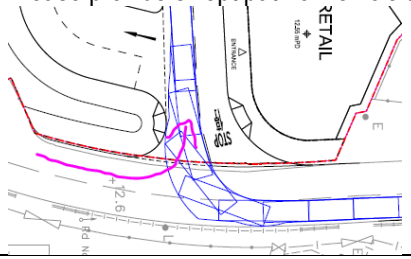
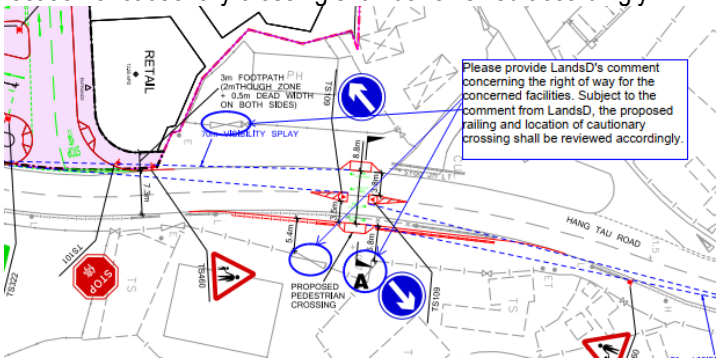
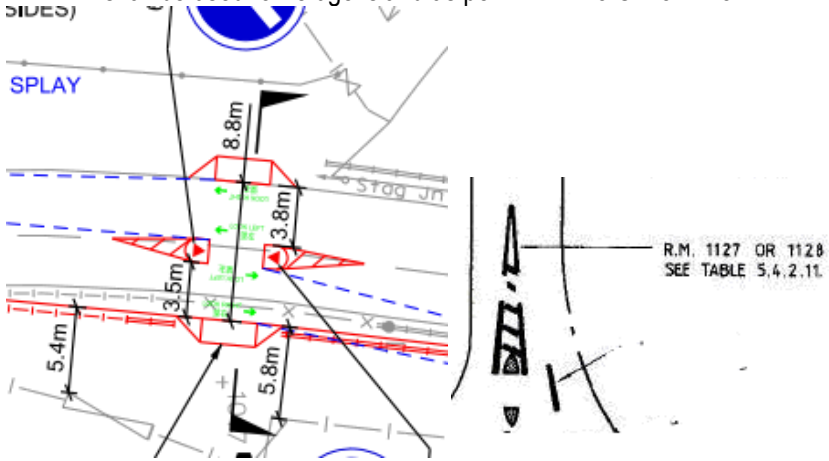
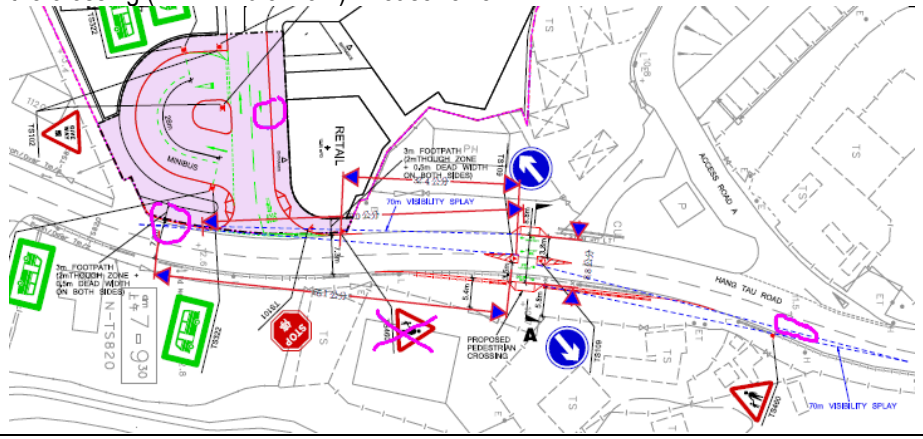
Responses-to-Comments

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.

Item	Departmental Comments	Applicant's Responses
(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.

