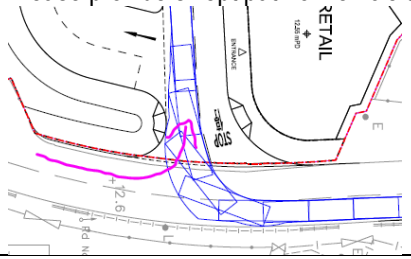
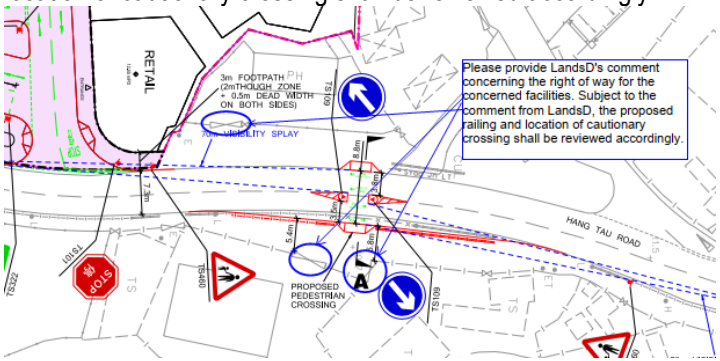
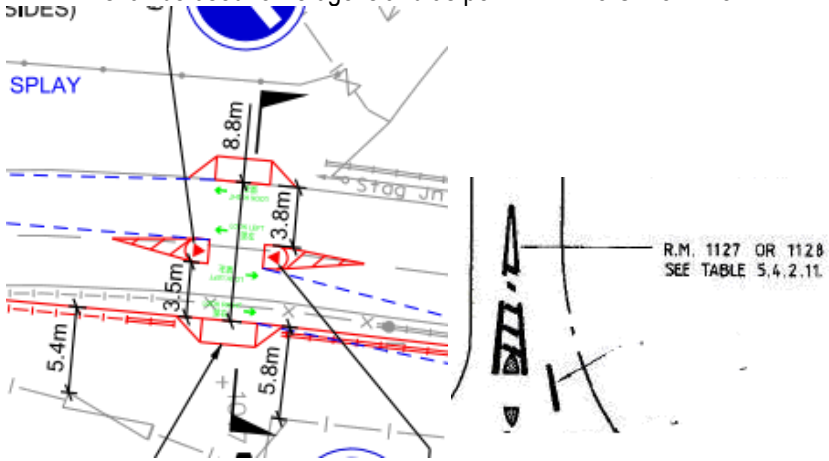
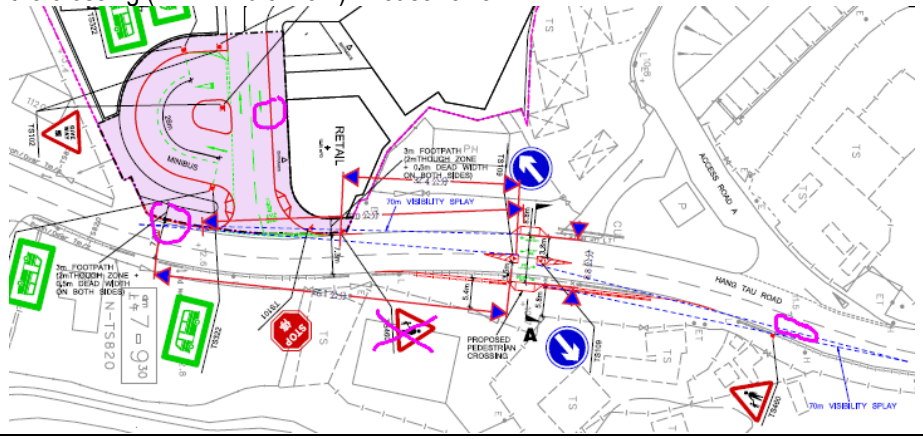
Responses-to-Comments

Item	Departmental Comments	Applicant's Responses
1.	**Comments from Commissioner for Transport received on 17.9.2026 (Contact Person: Mr. Brian CHAN, Tel: 2399 2175)**	
	Comment from Transport Operations (NT) Division	
1.	We note the applicant's response stating that the developer has no intention to provide a passenger shelter. The applicant is requested to reconsider the provision of a proper passenger shelter at the proposed GMB layby, in view of the following: The proposed development introduces 334 residential units and a 100-place Residential Care Home for the Elderly (RCHE), generating an estimated peak public transport demand of 162 passengers per hour. Hang Tau Road is situated in an exposed rural environment lacking natural cover. Proper weather protection against rain and sun is essential for waiting passengers, especially elderly residents, wheelchair users, and visitors travelling to/from the RCHE. In view of the above, the applicant should be requested to reconsider and incorporate a standard passenger shelter as part of the public transport facility before handover.	Please be advised that the Applicant agrees to provide a proper passenger shelter at the proposed GMB lay-by for public benefit. The passenger shelter will be handed over to the Government as part of the public transport facility upon completion of construction. Please refer to the revised Master Layout Plan at **Annex 1** of the current Further Information 1. Corresponding updates have also been reflected in the Landscape Master Plan at **Annex 2**.
2.	We have no further comment on the other parts of the R-to-C and the revised Traffic Impact Assessment from the public transport perspective.	Noted.
	Comment from Traffic Engineering (NTE) Division	
1.	R-t-C no. 1: TIA Section 2.4.3 Please be reminded to confirm with SWD that the proposed parking provision of RCHE would suit their operational need. TD has no more comment on this.	Noted.
2.	R-t-C no.2: Appendix B Please provide swept path of vehicle turning left to ingress. 	Please be advised that the ingress of traffic from the south of the application site should be negligible since the southern end of the section of Hang Tau Road connects to Hand Tau Village only. Nevertheless, the swept paths of vehicles to ingress by turning left from Hang Tau Road northbound are further supplemented in Appendix B of the TIA report at **Annex 4** of the current Further Information 1.
3.	R-t-C no.4: We are concerned that the proposed railings in the westbound of Hang Tau Road will block the access of existing facilities, thus please provide LandsD's comment concerning the right	Please be advised that the railings on Hang Tau Road proposed in the scheme has followed the existing extent of railings on the road, and thus no change to the current situation.

