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	Departmental Comments	Responses to Comments
1.	Comments from Environmental Protection Department	
1.1	Please submit dedicated reports for the sewerage review. <u>Environmental Review</u> <i>Air Quality</i>	Noted. A Sewerage Impact Assessment (SIA) is attached under Appendix A for comments. Relevant paragraphs in the Planning Statement have been updated as well, please refer to Appendix E.
1.2	Section 2.1.1: Please revise “arising from the traffic emissions along the road carriageways” to “arising from all relevant emission sources”.	Relevant texts of the Environmental Review have been revised as below: This section examines the potential air quality impacts arising from all relevant emission sources in the vicinity of the Application Site. Please see Appendix F for consideration.
1.3	Section 2.1.1: The potential air quality impacts arising from the construction activities associated with the proposed development (on the surrounding environment) should also be evaluated. Please provide the following information if available: the size of the site formation or excavation area, the volume of excavated materials to be managed, the maximum number of construction trucks and mechanical equipment to be deployed at the work site at any given time, the identification of nearby ASRs along with their separation distances from the project site boundary, the identification of any concurrent projects within the 500 m of the project site boundary and their cumulative air quality impacts during construction. Appropriate control measures should be proposed to mitigate potential air quality impacts during the construction phase.	The construction phase impact has been added as Section 2.9 of the revised Environmental Review. Please see Appendix F for consideration.
1.4	Section 2.3.1: Please revise “the Application Site” to “the boundary of the Application Site”.	Relevant texts of Section 2.3.1 of Environmental Review have been amended accordingly. Please see Appendix F for consideration.
1.5	Section 2.3.1: Please review whether “and the HSK NDA” should be deleted.	The concerned texts have been deleted in the revised Environmental Review. Please see Appendix F for consideration.

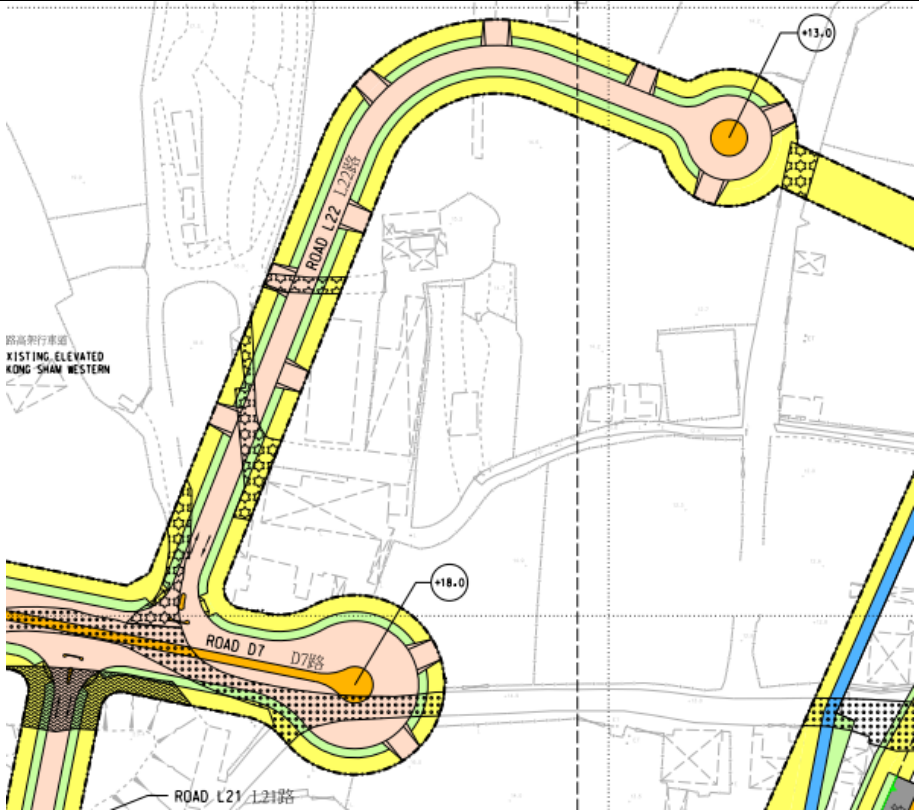
	Departmental Comments	Responses to Comments
1.6	Section 2.3.1: Please confirm whether this statement has been made based on the best available information.	Section 2.3.1 of the Environmental Review has been revised as below: No chimney operation is expected within 200m from the boundary of the Application Site after the completion year of the Proposed Development <u>based on the best available information</u> where the surrounding areas are planned use within the HSK NDA. Please see Appendix F for consideration.
1.7	Sections 2.4.2, 2.4.3, 2.5.1, Figure 2.1: Road D7 should be a district distributor. Please review and revise where necessary.	In accordance with the PEP Item No. 7787CL (Part) and 7829CL Hung Shui Kiu / Ha Tsuen New Development Area Advance Works Phase 3 and Stage 2 Works – Site Formation and Engineering Infrastructure issued by CEDD, the planned road next to the Application Site is L22, which is a local road, instead of Road D7. The relevant sections and figure are corrected in the revised Environmental Review. Please see Appendix F for consideration.
1.8	Section 2.4.3: Please revise “the hotel development...” to “the planned hotel relies on central ventilation and fresh air intake(s). It is confirmed that no air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the buffer zones”.	Section 2.4.3 of the Environmental Review has been revised accordingly. Please see Appendix F for consideration.
1.9	Section 2.4: Please include a statement in this section confirming that the best available information has been reviewed to verify the most up-to-date status of road networks within the 500 m assessment areas for the proposed developments.	Section 2.4.4 has been added in the Environmental Review. Please see Appendix F for consideration.
1.10	Sections 2.5.1 and 5.2.1: Please consider rewriting the conclusion section to refer to the appraisal of all relevant emission sources within the assessment area, rather than vehicular emissions only.	Sections 2.8 and 6.2 of the Environmental Review have been revised. Please see Appendix F for consideration.