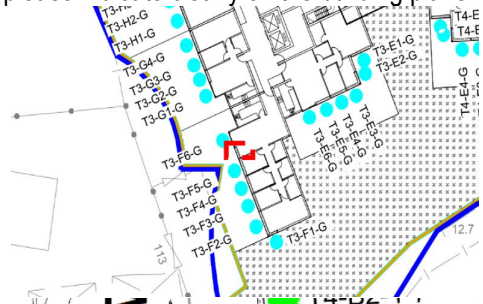
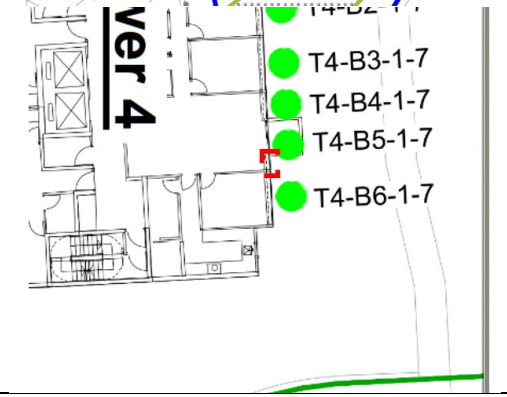
Item	Departmental Comments	Applicant's Responses
9.	Section 3.1.1.1 & Figure 3.1: The applicant should clarify whether existing 300 mm (W) surface channel, 300 mm dia. stormwater pipe and catchpit SCH1023122 are proposed to be abandoned under the subject development.	The existing surface channel, stormwater 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.

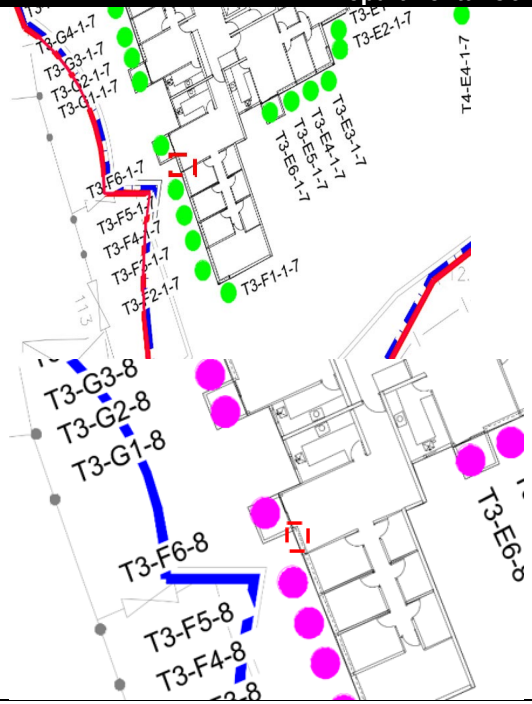
Item	Departmental Comments	Applicant's Responses
4.	The applicant is required to rectify the drainage system if they are found to be inadequate or ineffective during operation. The applicant shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by a 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.

Item	Departmental Comments	Applicant's Responses
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

Item	Departmental Comments	Applicant's Responses
		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		

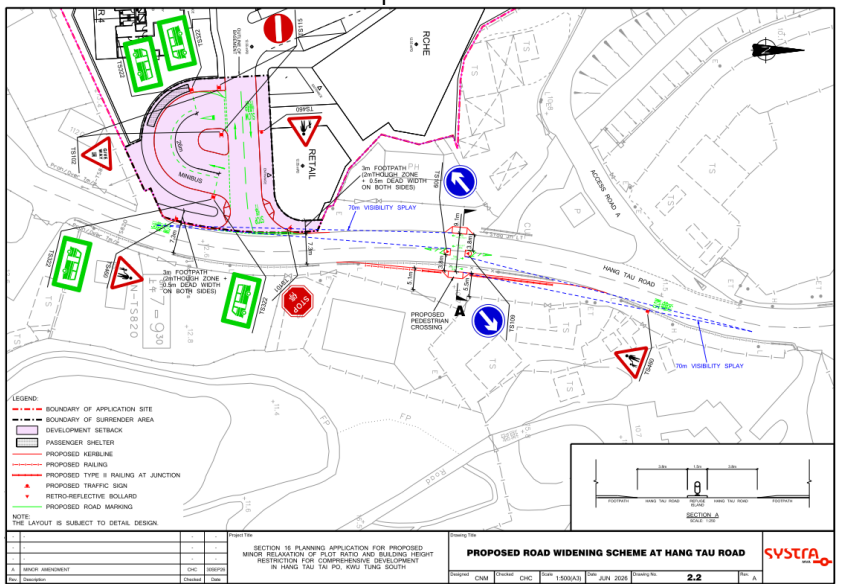
Item	Departmental Comments	Applicant's Responses
1.	The applicant's attention is drawn to EPD's ProPECC PN 5/93 on discharge from swimming pool.	Noted. The swimming pool backwash of the concerned developments have been included in the calculation.
2.	The SIA needs to meet full satisfaction of Sewerage 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.