Item	Departmental Comments	Applicant's Responses
	of way for the concerned facilities. Subject to the comment from LandsD, the proposed railing and location of cautionary crossing shall be reviewed accordingly. 	Meanwhile, the proposed location of refuge island has been taken into account the existing vehicle ingress/egress of the sewage pumping station adjacent to the application site. A swept path diagram, Drawing No. B6, is further supplemented in Appendix B of the revised TIA report to demonstrate no impact to the existing ingress/egress of the sewage pumping station. In addition, please also be advised that no comment is received from LandsD on the application regarding the concerned right of way for the concerned facilities. Furthermore, the extent of railing and the location of cautionary crossing can be further refined/adjusted at the later detailed design stage, if required by the relevant department(s).
4.	R-t-C no.5: Drawing no. 2.2: • Minimum 3.8 m carriageway shall be provided as per TPDM Vol. 2 Ch. 3.4.7.11. Please review. • RM1127 shall be used for refuge island as per TPDM V3 Ch. 5.4.2.54.  • Please review the sitting location of TS460 as per TPDM V3 Ch. 2.2.2. RM1141 SLOW should be added adjacent to TS460.	• Please be advised that the proposed pedestrian crossing is situated away from a road junction, and therefore it is considered that the requirements as stipulated in TPDM Vol. 2 Ch. 3.4.7.11 is not applicable for the case. Instead, the proposed layout of the pedestrian crossing complies with TPDM Vol. 2 Ch. 3.7.6.6 that at least 3.8m carriageway is provided on either side of the refuge. Nonetheless, the road layout has been further adjusted, as shown in the revised Drawing No. 2.2 of the TIA report, to provide 3.8m carriageway on both sides of the refuge for further improvement. • Noted, and it has been amended as shown in the revised Drawing No 2.2. of the TIA report.

Item	Departmental Comments	Applicant's Responses
	• The railings at junctions and crossings should be at least 3 nos. and extended to the edge of the crossing (TPDM V6 8.4.3.7). Please review. 	• The sitting location of TS460 has been further reviewed and amended as shown in Drawing No. 2.2 of the TIA report. • Noted, and it has been amended as shown in the revised Drawing No 2.2. of the TIA report.
5.	R-t-C no.6: Please supplement the design calculation of priority junction J5 in Appendix C.	The design calculation of the priority junction J5 is supplemented in Appendix C of the revised TIA report at **Annex 4**.
2.	**Comments from Urban Design and Landscape Section, Planning Department (Urban Design Unit) received on 17.9.2026 (Contact Person: Ms. LO Yan Ki , Candice, Tel: 3565 3945)**	
	It is noted the VIA was not entirely prepared based on TPG PG-No. 41A. The overall visual impacts should read 'slight' instead of 'slightly adverse' to tally with those ratings as set out in the prevailing guidelines. Also, TPG PG-No. 41 should read 'TPG PG-No. 41A' in the VIA.	Noted, the overall visual impact and the VIA have been updated according to TPG PG-No. 41A at **Annex 5** of the current Further Information 1.
3.	**Comments from Director of Social Welfare received on 17.9.2026 (Contact Person: Mr. Clinton CHAN, Tel: 3791 2806)**	
	<u>Service Perspective (RCHE)</u>	
	It is noted that the applicant addressed to our previous concerns regarding the provision of openable window in "Sick/Isolation/Quiet Room" of the proposed RCHE. Based on the schematic layout plan provided, our additional comments are set out below, please –	
	• RCHE including any part of it, must not be situated at a height more than 24m above the street level, measuring vertically from the street level to the floor of the premises in which the RCHE is or is to be situated. If the RCHE is located in a building served by two streets/ roads at different levels, the height of the RCHE is to be measured from the level of the lower street/ road;	Noted.