	Departmental Comments	Responses to Comments
1.11	Please assess whether the proposed carparks will have any air quality impacts on nearby ASRs by: (i) stating clearly that the design and operation of the proposed carparks will comply with ProPECC PN 2/96 on Control of Air Pollution in Car Parks, and (ii) indicating the exhaust outlets on a map and confirming that the exhaust air from the carpark will be discharged to the atmosphere at such a location as not to cause a nuisance to any air-sensitive uses of the proposed development or other existing and planned ASRs.	Please refer to the Section 2.5 of the revised Environmental Review in Appendix F for the discussion.
1.12	Please assess the potential air quality impacts of the planned PTI at Site 4-13a on the proposed development. Please include a map displaying the PTI, indicate the locations of its exhaust outlet(s) (if any) and determine the minimum separation distances between these exhaust outlets and the ASRs of the proposed development. To ensure optimal air quality planning, ASRs within the proposed development - such as openable windows, fresh air intake points and recreational uses in the open area - should be positioned as far as practicable from the PTIs and its openings or exhaust outlets.	Please refer to the Section 2.6 of the revised Environmental Review in Appendix F for the discussion.
1.13	Please add a statement in the report confirming that all existing and planned air pollutant and odour emission sources within the 500 m assessment area have been identified, based on the best available information, and their potential air quality impacts on the air-sensitive uses of the proposed development have been evaluated.	Please refer to the Section 2.8 of the revised Environmental Review in Appendix F for the discussion.
1.14	Please confirm in the report whether the proposed development, in addition to the carparks, will generate potential air pollutant or odour emissions. The report should demonstrate that any identified emission sources will not cause adverse air or odour nuisances / impacts on air-sensitive uses within the proposed development, and within the 500 m assessment area. If information on specific facilities is not available, please clearly state this in the report and advise whether a relevant assessment will be conducted at a later stage.	Please refer to the Section 2.5 of the revised Environmental Review in Appendix F for the discussion.