Item	Departmental Comments	Applicant's Responses
	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.

Item	Departmental Comments	Applicant's Responses
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.

Item	Departmental Comments	Applicant's Responses
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.

Responses-to-Comments

Item	Departmental Comments	Applicant's Responses
1.	**Comments from Fanling, Sheung Shui & Yuen Long East District Planning Office received on 28.10.2026 (Contact Person: Mr. Joe Tam, Tel: 3164 4042 / Mr. Edmond Chan, Tel: 3168 4032)**	
1.	It is noted in Item 4 of R-to-C provided on 27.10.2026 that at least 3.8m carriageway is provided on either side of the refuge. Please clarify whether the proposed widening of Hang Tau Road confines only to the area where the priority T-junction locates, or the widening proposal would also include the section of the Hang Tau Road to the east of Hang Tau Sewage Pumping Station.	Apart from the area where the future priority T-junction is located, the proposed road widening scheme also involves local widening of Hau Tau Road near the Hang Tau Sewage Pumping Station to facilitate the provision of a refuge island for the proposed pedestrian crossing. Please refer to Drawing No. 2.2, extracted from the submitted TIA report. 
2.	Please clarify whether the proposed 100-place RCHE would be operated by the developer or would be contracted out to a third-party to operate.	The proposed RCHE would be contracted out to a third party for operation.
3.	It is noted in Figure 3.1 of the VIA that the 2.5m high boundary wall would be built along the northern, western and southern boundary only whereas in the revised Master Layout Plan provided on 27.10.2026, the boundary wall extended into and in between the proposed RCHE/Area (b) of "CDA" and in between Tower 4 and GMB Lay-by. Please clarify the	Noted. The boundary wall in Figure 3.1 of the VIA has been revised to align with the Master Layout Plan (MLP). For clarification, boundary walls are provided between the RCHE and Area (b) of the "CDA", as well as between T4 and the proposed GMB lay-by. No boundary wall is proposed between the

Item	Departmental Comments	Applicant's Responses
	discrepancy. If affirmative, please modify Figure 3.1 of VIA and the Master Layout Plan (if needed) to illustrate the extend of the boundary wall.	RCHE/Retail and the pump house.
4.	Figure 3.1 of the VIA: (i) Please clarify whether there is an entrance gate that separate the private and public part of the development. If affirmative, please illustrate the entrance gate in Figure 3.1 and in the Master Layout Plan and G/F Plan; and (ii) Please supplement a description of the 'Terraced Design' as shown on top floor of T1 and T4 as an extra urban design merit (i.e. contribute to the stepped BH profile from the centre towards the periphery of the Site and to the low-rise "AGR" and "R(D)" zones to the north and east of the Site respectively).	(i) An entrance gate will be provided to separate the private and public parts of the development. Please refer to the updated MLP and Figure 3.1 of VIA. (ii) Noted, additional descriptions of the 'Terraced Design' have been added to Figure 3.1 of VIA.
5.	To better illustrate the concept of stepped BH with gradual decrease of BH from the centre to the periphery of the Site, please provide two extra sections (with spot height marked) from: (i) T2 (45.25mPD) to T1 (42.1mPD and 38.1mPD) to local road (12.2mPD) and the "AGR" to the north (XXmPD); and (ii) T3 (45.25mPD) to T4 (38.1mPD and 42.1mPD) to Hang Tau Road (12.6mPD) to "R(D)" zone to the east (XXmPD).	Noted, please refer to the additional sections G and H.
2.	**Comments from Fanling, Sheung Shui & Yuen Long East District Planning Office received on 3.11.2026 (Contact Person: Mr. Joe Tam, Tel: 3164 4042 / Mr. Edmond Chan, Tel: 3168 4032)**	
1.	Compared with the Notional Scheme (Y/NE-KTS/13), it is noted that there is an increase in the non-domestic GFA for RCHE, please clarify whether the additional GFA at the RCHE block enable the provision of a better living environment for RCHE residents.	The proposed increase in GFA for the RCHE block is specifically dedicated to fulfilling the required Schedule of Accommodation (SoA) and enhancing the living environment and care standards for elderly residents rather than maximising bed capacity. The additional floor space allows for more spacious layouts for amenities above statutory requirements, with improved natural lighting, ventilation, and privacy. Furthermore, the increased GFA accommodates expanded communal and therapeutic amenities and wider barrier-free corridors designed for mobility aids. Operability and safety are also strengthened through improved infection control layout features, such as isolated treatment rooms and enhanced nursing stations. Ultimately, the GFA increment directly translates into a tangible planning merit that delivers a spacious, dignifying, and therapeutic environment aligned with government policy objectives for high-quality elderly care.