Item	Departmental Comments	Applicant's Responses
•	Convenient pedestrian and vehicular access to a shared loading/ unloading bay or lay-by and a designated parking space shall be provided in the close proximity with covered walkway to the entrance of the building where the RCHE is located;	Noted. The covered walkway has been indicated on the revised plans for your consideration.
•	The headroom underside of the ceiling (the ceiling structure and suspended false ceiling) and beam / building services of the RCHE should not be less than 2.5 metres in height and 2.3 metres in height respectively;	Noted.
•	Rooms for office, kitchen and habitation (such as Dormitories, Sick/Isolation/Quiet Rooms, End-of-Life Care Rooms) shall be provided with openable windows for natural lighting and ventilation so as to comply with the requirement of prescribed windows;	Noted.
•	Please provide and label the facilities according to the Schedule of Accommodation for a 150-p RCHE.	The facilities for the 100-place RCHE have been labelled on the revised plans. Please refer to the area schedule demonstrating compliance with the SoA at **Annex 3**.
•	Please revisit the operational need to provide two "Conference Rooms" and "Laundry and Janitor Room", relabel "BOH, "STO", "Canteen", etc.;	Noted and revised. Please refer to the updated plans at **Annex 1** for your consideration.
•	"Reception" is preferable to be located adjacent to the main entrance of the RCHE for operational need; and	Noted and revised. Please refer to the updated plans at **Annex 1** for your consideration.
•	Only one parking space exclusive use of the RCHE is required.	Noted. Considering that TD's comment received at the pre-submission stage, 5 nos. of parking spaces are proposed to meet the needs of RCHE and their visitors, with reference to the parking ratios of several previously approved planning applications with similar social welfare developments. Therefore, the provision of 5 parking spaces is maintained.
Licensing Perspective (RCHE)		
Please note LORCHE's comment on the submission.		
1.	The applicant should ensure that prescribed windows complying with Building (Planning) Regulations 30-32 are provided to all dormitories and isolation rooms. It appears that some of the rooms facing the adjacent Site B may not fulfil the requirement.	Noted and revised. The prescribed window requirements will be demonstrated at the detailed design stage to ensure compliance with the B(P)R.
2.	Dead end travel distance of the RCHE area should not be greater than 12m. The applicant's particular attention is drawn to the layout from 2nd floor onwards.	Noted and revised. The travel distance requirements will be demonstrated at the detailed design stage to ensure compliance with the B(P)R.
3.	Detailed comments will be given in the license application stage.	Noted.
4.	**Comments from District Planning Office of Planning Department received on 22.9.2026 (Contact Person: Mr. Edmond CHAN, Tel: 3168 4032)**	
1.	It is noted that a portion of the site at the southeastern part and northwestern part would serve as right of ways (ROW) for the adjacent "R(D)" zone. Please clarify if the applicant would be	The applicant would be responsible for the management and maintenance of the ROW.

Item	Departmental Comments	Applicant's Responses
	responsible for the management and maintenance responsibilities of the proposed ROW, which falls within the application site boundary.	
2.	In view of TD's comment, please review and actively consider the feasibility to provide a proper passenger shelter at the proposed GMB layby. If it is considered not viable, please elaborate your concerns/difficulties.	Please be advised that the Applicant agrees to provide a proper passenger shelter at the proposed GMB lay-by for public benefit. The passenger shelter will be handed over to the Government as part of the public transport facility upon completion of construction.
3.	It appears that there are discrepancies on the no. of flats proposed at the Site in different section of the planning statement (i.e. 334 flats at table 4.1 and 327 flats at para. 5.1.2 and 5.4.1). Please rectify the relevant pages of the SPS as appropriate.	The proposed number of units should be 334. Paras. 5.1.2 and 5.4.1 have been rectified, and the replacement page of the Planning Statement is at **Annex 6**.
Further to my email to you dated 17.9.2026 attached please also find the comments from other relevant departments for your info and necessary follow up. Please note the comments from DSD, EPD, LandsD and EMSD are currently pending. They will be provided to you once received.		Noted.
5.	**Comments from Highways Department received on 22.9.2026 (Contact Person: Mr. Danny K. M. TSE, Tel: 2762 4217)**	
We have no comment from highways maintenance point of view subject to the following conditions:		
1.	With reference to the TIA, the proposed new public transport facilities will be managed and maintained by the Government upon completion. Please note that HyD will only maintain roadworks and the associated street furniture/structures, provided that TD will manage them.	Noted.
2.	Adequate Recurrent consequences (RC) should be reserved for new public transport facilities, if they are to be maintained by HyD.	Noted.
3.	Upon the approval of TIA, the detailed design of the proposed roadworks should comply with the requirements of TIA for the development;	Noted.
4.	The roadworks should be designed and constructed to the latest requirements under TPDM / HyD standards / HyD standard drawings to the satisfaction of TD and HyD.	Noted.
5.	Adequate drainage measures should be provided to prevent surface water running from the application site to the nearby public roads and drains.	Noted.
6.	**Comments from Urban Design and Landscape Section, Planning Department received on 22.9.2026 (Contact Person: Mr. Ng Tat Yuen, Tel: 3565 3950)**	
We have no adverse comments on the application from landscape planning perspective. Detailed comments:		
(a)	Based on the aerial photo taken in June 2025, the Site was located in an area of rural fringe landscape character comprising low-rise residential housings/village houses, a river channel, temporary structures, farmlands and scattered tree groups. The proposed development with minor relaxation of plot ratio (PR) and building height (BH) restrictions is considered not incompatible with the landscape setting in the proximity;	Noted.