	Departmental Comments	Responses to Comments
1.15	Appendix 1.1: Please review whether the most updated RODP (No. S/HSK/3) should be referenced.	The ODP obtained from LandsD is included in Appendix 1.1 of the revised Environmental Review in Appendix F . <i>Source:</i> https://www.landsd.gov.hk/en/land-acq-clearance/new-development-area/hung-shui-kiu-ha-tsuen-NDA.html Also, the OZP obtained from Town Planning Board Statutory Planning Portal 3 is also included in the Appendix 1.1 of the revised Environmental Review in Appendix F .
	Noise	
1.16	S1.1: Since the population intake of the planned public housing at Area 34A, 34B and 34D is targeted at 2032 which is earlier than the targeted completion year (2033) of the proposed development, please qualitatively address the potential construction noise impact to the surrounding NSRs during the construction phase and propose appropriate mitigation measures as necessary.	Please refer to the Section 5 of the revised Environmental Review in Appendix F for the discussion.
1.17	S1.1: The planned Smart and Green Mass Transportation System (SGMTS) will be located at the immediate east of the proposed development. Please address the potential transit noise impact to the proposed development.	Please refer to the Section 4.4 of the revised Environmental Review in Appendix F for the discussion.
1.18	S3: The traffic noise impact assessment in this EA report had qualitatively review the result of traffic noise impact assessment on the nearby Site 4-25a,b,c and 4-29 in the EIA report to conclude that no noise exceedance due to the traffic from surrounding roads with the proposed at-source mitigation measures. However, the surrounding road networks for the proposed development is not identical to the reference sites. The dominant road traffic noise source for Site 4-25 & 4-29 is the newly planned Road L22 and Road D6. While the potential dominated road traffic noise source for the proposed development is the planned Road D6, D7 & P1 and the existing Kong Shum Western Highway. Please further elaborate and	Section 3 has been updated by referring to another nearby site 4-10 which is located to the west of Road D6, same as the Application Site, and Site 4-10 is closer to the Road D6. According to the HSK NDA EIA, the predicted noise level at Site 4-10 is 61 to 68 dB(A) which comply with the relevant traffic noise standard. The Application Site is located further to Road D6 and has less angle of view to the Road D6 than Site 4-10, so the Proposed Development is unlikely to be subject to adverse traffic noise from Road D6. The road connects to the application site is local road L22, not Road D7. The Application Site is located at the dead-end of the local road L22 with

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	provide justification that no adverse traffic noise impact to the proposed development. If noise exceedance is anticipated, noise mitigation measures should be proposed to mitigate the road traffic noise impacts.	the residential portion being away from the roundabout of L22. It is anticipated that there should not be significant noise impact from road L22 to the proposed residential towers. For road P1 and existing Kong Sham Western Highway, it is about 210m away from the boundary of the application site and about 270 to 280m from the proposed residential tower. With this large buffer distance, the noise level from these major roads would be largely reduced. Also, the building structure at the planned public housing at Area 34A and 34B would largely block the noise from these roads to the application site. As such, the major roads should not induce significant noise level upon the proposed residential towers even there may be a delay on the construction of the proposed hotel portion. Nevertheless, the whole HSK NDA is still under planning and there is no detailed layout of the Proposed Development, detailed calculation on the traffic noise level of the Application Site shall be conducted in next stage to further ensure the traffic noise level would not exceed 70dB(A). In case of any exceedance, mitigation measures, such as acoustic window and balcony, shall be applied.
1.19	Appendix 1.2: According to the master layout plan in the appendix, it is noted that the proposed development may be divided into different phases. Please clarify and clearly state in the main text for proper record. If the hotel office at Site B will be constructed after the population intake of the residential portion in Site A, respective interfacing issue should be properly addressed in the report.	Detailed calculation on the traffic noise level of the Application Site shall be conducted in next stage under the lease to further ensure the traffic noise level would not exceed 70dB(A). An interim study will be carried out if there is a delay on the construction of the hotel office at Site B to address the potential interfacing issue.
1.20	S4: Please identify the area sensitivity rating of the proposed development to ensure the same ANL of the reference can be adopted.	Please refer to the Section 4.2.3 of the revised Environmental Review in Appendix F for the discussion.