Item	Departmental Comments	Applicant's Responses
2.	Please clarify which part of the proposed development is accessible by general public and which part is gated for exclusive use of the residents/visitors of the residential towers.	The retail block and the RCHE will be accessible to the public via separate entrances, as shown on the G/F plan. No gate is currently proposed for the exclusive portions within the Proposed Development. Internal pedestrian access will be explored at a detailed stage
3.	Same as the revision made to the revised MLP, please add annotation of the entrance gate on the G/F Plan.	Noted. Please find the revised G/F.
4.	Same as the revised MLP, please add annotation of guard room on the G/F Plan.	Noted. Please find the revised G/F.
5.	Compared with the Notional Scheme (Y/NE-KTS/13), it is noted that the ancillary car park is relocated from the 2-level basement at the residential towers to the first 2 storey and 1-level basement of the ancillary clubhouse with carpark block in response to the Government's latest initiative. Please (i) supplement the area of basement car park between the Notional Scheme and the Proposed Scheme; and (ii) clarify whether the proposed relocation involves reduction of excavation area of the basement level.	(i) Under Application No. Y/NE-KTS/13, each basement level has an area of about 2,978m^2, and the total depth of the two-level basement is about 8.5m. The basement under the current application has an area of about 4,314m^2 with a depth of about 4.5m. (ii) Compared to the previous scheme, the excavation profile under the current application achieves a shallower depth, thereby reducing the total excavation volume.
6.	It is noted in Table 4.1 of the planning statement that there are 4 accessible car parking spaces for residential use. However, B/1, G/F and 1/F Part Plan only shows 2 accessible parking space for residential use. Please clarify the discrepancy and revise the plans as appropriate.	3 accessible car parking spaces shall be provided under the Design Manual Barrier Free Access 2008 (2025 Edition). Please find the revised B1/F plan with 3 nos. accessible car parking spaces.
7.	For Figure 3.1 of VIA, please supplement on plan the design merit of the 6m north-south direction visual corridor which presumably is to enhance visual permeability to avoid creation of wall effects.	Noted, the design merit of the 6m visual corridor has been supplemented in Figure 3.1 of VIA.
8.	It is noted in the planning statement submitted for Y/NE-KTS/13 that the private lot within Area (b) is held by a Tso and not owned by the applicant. Please confirm whether the proposed development in Area (a) (i) is self-sustained and would not bring adverse impacts to Area (b); and (ii) would not hinder the development potential of the future developments in Area (b) in that separate development by phase for Area (b) is technically feasible.	The Applicant undertakes that the proposed development in Area (a) under the current application is self-sustained and would not bring adverse impacts to Area (b). Furthermore, the proposed development in Area (a) will not hinder the development potential of the future developments of Area (b) in that separate development by phase for Area (b) is technically feasible.
3.	**Comments from Highways Department received on 4.11.2026 (Contact Person: Mr. Danny K. M. TSE, Tel: 2762 4217)**	
1.	The proposed passenger shelter at GMB layby should be design and constructed in accordance with the latest TPDM and HyD standards (i.e. BS/GN/047 and Structures Design Manual, etc). Design reports and design calculations should be submitted for comment and agreement at the detailed design stage.	Noted.
4.	**Comments from Commissioner for Transport received on 4.11.2026 (Contact Person: Mr. Brian CHAN, Tel: 2399 2175)**	
TD has no further comment on the F.I. However, the applicant should be reminded that:		Noted.

