

Attachment I

Response-to-Comments Table

Application for Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Comprehensive Development including Flats, Retail and Community Facilities and Minor Relaxation of Plot Ratio and Building Height Restriction in "Comprehensive Development Area" Zone at Various Lots in S.D.4 and Adjoining Government Land, Kau Wa Keng, Kwai Chung

Comments from Related Departments and the Public	Page No.
COMMENTS FROM RELATED DEPARTMENTS	2
1. Architectural Services Department, dated 30 October 2025	2
2. Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 7(Kwai Chung East, Contract & General Duties), dated 30 October 2025	2
3. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Ma On Shan, Shatin, Kwai Chung, dated 30 October 2025	5
4. Food and Environmental Hygiene Department, Administration & Development Branch, Planning & Development Section, dated 30 October 2025	7
5. Highways Department, New Territories West District and Maintenance Division	9
6. Hong Kong Police Force, Road Management Office, dated 30 October 2025	9
7. Lands Department, Lands Administration Office, District Lands Office, Tsuen Wan and Kwai Tsing, dated 30 October 2025	10
8. Planning Department, District Planning Branch, Metro District Planning Division, Tsuen Wan and West Kowloon District Planning Office, dated 30 October 2025.....	11
9. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 30 October 2025	13
10. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, dated 12 November 2025.....	18
11. Social Welfare Department, Headquarters, Planning & Development Branch, Project Planning Section (Team 1), dated 30 October 2025	18
12. Transport Department, NT Regional Office, Traffic Survey & Support Division, Kwai Tsing Section, dated 30 October 2025	21
PUBLIC COMMENTS	24

Figure 1 - Swept path analysis for refuse collection point

Figure 2 - Indicative section for the interface between the Proposed Scheme and surrounding areas in early phases development

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	<p>Architectural Services Department, dated 30 October 2025</p> <p>1. Based on the Further Information provided, it is noted that there is no change in the key development parameters of the proposal from a previous pre-application submission. It is also noted that the photomontage at Figure No. 3 (Viewing Point 1: Kau Wa Keng Village Playground) was not updated from last submission. From the additional photomontage at Figure No. 11 (Viewing Point 9: Castle Peak Road – Kwai Chung (near Wah Yuen Chuen)), it appears that the proposal may have considerable visual impact to the surrounding environment when compared to a previously approved scheme. The proposal may not be compatible with the adjacent areas, subject to PlanD's view.</p>	<p>Please be advised that the Visual Impact Assessment (Appendix H) evaluates the visual impact of the Proposed Scheme by comparing it with the Approved Scheme. Referring to Section 5.1.10 of the report, the visual impact assessment of VP9 from 4 perspectives, namely “<i>Visual Composition</i>” “<i>Visual Obstruction</i>” “<i>Effect on Public Viewers</i>” and “<i>Effect on Visual Resources</i>” concludes that the characteristic of the public view in this VP remains largely unchanged. Despite the higher BH of the Proposed Scheme, the design measures including the air paths cum visual corridors, building gaps and façade treatment will effectively diminish the overall visual bulk of the Proposed Scheme. Hence, the visual impact to this VP is considered slightly adverse and to be mitigated by design measures at detailed design stage.</p>
2.	<p>Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 7(Kwai Chung East, Contract & General Duties), dated 30 October 2025</p> <p>Please note our comments on the subject application as follows.</p> <p><u>Appendix E – Drainage Impact Assessment</u></p> <ol style="list-style-type: none"> 1. Section 1.2.1.1 - Please clarify whether the purpose of this report is to review the drainage impact rather than sewerage. 2. As the drainage proposal involve majority of village drainage system located within village area, comments from the Home Affairs Department on the village drainage system, if any, should be sought. 3. The revised Drainage Impact Assessment should also be circulated to Drainage Projects Division of DSD to obtain comment in related to the consultancy 	<p>Relevant section has been revised in the updated Drainage Impact Assessment (Appendix E).</p> <p>Noted.</p> <p>Noted.</p>