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1.21	A detailed noise impact assessment (NIA) according to the actual building plan should be carried out at a later stage to confirm the location and extent of at-receiver mitigation measures to achieve full compliance with the road traffic noise, railway noise, fixed noise and transit noise criteria where applicable. In this regard, would the applicant please advise whether there is a mechanism (e.g., land grant or other statutory procedure) for submission of a detailed NIA and state it in the report.	A detailed noise impact assessment under lease will be carried out at later stage. Please refer to Section 6 of the revised Environmental Review in Appendix F for the statement.
2.	Comments from Commissioner of Transport	
2.1	In Table 2-3, on the basis of the recommendation under Agreement No. CE 86/2017(CE) – fostering a Pedestrian and Bicycle-friendly Environment in Hung Shui Kiu New Development Area and Yuen Long South Development – Feasibility Study, bicycle parking spaces shall be provided at the rate of 1 space per 5 flats.	Table 2-3 has been revised accordingly. Tables 2-4 and 2-5 have been updated subsequently. Please refer to the revised Traffic Review under Appendix B . Relevant paragraph in the Planning Statement has been updated as well, please refer to Appendix E .
2.2	In Table 3-1, linear extrapolation of trip rates may not reflect the actual trip generation and attraction. Trip rates shall be referenced to the mean trip rates for Private Housing – High Density with flat size of 60m ² .	Table 3-1 has been revised accordingly. Table 3-2 has been updated subsequently. Please refer to the revised Traffic Review under Appendix B .
3.	Comments from Chief Highway Engineer / New Territories West, Highways Department	
3.1	Responsibility of the mentioned access road <u>R22</u> is not yet identified.	The subject Proposed Development connects with Road <u>L22</u> . Road L22 has already been gazetted according to Cap. 370 under project title “PWP Item Nos. 7787CL (Part) and 7829CL Hung Shui Kiu / Ha Tsuen New Development Area Advance Works Phase 3 and Stage 2 Works – Site Formation and Engineering Infrastructure” (extracted below). It is understood that it is a public road to be constructed and maintained by Government.

	Departmental Comments	Responses to Comments
3.2	Adequate drainage measures shall be provided to prevent surface water running from the application site to the nearby public roads and drains.	 Noted.

	Departmental Comments	Responses to Comments
4.	Comments from Project Manager / Major Works, Highways Department	
	<u>General comments</u>	
4.1	The Deep Bay Link (now known as Kong Sham Western Highway) Project ("the Project") was commissioned in July 2007, with implementation of noise barriers in accordance with Environmental Permit No. EP-163/2003/H ("the EP") to mitigate the traffic noise impact arising from the operation of the Project. Under the condition 3.9 of the EP, noise barriers / enclosures along the Project, namely DBL1, DBL2, DBL14, DBL15, DBL16, DBL5 and DBL6 ("the Noise Barriers") are required to be installed before the population intake at the planned developments in Hung Shui Kiu New Development Area ("HSK NDA"). It is understood that the population intake of the public housing sites near to the Project is anticipated in early 2032.	Noted.
4.2	Major Works Project Management Office, HyD (MWPMO/HyD), as the holder of the EP, is required to comply with all the conditions of the EP which among others, to timely implement the Noise Barriers or otherwise to obtain approval by the Director of Environmental Protection Department subject to the submission of a Noise Mitigation Plan.	Noted.
4.3	In this regard, the following comments on the Environment Review of the proposed development are given from the perspective of implementation of the Noise Barriers of the Project.	Noted.
4.4	The proposed development is located in the vicinity of Kong Sham Western Highway. Please advise whether the road traffic noise impact assessment has duly considered the implementation of the relevant Noise Barriers of the Project.	There are noise barriers at some parts of the Kong Sham Western Highway. The detailed calculation on the future road traffic noise impact assessment will input the noise barriers in the calculation models.
4.5	Please advise the anticipated population intake date for the proposed development for reference in the assessment.	It is assumed that the population intake year will be same as the completion year, 2033, mentioned in Section 1.2.3 of the Environmental Review.