Item	Departmental Comments	Applicant's Responses
	(i) The proposed passenger shelter at the GMB lay-by must be designed and constructed up to Highways Department (HyD) standards for future handover and maintenance; and (ii) The project proponent/contractor should consult HyD on the specifications, layout, and handover requirements during the later design stage.	
5.	**Comments from Urban Design and Landscape Section, Planning Department (Urban Design Unit) received on 4.11.2026 (Contact Person: Ms. LO Yan Ki , Candice, Tel: 3565 3945)**	
(a)	we have no adverse comment from visual perspective;	Noted.
(b)	the Site is located in an area characterised by village type/rural residential developments with low-rise buildings of 1 to 3 storeys to the north, south and west, and low-rise GIC and recreational developments of 1 to 3 storeys to the northeast and east. To its further south, southwest and northwest are mainly woodlands;	Noted.
(c)	the Site is subject to a maximum building height (BH) of 41mPD and total plot ratio (PR) of 1.41 (including domestic PR of 1.23 and non-domestic PR of 0.18) as stipulated on the OZP. The proposed development involving four residential blocks, one RCHE and one ancillary clubhouse with carpark with a maximum BH of 45.25mPD/10 storeys; and	Noted.
(d)	according to the Visual Impact Assessment submitted by the applicant, the overall visual impact due to the proposed minor relaxation of PR and BH restrictions as compared with the Baseline Scheme at 13 Viewing Points ranged from negligible to slight. Various design and mitigation measures have been proposed by the applicant to minimise potential visual impacts, including an approximately 17m building separation between Tower 2 and Tower 3, building disposition to maximise the setback distance from Hang Tau Road and create separations between adjacent blocks, and landscape buffer planting etc.. Considering all these design and mitigation measures and the site setting, significant adverse visual impact arising from the proposed minor relaxation of PR and BH restrictions is not anticipated.	Noted.
6.	**Comments from Director of Social Welfare received on 4.11.2026 (Contact Person: Miss MA Yoyo, Tel: 3791 2806)**	
	Please note that we have no adverse comments towards the subject s.16 application. Applicant please note our comments from service and licensing perspective. Applicant is reminded to address the comments at the licensing stage for RCHE. Thank you.	Noted. The comments below will be addressed at the licensing stage for the RCHE.
	Service Perspective (RCHE) I refer to the preceding email seeking our comments regarding the subject s16 application. Our comments from service perspectives are set out below -	
-	Our previous comments are still valid and the applicant shall ensure that the design and construction of the RCHE shall comply with all relevant licensing and statutory requirements	Noted. The comments will be addressed at the licensing stage for the RCHE. Detailed design stage

Item	Departmental Comments	Applicant's Responses
	including but not limited to the (i) Residential Care Homes (Elderly Persons) Ordinance (Cap. 459) and its subsidiary legislation and (ii) latest version of Code of Practice for Residential Care Homes (Elderly Persons);	
-	Please confirm whether a 100-p self-financed Care and Attention Home or Nursing Home to be incorporated at the site;	
-	Referring to 4.6.2 of Annex 6 "Replacement Pages of the Planning Statement", the traffic noise levels at all noise sensitive receivers (NSRs) would comply with the HKPSG standard of 70dB(A). While Dormitory/ Living Units, Nursing Station cum Medical Consultation Room, Sick/ Isolation/Quiet Room will be assumed as regular diagnostic usage, the HKPSG Traffic Noise criteria of 55 dB(A) will be adopted. Please refer to the link https://www.pland.gov.hk/file/tech_doc/hkpsg/full/pdf/ch9_en.pdf for reference;	
-	Referring to 4.6.4 of Annex 6 "Replacement Pages of the Planning Statement", if necessary, fixed glazing will be applied to the façade……between the concerned fix noise source and the RCHE along the site boundary in order to …….. For this, please note that it is a licensing and statutory requirements that every room used for habitation, e.g. Dormitories, Sick / Isolation / Quiet rooms, End-of life care room, or the room for the purpose of an office or kitchen in RCHEs shall be provided with adequate natural lighting and ventilation. Please ensure that openable windows are provided in all habitation areas;	
-	Referring to 5.2.2 of Annex 6 "Replacement Pages of the Planning Statement", the waitlisting months and average waiting time for care and attention places and nursing home places is not updated. For reference, please click https://www.swd.gov.hk/storage/asset/section/1022/en/CWL/LTC%20statistics_HP-EN(202609).pdf for reference;	
-	Please review and revise the area provided (in NOFA) for "Dormitory" and provide the total area provided (in NOFA) for the proposed RCHE;	
-	Inconsistency indication of "Entrance" of RCHE on the layout plans. For the First Floor Part Plan of Master Layout Plan at Annex 1, only two "Entrance" signs were marked adjacent to the RCHE boundary near "Retail". However, a door sign was found at "Kitchen" near the U/UL and parking spaces of RCHE. Since the lay-by and a designated parking space shall be provided in the close proximity the RCHE with covered walkway to the entrance of the building where the RCHE is located, please clarify which "Entrance" shall be used for the RCHE residents after alighting from the light bus;	