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(b)	With reference to the above aerial photo and DPO's site photos taken on 4.9.2026, the site was partly formed and partly vegetated. According to the Planning Statement and the Landscape Master Plan of the submission, 37 existing trees in four tree groups will be affected and proposed to be felled. The proposed scheme will provide 106 new trees (exceeding 1:1 compensatory ratio) and landscape measures such as leisure gardens, children's playground, resident's farm, vertical greening and trees/shrubs planting at the site periphery. Active and passive recreational facilities and features were designed for the open space; and	Noted.
(c)	In view of the above, significant adverse landscape impact arising from the proposed development with minor relaxation of PR and BH restrictions is not anticipated.	Noted.
7.	**Comments from District Lands Officer, Lands Department received on 29.9.2026 (Contact Person: Ms. Savannah LI, Tel: 2675 1510)**	
I refer to my memo dated 3 June 2026 and your email dated 26 August 2026 for the captioned submission of planning application. Please note my following comments on the pre-submission.		
2.	Our comments given in paragraphs 7 to 9 of our memo dated 8 August 2025 and paragraphs 5 to 9 of our memo dated 3 June 2026 are still valid.	Noted.
Response-to-comment Item 3 (Point 7)		
3.	In respect of Drawing No. 2.2 of Traffic Impact Assessment in Appendix 2 and TD's comments in the Response-to-comment Item 3 (Point 7), it is noted that the proposed railings in the westbound of Hang Tau Road would affect access of existing facilities. According to the land status records, a land designation No. GLA-DN-296 allocated to OSO for a pumping station and private lot No. 922 s.A. R.P. in 0.0. 94 might be affected by the proposed railing works. In this connection, the Applicant should be reminded to liaise with the relevant parties, including OSO and the owner of the private lot No. 922s.A. R.P. in D.D. 94 on the proposed arrangement of the railing works, seek their comment and ensure that any of the proposed works and interfacing arrangements are agreeable to them.	Noted.
4.	According to the Traffic Impact Assessment in Appendix 2, there are proposed road works include a setback for the widening of Hang Tau Road, formation of mini-roundabout, a pedestrian crossing with railings and cautionary crossing. I would like to reiterate that if any proposed road works are to be incorporated in the lease conditions for implementation by the developer of the site, the applicant should advise or in consultation with relevant works department advise the implications of the proposed road works under Road (Works, Use and Compensation Ordinance (Cap. 370) and be responsible to handle the relevant road gazette procedures. The applicant should also advise whether the proposed road works are considered as contingent upon the development of	Noted.

Item	Departmental Comments	Applicant's Responses
	this site. Moreover, the relevant departments should be identified and agree to take over the above-mentioned road works for future management and maintenance before the obligations are imposed in lease conditions. For avoidance of doubt, please be advised that LandsD is not a works department and is not in the position to advice on the proposed road works.	
5.	As a side issue, I note that TD has requested the applicant to provide a passenger shelter at the proposed GMB layby. If such is requested, appropriate party or parties to take up the future management and maintenance responsibility should also be identified.	Please be advised that the proposed GMB layby and passenger shelter will be managed by TD and maintained by HyD.
8.	**Comments from Drainage Services Department received on 29.9.2026 (Contact Person: Miss KWAN Ching Kei, Jessica, Tel 3965 8924)**	
2. In addition, I have the following comments on the submitted Drainage Impact Assessment (DIA) and Sewerage Impact Assessment (SIA).		
(A) DIA		
(i) Specific Comments		
1.	Appendices 3.1 & 3.2: For rainfall increase due to climate change effects up to mid 21st century, reference should be made to the newly promulgated Stormwater Drainage Manual - Corrigendum No. 1/2022 instead.	**Annex 7** of the current Further Information 1 refers. 16% Rainfall increase in end of 21st century due to climate change has been adopted according to the Stormwater Drainage Manual - Corrigendum No. 1/2022.
2.	Section 3.3.1.4 & Appendices 3.1 & 3.2: Design allowance in end of 21st century should be considered in the submitted hydraulic calculation.	12.1% design allowance in end of 21st century has been considered. Following the 1st comment, total rainfall increase is 28.1% including due to climate change and design allowance.
3.	Sections 3.2.1 .4 & 4.1.1 .2 & Appendices 3.1 & 3.2: The applicant should review design return period (or the channel and box culvert at the downstream of outfall SOF1001320. Reference should be made to Table 10 or Stormwater Drainage Manual (SOM).	A new proposed drainage facilities has been proposed and the existing facilities to be discharged to have sufficient capacity to cater for any additional flow generated due to the subject application.
4.	Appendices 3.1 & 3.2: For reduction in flow area due to sediment deposition in stormwater drainage facilities, reference should be made to Section 9.3 of SDM.	10% reduction in flow area is adopted in table B and D of Appendix 3.1 and 3.2, and the Note [5] is provided.
5.	Figure 3.1: Incoming pipes should be marked as A1, A2 and etc. counting clockwise from the first outgoing pipe X1.	The marking for pipe ID have been revised according to counting clockwise from the first outgoing pipe X1.
6.	Appendix 3.2: Flow velocity of stormwater drainage facilities is suggested to be within a range. i.e. 0.75 m/s to 3.0 m/s.	The drainage pipe has been revised and all the facilities has been suggested within a range 0.75m/s to 3.0m/s.
7.	Section 3.4.1 .2 & Appendices 3.1 & 3.2: The applicant should review catchments of existing channel at the downstream of outfall SOF1001320.	The discrepancy between report and appendices have been addressed.
8.	The proposed upgrading works should be carried out by the applicant at his/her own cost and to DSD's satisfaction.	Noted. The proposed upgrading works will be carried out by the applicant at his/her own cost and to DSD's satisfaction, and it has been mentioned in Section 3.4.1.4.