	Departmental Comments	Responses to Comments
4.6	In Section 3.2.3 of the Environmental Review Report, traffic noise assessment of nearby sites 4-25a, 4-25b, 4-25c and 4-29 of HSK NDA P&E Study are referenced. Please provide a location plan of these sites together with the application site for reference.	The reference site is revised to Site 4-10 due to the comments from EPD. The location plan of Site 4-10 is added in Appendix 3.1 of the revised Environmental Review in Appendix F .
4.7	In Appendix 3.1 of the Environmental Review Report, Appendices 4.7.1 to 4.7.5 of the HSK NDA P&E Study are not reproduced. Please clarify whether the assessment basis adopted in Section 4.7.4 of HSK NDA P&E Study has adequately referenced the relevant environmental permit and associated mitigation measures.	The purpose of Appendix 3.1 is to show the traffic noise result of Site 4-10. The Application Site and Site 4-10 are both located west of the Road D6 with a longer buffer distance and smaller angle of view from Road D6 which can be deduced that the maximum noise levels due to traffic on the surrounding roads of the Application Site in terms of $L_{10(1\text{ hr})}$ would be similar to that in Sites 4-10 (i.e., <70 dB(A)). Also, detailed calculation on the traffic noise level of the Application Site shall be conducted in next stage under the lease to further ensure the traffic noise level would not exceed 70dB(A). In case of any exceedance, mitigation measures, such as acoustic window and balcony shall be applied.
4.8	Please be reminded to include in the detailed Road Traffic Noise Impact Assessment to be submitted all the detailed calculation and supporting information to demonstrate whether any adverse road traffic noise impact from Kong Sham Western Highway, for approval by the relevant authorities. The detailed Road Traffic Noise Impact Assessment should also be circulated to MWPMO/HyD for comment. <u>Advisory Comments</u>	Noted.
4.9	The applicant is encouraged to fully utilise self-mitigation measures against road traffic noise from Kong Sham Western Highway at the residential blocks in Site A to comply with the relevant noise criteria, thereby avoiding the implementation of the relevant Noise Barriers of the Project. While noting that a detailed Road Traffic Noise Impact Assessment would be submitted by the applicant during the design stage of its development, the applicant is encouraged to review and agree <u>at this stage</u> that the implementation of the relevant Noise	Noted.

	Departmental Comments	Responses to Comments
4.10	Barriers of the Project is not required with utilisation of adequate self-mitigation measures at the residential blocks in Site A. Self-mitigation measures against road traffic noise from Kong Sham Western Highway should be incorporated into the detailed Road Traffic Noise Impact Assessment to be submitted by the applicant for Site A. Such measures may include building setback, low-rise development design, fixed glazing, sliding doors with automatic door closers, maintenance windows, A/C platforms with maintenance windows, solid fence walls, solid planters, acoustic windows, acoustic balconies, and sound-absorptive architectural treatments, as appropriate. The assessment should demonstrate compliance with the relevant noise criteria, covering scenarios with and without implementation of the relevant Noise Barriers of the Project.	Noted.
5.	Comments from Project Manager (West), Civil Engineering and Development Department	
5.1	His office has no particular comments on the Traffic Review, the Environmental Review and on the planning application. <u>DIA</u>	Noted.
5.2	A drainage lead-in to Site 4-13b was proposed under the design of Contract 4 of HSK/HT SPD, but there is no detailed drainage assessment included in the planning documents. Please be reminded to review whether the proposed development would have any impact on the downstream infrastructure under HSK/HT SPD.	The Proposed Development will rely on drainage lead-in proposed by CEDD in HSK/HT NDA. Yet, the information of drainage lead-in to Site 4-13b is yet to be available under the public domain. The DIA will be updated once the information regarding drainage lead-in is received from CEDD. The DIA is attached under Appendix C for comments. Relevant paragraphs in the Planning Statement have been updated as well, please refer to Appendix E.