No.	Comments	Responses
	<p>about drainage improvement works (DIW).</p> <p>4. Sections 2.1.1 and 5.1.1 - It is noted that the Proposed Scheme will be developed by 4 phases, namely Phase 1A (P1A), Phase 1B (P1B), Remaining Phase A (RPA) and Remaining Phase B (RPB). Please clarify whether there will be a separate scenario for P1A.</p> <p>5. Section 4.2.11 - Please advise which designed area could be used for temporary storage in the flood-hotspot zone.</p> <p>6. Section 5.1.3 - In Scenario 2, please elaborate on how runoff from the original catchments 1, 3 and 4 can be discharged to DP1 and DP3 if the flood walls are constructed.</p> <p>7. Section 5.1.3 and Appendix D1 - Part of the existing engineered channel on the west side of the study area would lie within the boundary of Phase 1 Development according to Appendix D1, please clarify.</p> <p>8. Section 5.1.3 - In Scenario 3, it is noted that the re-provided drainage box culverts will be outside the fence wall of the CDA and the maintenance authority of the</p>	<p>Please note that the Proposed Scheme will be developed by four phases, including two early phases (i.e. Phases 1A and 1B) and two remaining phases (i.e. Remaining Phases A and B). Table 2.1 in DIA (Appendix E) is update for clarification. Regarding the definition of 3 scenarios please refer to Section 5.1.2 to 5.1.4 of in DIA (Appendix E).</p> <p>A proposed plant room area in the basement of P1B can be designated as temporary storage. Please refer to Section 4.2.12. in DIA (Appendix E).</p> <p>Please refer to Section 5.3.8 in the Drainage Impact Assessment (Appendix E):</p> <p><i>“Flap valves will also be provided to the drainage outfalls of pipes/channels from the local low-lying areas to the channels to avoid back water effects. Since that the potential overflow is mainly due to the large amount of surface runoff in the upstream catchments, there will be a time difference between the occurrence of the peak surface runoff in the local low-lying areas and the occurrence of maximum water level in the nearby channel sections and providing the flood wall could reducing the flood risks without compromising the efficiency of local stormwater discharge.”</i></p> <p>Please be advised that the Application Site boundary aligns with the “CDA” boundary as shown on the OZP, and the existing engineered channel is partially located within this boundary. The proposed Phase 1 development is not intended to affect the existing channel. For the illustration of the interface with the existing channel, please refer to Figure 8b in the Supporting Planning Statement (Appendix A).</p> <p>The re-provided drainage box culverts will be handed over to DSD for future maintenance.</p>

No.	Comments	Responses
	<p>government will have free access from outside of private estates to carry out maintenance works. Please advise which party will be responsible for maintaining these re-provided drainage box culverts.</p> <p>9. Section 5.3.7 - Please elaborate on how to address the scenarios involving programme mismatches.</p> <p>10. Section 5.3.8 - Please indicate the locations of flap valves in the drawings.</p> <p>11. Appendix D1 - Please advise the discharge points for catchments 1A and 4A, and whether the proposed flood wall would block runoff from these catchments to the engineered channels on the west and east sides of the study area, respectively.</p> <p>12. Appendix H - Please provide the hydraulic model files including the village's internal drainage system in all proposed scenarios with clarification of which nodes in the model correspond to DP1, DP2, and DP3 for detailed checking. We have reservation and concern on the increased risk of flooding to the surrounding area in the intermediate stage of the development, even though floodwalls are proposed to mitigate the issue. The project proponent should review the drainage impact of the development in a more holistic view throughout each phase of the development, design and enhance capacity of existing drainage system to mitigate flooding raised due to the development.</p>	<p>To address any potential programme mismatch, it is proposed to provide flood walls along the existing bank lines of the western and eastern channel to reduce the flood risks in the nearby areas before the completion of the proposed drainage improvement measures. Please refer to Section 5.3.8. in DIA for more details (Appendix E)</p> <p>The flap valves will be installed at the drainage outfalls of pipes/channels to the western and eastern channel. The locations of flap valves are indicated as along the flood walls in Appendix D1 of DIA (Appendix E).</p> <p>The discharge point for catchment 1A is DP1 and the discharge point for catchment 4A is DP3. The proposed flood walls are proposed along the existing bank lines and will not block runoff the existing drainage within the catchment. Detailed information can be referred to Section 5.3.8. of DIA (Appendix E).</p> <p>The Proposed Development will not change the village's on-site drainage. According to the as-received material, the village's internal drainage system is not currently available. Runoff within the Proposed Development will be collected and discharged by the local drainage system and will not increase water flow to the nearby villages. To address concerns, project proponent is willing to contribute to the community and provide mitigation measures before the completion of the proposed DIW to avoid programme mismatch. However, minimizing the existing flood risk in the surrounding area is not considered the obligation of the project proponent.</p> <p>Regarding DP1, DP2 and DP3, a selection list named “Discharge Point” has been added</p>