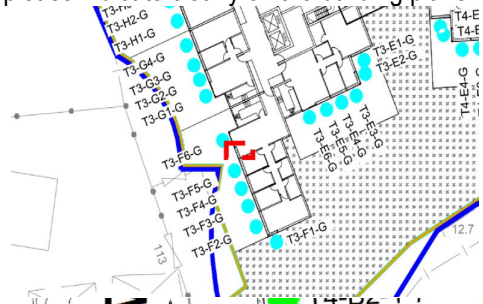
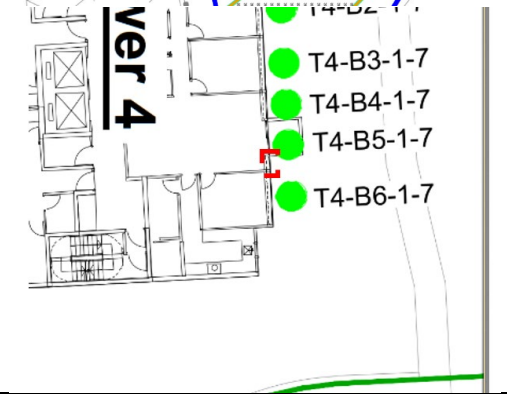
Item	Departmental Comments	Applicant's Responses
9.	Section 3.1.1.1 & Figure 3.1: The applicant should clarify whether existing 300 mm (W) surface channel, 300 mm dia. stormwater pipe and catchpit SCH1023122 are proposed to be abandoned under the subject development.	The existing surface channel, stormwater pipe and catchpit will be abandoned, and replaced by the proposed drainage facilities. Surface channel for internal drainage collection will be proposed in detail design stage.
10.	Sections 3.1.1.1, 3.4.1.2 & 4.1.1.1, Figure 3.1 & Appendices 3.1 & 3.2: The applicant should clarify discrepancy of size of stormwater pipes after the proposed upgrading works.	The discrepancy between report and appendices have been addressed.
11.	Section 3.4.1.2 & Appendix 3.2: The applicant should clarify discrepancy of utilization of stormwater pipes.	The discrepancy between report and appendices have been addressed.
12.	The applicant should demonstrate with hydraulic calculation that the proposed drainage facilities are adequate to collect, convey and discharge the surface runoff accrued on the application site and the overland flow intercepted from the adjacent lands. Also, the applicant should demonstrate the existing facilities to be discharged to have sufficient capacity to cater for any additional flow generated due to the subject application.	Hydraulic calculation is provided in Appendix 3.1 for existing condition with 50 and 200 years return period, while Appendix 3.2 for proposed new facilities with 50 and 200yesrs return period. The proposed new facilities is sufficient capacity to cater for any additional flow generated due to the subject application.
13.	The applicant should employ a qualified engineer (Registered Professional Engineer in the Civil Engineering discipline) to prepare for drainage submission. The drainage submission should be signed and certified by a qualified engineer.	The report has been signed and certified by a qualified engineer.
14.	The applicant should clarify management and maintenance responsibilities of the proposed drainage facilities.	The management and maintenance of the proposed drainage facilities within the site will be responsible by the applicant, while the management and maintenance of the proposed drainage facilities in public area will be responsible by DSD. It has been mentioned in Section 3.6.
(ii) General Comments		
1.	The proposed development should neither obstruct overland flow nor adversely affect any existing natural streams, village drains, ditches and the adjacent areas, etc.	Noted. The proposed development has been designed to preserve the existing site topography and drainage characteristics. No existing overland flow paths, natural streams, village drains, or adjacent ditches will be obstructed, diverted, or adversely affected by the proposed works.
2.	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 lands. Proper surface channels should be provided at the lower level and wall toe to collect the overland flow to/ from adjacent areas.	Peripheral surface channels (U-channels/catchpits) will be provided along the site boundary to collect site surface runoff and intercept incoming overland flow from adjacent lands. Detailed layout, structural, and hydraulic details of the peripheral channels will be submitted to DSD for formal approval during the detailed design stage.
3.	Where walls or hoarding are erected are laid along the site boundary, adequate openings should be provided to intercept the existing overland flow passing through the site.	Noted. Walls and hoardings will be provided with adequate openings to intercept the existing overland flow passing through the site.