	Departmental Comments	Responses to Comments
5.3	<u>SIA</u> According to the information provided in Para. 4.4.2 of the Planning Statement, it is mentioned that the sewage generated from the proposed development (i.e. 2088.6m³/day) is less than Base Case (i.e. 2389.4m³/day). However, this sewage flow of Base Case adopted in the Planning Statement is different from the total ADWF under HSK baseline under our record. Please clarify on the source / calculation of the base case scenario adopted for the comparison and review whether the proposed development would have any impact on the downstream infrastructure under HSK/HT SPD.	A SIA assessing sewerage impact is attached in this submission for comments. The calculation of the Base Case is presented in the SIA under Appendix A for comparison. Relevant paragraphs in the Planning Statement have been updated as well, please refer to Appendix E.
5.4	<u>WSIA</u> Please provide water supply proposal / assessment for his office review.	Noted. A WSIA is attached in this submission under Appendix D for comments. Relevant paragraphs in the Planning Statement have been updated as well, please refer to Appendix E.
6.	Comments from Chief Engineer / Mainland North, Drainage Services Department	
6.1	Please provide necessary submission to demonstrate the proposed application will not cause adverse drainage impact and sewerage impact.	Noted. DIA and SIA are attached in this submission under Appendix C and Appendix A respectively for comments. Relevant paragraphs in the Planning Statement have been updated as well, please refer to Appendix E.
7.	Comments from Chief Engineer / Construction, Water Supplies Department	
7.1	Existing water mains will be affected as shown on the plan (Appendix I). The cost of any necessary diversion shall be borne by the proposed development.	Noted. Please refer to the attached WSIA under Appendix D for the diversion proposal of the affected existing water mains for comments. Relevant paragraphs in the Planning Statement have been updated as well, please refer to Appendix E.

	Departmental Comments	Responses to Comments
7.2	In case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5 meters from the center line of the water main shall be provided to WSD. No structure shall be built or materials stored within this waterworks reserve. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works.	Noted.
7.3	No trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the water main shown on the plan.	Noted.
7.4	Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the application site.	Noted.
7.5	Please provide the Water Supply Impact Assessment for his department's review.	Noted. A WSIA is attached under Appendix D for comments. Relevant paragraphs in the Planning Statement have been updated as well, please refer to Appendix E .
8.	Comments from Chief Town Planner, Urban Design & Landscape Section, Planning Department	
8.1	She has no comment from urban design perspective. <u>Landscape perspective</u> <i>General comments</i>	Noted.
8.2	According to the aerial photo taken in 2025, the Site (including Site A – the subject application site and Site B – for indicative purpose only) was situated in an area of Miscellaneous Rural Fringe Landscape characterised by open storages and tree clusters. The Site was located adjoining the future TML HSK Station in the town centre of Hung Shui Kiu / Ha Tsuen New Development Area. It is zoned “Commercial(1)”, and the proposed mixed-use development	Noted.

	Departmental Comments	Responses to Comments
	with flat and commercial use is considered not incompatible with the surrounding environment.	
8.3	With reference to the above aerial photo and site photos taken by DPO on 26.6.2026, the Site was formed and some existing trees were observed in the southwestern part of Site A which is the subject of this application.	Noted.
8.4	The Applicant has submitted a Landscape Master Plan (LMP) in support of the application. According to the tree survey, no rare and precious plants nor OVT are found within the Site. As shown on the LMP, 16 existing trees (excluding undesirable species) are proposed to be felled and 25 new trees are proposed to be planted within Site A.	Noted.
8.5	In view of the above, significant adverse landscape impact arising from the proposed use is not anticipated. <i>Advisory comments</i>	Noted.
8.6	The applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. Application for any tree works should be submitted to relevant departments for approval.	Noted.
8.7	For compliance of site coverage of greenery requirements under PNAP APP-152, submission should be made to Building Department for comments and approval.	Noted.