Item	Departmental Comments	Applicant's Responses
	- To cater for the caring needs of the frail elderly residents, please ensure that the Attached Bathroom / Shower Room to dormitory is adequate for manoeuvring of shower trolley beds measuring 2100mm (L) x 780mm (W) x 870mm (H); Otherwise, please provide adequate "Assisted Bath / Shower Trolley Room";	
	- Each dormitory shall not be more than 6-person;	
	- Please consider labelling the facilities with reference to the standard SoA and relabel "Dining/Multi-purpose" as "Dining/Multi-purpose Room", "Residents' Pantry" as "Pantry for Residents", "Staff Changing" as "Male Staff Changing Room" and "Female Staff Changing Room", "Isolation Room" as "Sick/Isolation/Quiet Room", "Store" inside "Rehabilitation Area" as "Store for Rehabilitation Area", etc. Meanwhile please consider relabelling "Store" on 1/F, 2/F and 3/F, say "General Store"' and "M Toilet & Changing" and "F Toilet & Changing" on G/F as "Male Changing Room" & "Female Changing Room" or "Male Toilet" and "Female Toilet", etc. according to its function;	
	- "Caretaker Counter" is not a standard provision. While "Reception" is provided near the main entrance of the proposed RCHE, please consider the need of caretaker provision exclusive for the RCHE;	
	- "Dining / Multi-purpose Room" shall be provided on the floors have dormitory rooms while only one "Dining/Multi-purpose Room" was indicated on G/F without dormitories. Please review if there is any operational need to place "Dining / Multi-purpose Room" on G/F without "Dormitories", consider the dining arrangement and whether "Dining/Multi-purpose Room" to be placed on 1/F, 2/F and 3/F;	
	- One "Nursing Station" at 10 sq.m. shall be provided on each floor having dormitory rooms or multi-purpose room provision, and for every 50 residents; and if there are more than one "Nursing Station", one of them should be attached with a "Medical Consultation Corner". In this regard, please consider reviewing the provision of "Nursing Station" and "Medical Consultation Room" on 1/F, 2/F and 3/F;	
	- For better ventilation, it is preferrable to have openable window for "Nursing Station" and "Nursing Station cum Medical Consultation Room";	
	- Please consider providing "Sick/Isolation/Quiet Room" at 8 sq.m.; and "Pantry for Residents" on 2/F;	