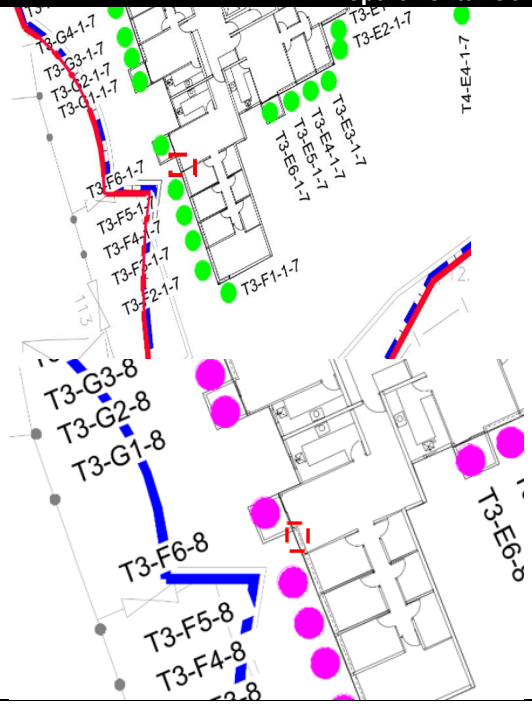
Item	Departmental Comments	Applicant's Responses
4.	The applicant is required to rectify the drainage system if they are found to be inadequate or ineffective during operation. The applicant shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by a failure of the drainage system.	Noted. According to the Section 3, the proposed drainage system have adequate capacity during operation.
5.	For any proposed connection to DSD's drainage facilities, the applicant should submit form HBP1 to this Division for application of technical audit. Upon our acceptance of the connection application, the applicant shall carry out the proposed connection works in accordance with DSD's Standard Drawings at the resources of the applicant.	Noted. Form HBP1 for the proposed drainage connection will be submitted to DSD for technical audit application prior to the commencement of any connection works. Upon acceptance, all proposed connection works will be carried out in accordance with DSD's Standard Drawings and relevant requirements at the applicant's own cost.
6.	The applicant should consult DLO/N and seek consent from the relevant owners for any drainage works to be carried out outside his lot boundary before commencement of the drainage works.	Noted. The applicant will consult DLO/N and secure formal consents from the respective land owners for all proposed off-site drainage works prior to commencement.
7.	The existing drains and sewers inside/ outside the site should not be affected unless a diversion proposal has been submitted and designed to the satisfaction of DSD and such agreed diversion works will be carried out by the applicant at the cost of his/her project.	Noted. All existing drains and sewers inside and outside the site will be unaffected by the proposed development. Should any diversion works become necessary during the detailed design stage, a comprehensive diversion proposal will be submitted to DSD for approval, and the agreed works will be carried out at the applicant's own cost.
8.	Sand trap or provision alike should be provided before the collected runoff is discharged to the existing drainage facilities.	Noted. The detailed design of the sand trap will be submitted to DSD for approval during the detailed design stage.
9.	Precast concrete pipe should generally be used for stormwater connection.	Noted. Precast concrete pipe will be used for stormwater connection.
10.	Comments from HyD, TD and RMO shall be sought if drainage works are proposed to be carried out within highway polygon.	Noted. Should any proposed drainage works fall within or affect the highway polygon consents/comments will be sought from HyD, TD, and the RMO.
11.	Please be reminded to comply with "DSD Technical Circular No. 1/2017 Temporary Flow Diversions and Temporary Works Affecting Capacity in Stormwater Drainage Systems" if the proposed works under the application involve the construction of permanent or temporary works within, over or adjacent to DSD's stormwater drainage systems.	Noted. The applicant will comply with "DSD Technical Circular No. 1/2017 Temporary Flow Diversions and Temporary Works Affecting Capacity in Stormwater Drainage Systems".
12.	The applicant should take all precautionary measures to prevent any disturbance, damage and pollution from the development to any parts of the existing drainage facilities in the vicinity of the lot. In the event of any damage to the existing drainage facilities, the applicant would be held responsible for the cost of all necessary repair works, compensation and any other consequences arising therefrom.	Noted. The applicant will enforce all precautionary measures to safeguard surrounding existing drainage facilities against disturbance, damage, and pollution. The applicant undertakes to take full responsibility for all repair works and costs arising from any damage caused by the proposed development.
13.	This Department will only take over those public drainage facilities constructed on government land and located downstream of the terminal manhole.	Noted.