	Departmental Comments	Responses to Comments
9.	Comments from Chief Estate Surveyor, New Development Area, Lands Department	
9.1	The proposed mixed-use development site at Area 32B comprises 19 private lots namely, lots 1584 RP, 1630 RP, 3235, 3237, 3238 RP, 3239, 3240, 3241, 3242 RP, 3244, 3247, 3248, 3342, 3343, 3346, 3347, 3348, 3349 and 3350 all in D.D. 124 ("the Lots"), which are all agricultural lots held under Block Government Lease. While lots 1583 RP, 3225 RP, 3245 RP and 3246 RP all in D.D. 124 have been resumed under Lands Resumption Ordinance (Cap.124) pursuant to G.N. 3830 dated 25 June 2026 and will revert to the Government on 26 September 2026.	Noted.
9.2	The Lots are subject to an ongoing land exchange application under the Enhanced Conventional New Town Approach ("ECNTA") for non-industrial use (excluding residential, godown and petrol filling station), pursuant to the Lands Administration Office Practice Notes No. 13/2023 and 1/2024.	Noted.
9.3	The proposed mixed-use development comprising residential cum commercial development at Site A and commercial development at Site B is not permissible under the existing lease conditions of the Lots nor the applied use stated in 9.2 above. Should planning approval be granted by the Town Planning Board, the owners of the private lots must submit a revised land exchange application to LandsD before implementing the proposed mixed-use development.	Noted.
9.4	Paragraphs 3.1.6 and 3.1.7 of the Planning Statement note the applicant's proposal to phase the non-domestic development under the "Pay for What You Build" Pilot Scheme ("Pilot Scheme"), i.e. 60% of the non-domestic GFA of the entire development site will be implemented first and the remaining 40% non-domestic GFA will be implemented at later stage. Please refer to the LAO PN No. 2/2026, which specifies that this Pilot Scheme would only be applicable to non-residential use developments (without any residential elements)	The subject development proposal has been planned in a manner which demonstrates certain residential elements could be introduced with phased implementation of the non-domestic portion in order to expedite materialisation of the HSK core in a sustainable approach. It should be clarified that the subject lot is not located within a mixed use zone. Instead, the subject development proposal is considered to respect the spirit of the phased arrangement under "Pay for What You Build" by falling within zones designated for "non-residential" use (i.e. Commercial)

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	which can be developed independently as a separate site. Hence, the Pilot Scheme is not applicable to Site A which involves residential development.	under the statutory OZP. Detailed implementation arrangement and lands matter will be subject to separate discussions and approvals with relevant authorities at subsequent stages.
9.5	Land exchange applications including application under the Pilot Scheme will be considered by LandsD, acting in the capacity of landlord, at its sole discretion. If the owners of the private lots apply to develop Site B independently under the Pilot Scheme, Site A and Site B should be processed via two separate land exchange documents. To align with the approved boundary of the ongoing ECNTA land exchange, these documents which together comprise the entire ECNTA site must be executed simultaneously. There is no guarantee that any such application will be approved. Any approved application will be subject to such terms and conditions as the Government sees fit, including, but not limited to, the construction of public facilities, the restriction on alienation except as a whole in respect of the non-residential use development if which is subject to the Pilot Scheme and the payment of premium / premia and administrative fee(s).	Ditto. Please see responses to comments of Item 8.4 above.
9.6	LandsD reserves comment on the proposed schematic design, which will only be examined in detail during the building plan submission stage after the land exchange is completed. There is no guarantee that the schematic design as presently proposed in the subject planning application will be automatically accepted under the lease during future building plan submissions.	Noted.
9.7	The site areas and related figures in this planning application, say paragraph 2 of the Executive Summary, paragraph 2.1.1 and Table 3.1 (including the Footnotes of the Planning Statement), have not been surveyed or verified. These figures will be checked during the processing of the land exchange application.	Noted.

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10.	Comments from Chief Building Surveyor / New Territories West, Buildings Department	
10.1	The applicant's attention is drawn to curtailed checking on fundamental issues under the Buildings Ordinance will be carried out at building plan submission stage.	Noted.
11.	Comments from District Office (Yuen Long), Home Affairs Department	
11.1	Her office has not received any local's comment on the application by 17.7.2026.	Noted.
12.	Comments from Director of Fire Services	
12.1	Detailed fire safety requirements will be formulated upon receipt of a formal submission of Short Term Tenancy or Short Term Waiver, general building plans or referral of the application via the relevant licensing authority.	Noted.
12.2	The provision of emergency vehicular access in the subject work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011.	Noted.
13.	Comments from Commissioner of Police	
13.1	In view of public safety, the applicant must maintain the smooth traffic flow of the concerned location and provide sufficient safety precaution to avoid obstruction or danger caused to any person or vehicle on the road.	Noted.