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	<p><u>Appendix F - Sewerage Impact Assessment</u></p> <ol style="list-style-type: none"> Section 5.1.2 & 5.1.3 - Please elaborate on the flow path of the proposed rising mains, and indicate whether an emergency overflow pipe will be provided. A detailed SIA should be submitted for EPD and DSD's agreement at later detailed design stage. Proposed sewerage upgrading, rehabilitation and connection works (where applicable) should be aligned with the detailed SIA to be agreed and should be implemented by the development at the cost of the developer to and up to DSD's satisfaction. Given some of the invert levels in the hydraulic capacity checking are based on assumption, site surveys at the later stage to verify the invert levels and revised SIA Report should be provided accordingly. 	<p>in Appendix H of DIA (Appendix E), as shown in the figure below.</p>  <p>Users can quickly select the corresponding discharge points by dragging this item into the active result window.</p> <p>An overflow pipe is provided. Please refer to Section 5.1.2 and Appendix E1 in SIA (Appendix F).</p> <p>Noted.</p> <p>Noted.</p>
3.	<p>Environmental Protection Department, Environmental Assessment Division, Territory South Group, Ma On Shan, Shatin, Kwai Chung, dated 30 October 2025</p> <p>Having reviewed the 3rd FI, we have some technical comments on the hydraulic calculation in the Sewerage Impact Assessment (SIA) and minor textual and general comments on the Environmental Assessment (EA).</p> <p><u>Sewerage Impact Assessment</u></p> <ol style="list-style-type: none"> Section 5.3.2 and RtC #10 - EPD's previous comment has not been properly addressed. Considering the peak flow discharged to manhole FMH4009599 is for sewers, please 	<p>Revised. Please refer to Section 5.3.2 and Appendix F Part 2 in SIA (Appendix F).</p>

No.	Comments	Responses
	<p>adopt the peaking factor (including stormwater allowance) for sewers, instead of the peaking factor for SPS, and revise the peak flow presented in the paragraph accordingly.</p> <p>2. Section 6.1.2 - The estimated total ADWF in Section 6.1.2 (7,983m³/day) is inconsistent with the calculation in Appendix F. Please review.</p> <p>3. Section 6.1.3 - With reference to RtC item 13, please remove the statement “It has been identified that there is no adverse impact to the downstream SPSs due to the proposed development” for the avoidance of doubt.</p> <p>4. Appendix F (Part 1, CAD Development) - The total population presented in the Table (19,875) does not tally with the calculated value. Please review and revise.</p> <p>5. Appendix G (Part 2 - Impact Assessment for Sewers to the Downstream of Manhole No. FMH4009607) - For column “Flow from Other Catchments (m³ /s)*”, the quoted flow for upstream catchments (i.e. 0.053 m³/s) does not tally with the calculation in Appendix F. Please review.</p> <p>6. Appendix G (Part 3 – Impact Assessment for Sewers to the Downstream of Manhole No. FMH4009445) - Please adopt the sewage flow estimation approach outlined in EPD’s Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, instead of assuming the concerned upstream pipes as full-bore flow in the assessment. Please review and revise the corresponding calculations accordingly.</p> <p><u>Environmental Assessment</u></p> <p><u>Waste and Land Contamination</u></p> <p>7. RtC item 2 – Please enclose the further enquiry to FSD and the corresponding reply in the submission.</p> <p>8. Section 8.4.1.1 –</p>	<p>Revised. Please refer to Section 6.1.2 in SIA (Appendix F).</p> <p>Revised. Please refer to Section 6.1.3 in SIA (Appendix F).</p> <p>Revised. Please refer to Appendix F Part 1 in SIA (Appendix F).</p> <p>The 0.053m³/s is calculated by the design capacity of KWKSPS as 1,152m³/day, which is not quoted from Appendix F. The calculation of the 0.053 m³/s is elaborated in the note reference * below the table. Please refer to Appendix G in SIA (Appendix F) for the updates.</p> <p>Due to the lack of information regarding the upstream pipes, full-bore flow is assumed for conservative consideration.</p> <p>Further enquiry has been supplemented in Appendix 8.4 in the updated Environmental Assessment (Appendix D).</p>