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14.	The applicant's attention is drawn to EPD's ProPECC PN 5/93 on discharge from swimming pool.	Noted. Swimming pool main drain, footbath main drain and swimming pool makeup tank drain will be connected to stormwater drains. The water from swimming pool will not be discharged during peak period, no adverse impact is anticipated.
(B) SIA		
(i) Specific Comments		
1.	Table 3-1: The application should review unit flow factor of employees (restaurants).	**Annex 8** of the current Further Information 1 refers. Noted and revised accordingly.
2.	In sections 3.1.4 and 4.1.1 and Figure 4.1a, the applicant mentioned that upgrading of existing sewerage system is proposed under another planning application (No.: A/NE-KTS/565). However, this is not reflected in Table 3-3. The applicant should clarify discrepancy.	Planning Application A/NE-KTS/565 has already been included in Table 3-3 (sewer between manholes FMH1021558 to FMH1021559).
3.	Table 3-3: The applicant should clarify whether sewer connecting foul water manhole FMH1021564 and FMH1021565 would be further upgraded under the subject development.	Only the sewer between manholes FMH1021560 and FMH1021561 will be further upgraded from 750 mm to 800 mm under the subject development. The sewer between manholes FMH1021564 and FMH1021565 will not be further upgraded by the subject development. Table 3-3 has been revised accordingly.
4.	Section 4.1.7, Table 3-3 & Appendix C: Confirmation of taking up the proposed upgrading works from the relevant project proponents should be provided. Please be reminded that liaison with relevant project teams should be carried out in the detailed design stage upon approval of the subject application to confirm the responsibility / details / programme of the proposed upgrading works.	The responsibility of the proposed upgrading works from the relevant project proponents is provided based on the best available information during preparation of this SIA for the subject planning application. An updated SIA will be carried out in the detailed design stage to confirm the responsibility, details and programme of proposed upgrading works.
5.	Table 3-3: The applicant should extract the relevant pages from SIA under other planning applications (No.: A/NE-KTS/506, Y/FSS/19 and etc.) and enclose it in the SIA report to ensure the proposed upgrading works details are consistent with each other.	The relevant pages of the SIA reports under other planning applications (i.e. No.: A/NE-KTS/506, A/NE-KTS/565, and Y/FSS/19, covering the proposed sewer upgrading works, have been extracted and enclosed in Appendix E, and a remark has been added under Table 3-3 to refer to Appendix E.
6.	Section 4.1.8 - The applicant should indicate the mitigation measures should the other two concerned planning applications have programme mismatch that the required upgrading works would not be completed on time.	Noted and supplemented in Section 4.1.8.
7.	Figure 3.1: The applicant should provide hydraulic check on the proposed 200 mm dia. sewer at the downstream of the proposed terminal manhole, Also, the applicant should indicate cover level and invert levels of the proposed sewerage facilities at the upstream of existing foul water manhole FMH1029683 on the submitted sewerage plan.	A hydraulic check has been conducted for the proposed sewer downstream of the proposed terminal sewerage manhole (P1). The estimated peak flow from the Proposed Development is 32.98 L/s, including swimming pool backwashing. To provide adequate capacity, the proposed sewer has been revised from 200 mm to

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		225 mm in diameter. The full-bore capacity is 40.5 L/s, with a utilisation of 81% and a full-bore velocity of 1.02 m/s, which meets the self-cleansing requirement. Please refer to Appendix C for the calculation. The cover levels and invert levels of the proposed terminal manhole P1 (Cover Level 12.55 mPD, Invert Level 9.05 mPD) and the connection at the existing manhole FMH1029683 (Cover Level 11.60 mPD, Invert Level 8.95 mPD) are now shown in the revised Figure 3.1. The levels will be confirmed at the detailed design stage.
8.	Section 4.2.1: The proposed sewerage works (including upgrading works) should be carried out by the project proponents at their own cost and to DSD's satisfaction. This Department will only take over those public sewerage facilities constructed on government land and located downstream of the terminal manhole.	Noted and supplemented in Section 4.2.1.
9.	Appendix C: Checking for utilization, capacity and flow velocity of some sewers is missing.	Since the invert level (out) and the invert level (in) is the same for the pipe segments between manholes FMH1021550 and FMH1021551, FMH1021562 and FMH1021563, and FMH1021566 and XPS1000860 as referred to the DSD's drainage record pipes, zero slope is encountered, and the capacity, flow velocity and utilization for these segments cannot be determined and calculated. UU survey will be conducted at the detailed design stage for these pipe segments to review the actual invert levels of these concerned sewage pipes and determine the necessity of upgrading of these pipe segments in the future. An updated SIA will be submitted for DSD approval during the detailed design stage. Should any capacity shortfall be identified, the Project Proponent will propose and implement necessary upgrading works at their own cost to the DSD's satisfaction. A note has been added in Appendix C to reflect the above statement.
10.	Appendix C: Flow velocity of sewers is suggested to be within a range, i.e. 1.0 m/s to 3.0 m/s.	The flow velocity of the proposed pipe segment constructed by the subject development (P1 to FMH1029683) is 1.02 m/s, which is within 1.0 m/s to 3.0 m/s. The calculation has been revised in Appendix C.
11.	Appendix C: The applicant should review invert level of sewer at the downstream of existing foul water manhole FMH1021566.	Noted and revised accordingly.
(ii) General Comments		

