advised to submit a formal application to the concerned district lands Office should he wish to proceed with the application for "Incentive Scheme". Given the Enhanced Scheme with a 3-year pilot period has been put in place since 20.6.2023, the applicant should study the details of the Scheme as set out in the attached Practice Note (PN) No. 5/2023 issued by LandsD on 20.6.2023.</p>	Noted.

3	<p>With a view to meeting the objective of providing a quality RCHE, the applicant should also refer to the following updated version of i) Guidance Note of RGHE; ii) Best Practice in Design and Operation of RCHE; and iii) Best Practices Guidance - Basic Provision Schedule Specific Requirements for RCHE when Designing and Planning for the Proposed RCHE. Furthermore, given the RCHE is a newly planned project, the applicant is reminded to comply with the entire ventilation requirements stipulated in Para. 4.9 "Heating, Lighting and Ventilation" in the latest version of the Code of Practice for Residential Care Homes (Elderly Persons) (CoP) as attached in (iv). Under the prevailing practice, we would consider the support worthiness of the proposed RCHE for the Incentive Scheme upon receipt of Lands Department's formal referral and seek the policy support from Labour and Welfare Bureau on the application as and when appropriate.</p>	Noted.
4	<p>As a remark, we note that the applicant has attached the below-attached Appendix 1 (i.e. copy of the Reply Letter from LWB dated 10.5.2023) in the S.16 planning application quoting that LWB has offered no objection in-principle for the proposal to provide RCHE. In fact, LWB's letter as attached is referring to another development project in Tin Shui Wai involving 2 RCHEs and 1 RCHD but not related to the subject RCHE development at Ping Shan, Yuen Long. While SWD will consider the proposal received on a case-by-case basis, the applicant is advised to re-visit the submitted document(s) and confirm that the attached reply letter issued by LWB should not be applied to the current project.</p>	Noted.
5	<p><u>Licensing Perspective</u>  We have no comment on the captioned application for the provision of RCHE at the captioned site from the licensing perspectives. The applicant should note that for the planning and setting up of the proposed RCHE, it should</p>	Noted.

<p>comply with the requirements as stipulated in the Residential Care Homes (Elderly Persons) Ordinance (Cap.459), its subsidiary legislation and the latest version of the Code of Practice for Residential Care Homes (Elderly Persons).</p>	
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Departmental Comments		Responses
<p><b>5 December 2023 refers:</b> <b>Drainage Services Department:</b></p>		
<p>1</p>	<p><u>Drainage Impact Analysis (Section 5.13 of the planning statement)</u> The existing 750mm u channel, to which the applicant proposed to discharge the stormwater from the subject site was not maintained by this office. This Office had no information of the mentioned channel. Please request the applicant to provide hydraulic calculation of the mentioned drainage. Besides, the applicant should identify the owner of the existing drainage facilities. In the case that it is a local village drains, DO/YL should be consulted.</p>	<p>Following the FI(2) submission on 15<sup>th</sup> December 2023, a fresh Drainage Impact Assessment has been conducted and is attached in <b>Attachment 7 – Drainage Impact Assessment</b>. The planning statement has been revised accordingly in Section 5.13 and is attached in <b>Attachment 1 - Revised Planning Statement</b>.</p>

Departmental Comments		Responses
<p><b>7 February 2024 refers:</b> <b>Urban Design and Landscape Section:</b></p>		
<p>1</p>	<p>According to the aerial photo of 2022, the Site is situated in area of miscellaneous rural fringe landscape character predominated by temporary structures, public vehicle parks, village houses, graveyard and woodland. The Site is occupied by temporary structures. The applied use is considered not incompatible to the landscape character of the surrounding area.</p>	<p>Noted.</p>
<p>2</p>	<p>Having reviewed the revised landscape proposal, 24 nos. of existing trees of common species within the Site are proposed to be felled. In Section 4.3 “Tree Compensatory Proposal” and Section 8.0 “Soft Landscape (Planting design/materials), 12 new trees of native species, shrubs &amp; groundcovers planting and vertical greening on the fence wall are proposed at G/F. Shrubs &amp;</p>	<p>Noted.</p>

	<p>groundcovers planting are proposed at 1/F. Furthermore, 12 new trees in hedge form and shrubs &amp; groundcovers planting are proposed in roof floor. We have no comment on the application from landscape planning perspective.</p>	
3	<p><u>Advisory Remarks to the Applicant</u></p> <p>The applicant should note that approval of the s.16 application by the TPB does not imply approval of the tree works such as pruning, transplanting and/or felling under lease. Applicant is reminded to approach relevant authority / government department(s) direct to obtain the necessary approval on tree works.</p>	<p>Noted.</p>