<table>
<tr><th>Item</th><th>Departmental Comments</th><th>Applicant's Responses</th></tr>
<tr><td></td><td>- For infection control, please incorporate an "Accessible Toilet cum Shower Room" in each "Sick/Isolation/Quiet Room" and "End-of-Care Room", and add a protected lobby, say 2 sq.m, at the entrance of each room;
- Please consider providing "Cleaner Room", "Soiled Utility Room" and "Clean Utility Room" on each floor to facilitate operational efficiency.
- Only one "Laundry" is required for the RCHE. Please consider removing either one on 2/F or 3/F;
- "Laundry" is desirable to be located at a place not causing noise problem to dormitory or adjourning occupants;
- For operation efficiency, please consider co-locating "Laundry" and "Clean Utility Room";
- Please provide "Refuse Room" with good ventilation to minimize noise, sanitary and odour issue;
- Please consider providing "Kitchen Store" inside "Kitchen"; and "Male Staff Sleep-in Room" and "Female Staff Sleep-in Room" with reference to Schedule of Accommodation;
- Please consider splitting "Staff Changing Room" into "Male Staff Changing Room" and "Female Staff Changing Room' on 1/F;
- Please consider splitting "Staff Toilet & Bath" into "Male Staff Toilet & Bath" and "Female Staff Toilet & Bath" on 1/F, 2/F and 3/F;
- Please provide adequate communal toilets provisions, including male, female and accessible;
- For the R-to-C, we, from RCHE perspectives have no further comments on the items relating to 24m height of RCHE, headroom, habitation area, facilities labelling and location of "Reception" SoA. For other items, please find our responses as follows –
<table>
<tr><th>Applicant's response</th><th>SWD's comment</th></tr>
<tr><td>1. …covered walkway has been indicated on the revised plans for your consideration</td><td>Noted but no indication was found on the layout plan for comment. Please review</td></tr>
<tr><td>2. Relabeling of "BOH"</td><td>"BOH" was marked on G/F, 2/F and 3/F near "Refuse Room", please relabel "BOH" with reference to the standard SoA according to its function</td></tr>
<tr><td>3. ……5 parking spaces is maintained.</td><td>Noted but please note that the layby and parking spaces for RCHE shall not be handover to the Government upon completion of construction</td></tr>
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Item	Departmental Comments	Applicant's Responses
	Licensing Perspective (RCHE) Please note LORCHE has no comments regarding the Further Information at this stage.	Noted.
7.	**Comments from Fanling, Sheung Shui & Yuen Long East District Planning Office received on 12.11.2026 (Contact Person: Mr. Joe Tam, Tel: 3164 4042)**	
1.	Please supplement proposed relaxation of building height in the form of absolute building height (i.e. from Xm to Xm (+Xm or X%)).	The proposed relaxation of building height is from 27.75m to 32.7m (i.e. 4.95m / 17.8%).
2.	It is noted that the MLP submitted also covers the proposed development in Area (b). Please confirm:	
	(i) whether the intention of Area (b) for a separate residential development to facilitate the phased development of the "CDA" zone remains valid;	Confirmed. Area (b) is intended for a separate residential development to facilitate the phased development of the subject "CDA" zone.
	(ii) whether the technical assessments conducted under the current application is able to demonstrate that both Area (a) and Area (b) is self-contained and could be developed separately and individually, and that the proposed residential development with relaxed PR and BH in Area (a) would not adversely affect and undermine the development potential of Area (b), thereby compromising the intention of the phased development of the subject "CDA" zone.	Confirmed. The technical assessments under the current application were conducted on the established basis of the previously approved Application No. Y/NE-KTS/13, supplemented with further infrastructure enhancements to ensure that Area (a) is entirely self-contained in terms of traffic, drainage, sewerage, and utility provisions. In evaluating the impacts of the proposed relaxation in PR and BH for Area (a), the assessments have accounted for the baseline development capacity of Area (b), demonstrating that the proposed development in Area (a) will neither preempt shared infrastructural capacity nor impose physical or environmental constraints on the future implementation of Area (b). Both areas remain capable of independent, separate development, thereby preserving the development potential of Area (b) and upholding the phased development intention of the subject "CDA" zone.
	(iii) in relation to (ii) above, whether the development parameters for Area (b) proposed under the previous Y/NE-KTS/ 13 (quoted below) has been adopted for assessments under the current application, and that the residential block shown on MLP for Area (b) has adopted such development parameters. • site area of 733m^2 • domestic PR and GFA of 1.23 and 900m^2; • BH of 6-storeys (33.55mPD); • 18 number of flats; • average flat size of 50m^2; • designed population of 51; and • 6 carparking spaces and 1 L/UL bay.	Confirmed. The technical assessments conducted under the current application have adopted the development parameters for Area (b) as proposed under the previous Application No. Y/NE-KTS/13 as their baseline parameters. It is further clarified that the residential block configuration shown for Area (b) on the MLP is included for indicative purposes, reflecting the approved parameters under Application No. Y/NE-KTS/13 to illustrate overall spatial integration.