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1.	The applicant's attention is drawn to EPD's ProPECC PN 5/93 on discharge from swimming pool.	Noted. The swimming pool backwash of the concerned developments have been included in the calculation.
2.	The SIA needs to meet full satisfaction of Sewerage Infrastructure Group (SIG) of Environmental Protection Department (EPD), the planning authority of sewerage infrastructure. Since there are various proposed developments which are planned to dispose sewage to Hang Tau Sewage Pumping Station (HTSPS) and Tsung Pak Long Sewage Pumping Station (TPLSPS), advice from SIG of EPD should be sought for holistically review of the sewerage arrangement and confirming whether capacity has been reserved at HTSPS and TPLSPS for the subject proposed development. The comments of this department on the sewerage aspect are subject to the views and agreement of EPD.	Noted.
3.	The applicant should note that there are several planning applications / proposed development in the vicinity of the application site and the sewerage system proposed under the subject planning application may have conflict with that proposed under other planning applications. The applicant should liaise and coordinate with EPD and other project proponents to confirm the proposed sewerage design and ascertain responsibilities of implementation and maintenance of the proposed sewerage works (including upgrading works).	Noted.
4.	The applicant should be responsible for the liaisons and communications with other project proponent in the area to avoid subsequent further construction for upgrading of sewerage system.	Noted.
9.	**Comments from Director of Environmental Protection received on 29.9.2026 (Contact Person: Ms. Trista LAU, Tel: 2835 1152)**	
Please find the following technical observations on the NIA and SIA in the submission packages:		
Appendix 3 – Environmental Assessment Repot (July 2026):		
-To refine and tidy the EA for the S.16 submission and to prepare the **future NIA submission**, for your consideration please.		
1.	(Recap) Noted TD's endorsement for the Traffic Forecast data is still pending. To support the validity of the road traffic noise assessment in the NIA, the consultant should seek TD's endorsement and, if necessary, obtain written confirmation from the respective competent party (e.g. traffic consultant) regarding the validity of the traffic data. If the endorsement is not yet available, please state clearly in the report that the TD's endorsed traffic forecast and a written certification from the traffic consultant will be provided in the future NIA under the planning approval condition.	TD has expressed no adverse comment on the traffic forecast methodology and long-term traffic forecast data for the NIA study via his email on 26.10.2026. Please refer to **Annex 9** of the current Further Information 1.
2.	Please clarify whether the positions identified in the attachment correspond to openable windows for ventilation, and justify whether they shall be considered as representative NSRs and assign	**Annex 10** of the current Further Information 1 refers. Noted. Operable windows for natural ventilation have been indicated on the plans.

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	NAP for the noise assessments. If the lines on the building plans represent fixed glazing or hard walls, please indicate clearly on the building plans. *[See attachment "Window identification.pdf"]* Please clarify whether the positions identified in the attachment correspond to openable windows for ventilation, and justify whether they shall be considered as representative NSRs and assign NAP for the noise assessments. If the lines on the building plans represent fixed glazing or hard walls, please indicate clearly on the building plans. 1.  2.  	Representative NAPs for the façades are assessed as listed below: - Representative NAP (Window Identification 1): T3-F6-G, T3-F4-G, and T3-F2-G - Representative NAP (Window Identification 2): T4-B6-1-7, T4-B1-1-7, and T4-B3-1-7. - Representative NAP (Window Identification 3): T3-F6-1-7, T3-F4-1-7, and T3-F2-1-7. - Representative NAP (Window Identification 4): T3-F6-8, T3-F4-8, and T3-F2-8. Since predicted noise levels at all representative NAPs strictly comply with noise criteria, no adverse noise impacts are anticipated for the natural ventilation openings within the highlighted areas.

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3.		
4.		
3.	S.4.1.1.1 – Please provide the full form of "SPS" before using the abbreviation.	The full form of "SPS" has been provided.
Appendix 5 – SIA (July 2026):		
1.	Para. 4.4.2 and Table 4-1: Please clarify the calculation of Total Planned ADWF (A+B) should be 788.14 m3/day instead of 801.8 m3/day and revise Utilization (A+B)/C accordingly.	**Annex 8** of the current Further Information 1 refers. Noted and revised accordingly.
2.	Table 4-2: The Maximum Daily Flow (2,290 m3/day) of HTPSP cannot found in Appendix D. Please clarify and revise the calculation, if any.	DSD has verbally advised that the maximum daily flow of Hang Tau Sewage Pumping Station is 2,290 m^3/day. Further confirmation has been sought form DSD.
3.	General: Please standardize the name of Tables as "Table 4-1" (Hyphen) instead of "Table 4.1" (dot) and align with Page (ii) List of Tables.	Noted and revised accordingly.

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10. Comments from District Planning Office of Planning Department received on 8.10.2026 (Contact Person: Mr. Edmond CHAN, Tel: 3168 4032)		
	It is noted that a portion of the site at the southeastern part (about 1,076 m²) is proposed to be set back and surrender to Government upon completion for the purpose of relocation of the proposed GMB layby and vehicle turnaround facility from Hang Tau Road. Please supplement the setback area previously proposed under the Y/NE-KTS/13 scheme and the magnitude of increase compared with the current scheme.	Please refer to **Annex 11** of the current Further Information 1 for the comparison for the setback area.