Item	Departmental Comments	Applicant's Responses
3.	Please advise whether the site has already achieved an optimal site coverage, which has already strike a balance between development needs, surrounding context and site constraints (including but not limited to incorporation of the proposed mitigation measures such as enhanced setbacks, building separation, visual corridor and other requirements such as green coverage, and provision of RCHE and retail facility as required under the ES of the OZP).	The current proposed scheme demonstrates that the site coverage has already reached an optimum level that strikes a balance between development needs, surrounding context, and site constraints. This is achieved through a considerate design approach that incorporates a stepped building height profile, enhanced setbacks for the GMB layby, building separation between residential towers, and a visual corridor to break down building massing and enhance spatial and air permeability. Furthermore, the layout successfully integrates mandatory provisions of the RCHE and retail facilities as required under the ES of the OZP while achieving standard of greenery coverage and providing dedicated private open space that complies with HKPSG standards.
4.	Please supplement three drawings to show the proposed increase the width of the footpath and Hang Tau Road abutting the Site between the current situation and under the Notional and Proposed Scheme: (i) the first drawing: show the current situation of Hang Tau Road with the current width of footpath (Xm) and Hang Tau Road (Xm) abutting the application site marked on the drawing; (ii) the second drawing: show the proposed road widening under the Notional Scheme (Y/NE-KTS/13), with the proposed location and width of footpath (3m) and Hang Tau Road (7.3m) marked on the drawing; and (iii) the third drawing: show the proposed road widening under the Proposed Scheme (A/NE-KTS/581), with the proposed location and width of footpath (3m) and Hang Tau Road (7.3m) marked on the drawing. Please show (i) and (iii) side by side in A3 size, and (ii) and (iii) side by side in another A3.	Noted. Please find the additional drawings provided at this FI submission.
5.	Please annotate T1, T2, T3 and T4 on Figure 4.1 of the Landscape Master Plan.	Noted. Please find the revised Figure 4.1 of the LMP.
8.	**Comments from Fanling, Sheung Shui & Yuen Long East District Planning Office received on 17.11.2026 (Contact Person: Mr. Joe Tam, Tel: 3164 4042)**	
1.	Please supplement proposed Site Coverage for both the Notional Scheme under Y/NE-KTS/13 and under the Proposed Scheme under current application.	Site coverage of the Current Application: about 30.34% Site coverage of Application No. Y/NE-KTS/13: about 27.10% Please note that the above figures are general calculations based on the development footprint for reference only, prior to taking into account site coverage exemptions under the B(P)R.

Item	Departmental Comments	Applicant's Responses
2.	Please supplement the reason for shifting the proposed pedestrian crossing along Hang Tau Road northwards. Would it be for the purpose of improving pedestrian safety?	Please be advised that the northward relocation of the proposed pedestrian crossing is mainly due to the change in road geometry at the junction of Hang Tau Road and the development access, i.e. the conversion of the previous proposed roundabout to a T-junction. Nonetheless, the relocation could also be considered a further safety enhancement compared with the previous scheme, as the crossing is now further away from the vehicular access points.
3.	Please confirm whether the proposed vehicle turnaround facility, pedestrian facility and the GMB layby are to be implemented by the applicant and at the applicant's own cost, and that the enlarged setback area together with the completed facilities would be surrounded to the Government upon completion of land administration process at a later stage.	Confirmed.

Responses-to-Comments

Item	Public Comments	Applicant's Responses
Summary of Public Comments Received		
	Traffic Issues The proposed development would generate additional traffic and lead to traffic congestion.	The Traffic Impact Assessment has demonstrated that the Proposed Development, with its minor relaxation of plot ratio, will not generate adverse traffic impacts on the surrounding road network. The assessments confirm that all critical road sections and junctions will continue to operate comfortably within their design capacities, supported by planned road improvement schemes. Furthermore, the Proposed Development incorporates vital infrastructure upgrades—including the widening of Hang Tau Road to provide a 7.3m-wide carriageway and a 3m footpath, a priority T-junction access, and a dedicated GMB layby with a passenger shelter—which together enhance traffic safety, improve pedestrian walkability, and accommodate future public transport demand for the wider community.
	Visual and Landscape Impacts The subject application is located on the village boundary where Small Houses of our village can be applied for. The large-scale buildings under the application will cause visual incompatibility and adversely affect the Feng Shui of the village.	The Proposed Development will not cause adverse visual impacts on the adjacent village context, as confirmed by the Visual Impact Assessment. To ensure seamless visual integration, the scheme adopts sensitive design measures including a stepped building profile, substantial building setbacks along Hang Tau Road, and a generous building separation between towers to preserve visual permeability. Furthermore, extensive landscape treatments and robust peripheral tree planting will effectively soften the built form and help the development blend harmoniously into its surrounding rural and village setting.