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	<p>a. For lines 4 & 5, please textually correct "No. 1 Alarm" to "No. 2 Fire Alarm" to align with FSD's reply.</p> <p>b. In line 5, as no details of the No. 2 Fire Alarm are available, it is deemed inappropriate to conclude no land contamination potential is anticipated. Instead, please state that the No. 2 Fire Alarm occurred outside the project boundary.</p> <p><u>Noise</u></p> <p>9. The Applicant is reminded to seek confirmation from Social Welfare Department regarding the proposed layout plan and mitigation measures, and update the relevant parts of the noise impact assessment as necessary at later stage.</p> <p><u>Water Quality</u></p> <p>10. We noted that the Applicant has committed in section 10.3.4.1 that they will inform EPD on the construction schedule for the four phases of the proposed development before commencement of construction works, and the commencement date of the watercourse removal/ diversion prior to its commencement given that EPD's water quality monitoring station KW3 would be affected by the development. Please be reminded to notify EPD in due course as committed.</p> <p>Please be advised that the approval conditions imposed in the previously approved planning application (ref: A/KC/489) for an updated EA and an updated SIA remain valid for the current application (ref: A/KC/511), should the application be approved by the Town Planning Board.</p>	<p>Section 8.4.1.1 has been revised in the updated Environmental Assessment (Appendix D).</p> <p>Section 8.4.1.1 has been revised in the updated Environmental Assessment (Appendix D) to state that the No. 2 Fire Alarm occurred outside the project boundary.</p> <p>Noted.</p> <p>Noted. EPD will be notified prior to commencement of construction works.</p> <p>Noted.</p>
4.	<p>Food and Environmental Hygiene Department, Administration & Development Branch, Planning & Development Section, dated 30 October 2025</p>	

No.	Comments	Responses
	<p>Please note that all comments we provided previously would be superseded by the following comments:</p> <ol style="list-style-type: none"> <li data-bbox="314 467 890 673">1. The aqua privy at Kwai Tsing is situated at RPB (refer to attached layout plan). Reprovisioning of a new water flushing public toilet (PT) to public by the project proponent up to the satisfaction of FEHD may be required. <li data-bbox="314 696 890 1336">2. The temporary Kau Wah Keng Refuse Collection Point (RCP) is situated between RPA and P1A. This RCP is mainly providing the refuse collection service in the vicinity of Kau Wah Keng old/new village. Reprovisioning of a permanent RCP, with parking area for refuse collection vehicles (RCV), provision of sufficient space for RCV maneuvering and turning, loading bay/refuse storage area, vehicular entrance, secondary entrance for handcarts, office-cum-roll call point, storeroom and storage area for handcarts and refuse bins, staff toilets and changing rooms as stipulated in FEHD's Handbook on Standard Features for Refuse Collection Points, is required. Additionally, the new permanent RCP and PT should be constructed together in one location for better operational efficiency. <li data-bbox="314 1358 890 1695">3. As Kau Wah Keng RCP is the only RCP providing refuse collection service in the vicinity of Lai King Hill Road, the current temporary RCP should either be retained or, if demolished, replaced with a new temporary RCP until the permanent RCP is completed and ready for operation to ensure uninterrupted daily refuse collection services throughout the whole construction period. <li data-bbox="314 1718 890 1987">4. RCP should be accessible from the main road and capable of accommodating all waste collection vehicles (WCVs) (e.g., 24-tonne grab lorry, 30-tonne compaction WCV, 30-tonne hook-lift truck) with sufficient maneuvering and loading space. Please provide <u>a swept path analysis</u> for confirming the accessibility of the RCVs. 	<p>Please note that the new water flushing public toilet is now relocated to Phase 1A in the updated MLP (Appendix B).</p> <p>Please note that the proposed permanent RCP has been relocated to Phase 1A in the updated MLP (Appendix B). It will comply with the requirements stipulated in FEHD's Handbook on Standard Features for Refuse Collection Points. The new water flushing public toilet is also relocated to Phase 1A, adjacent to the proposed permanent RCP for better operational efficiency. The Applicant will consult FEHD on the detailed design of the RCP during detail design stage.</p> <p>Noted. We intend to induce minimal impact to the operation of existing temporary RCP until the permanent RCP in P1A is completed and ready for operation. Liaison with FEHD on temporary arrangement will be made during detailed design stage.</p> <p>A swept path analysis for an 11-m long refuse collection vehicle is provided in Figure 1 of this RtoC to demonstrate that the proposed permanent RCP has sufficient space for RCV maneuvering and turning.</p>

No.	Comments	Responses
	<p>5. The proposed locations for the RCP and PT should be within Phase 1a or 1b where no land acquisition would be required. The remaining phases would <u>not</u> be considered at this moment as there is uncertainty on the land right issues.</p> <p>6. Design of the Public Toilet and RCP should adhere to the Handbooks enclosed in the link below:</p> <p>https://fespld.pland.gov.hk/FsShare?key=b63a21fc6f154ed4d7600a857166ecb746c3cf9c89121f9cdd82c3edf6b73406</p>	<p>Noted. The proposed permanent RCP and PT have been relocated to Phase 1A in the updated MLP (Appendix B).</p> <p>Noted. The proposed permanent RCP and PT will comply with the requirements stipulated in FEHD's Handbooks.</p>
5.	<p>Highways Department, New Territories West District and Maintenance Division</p> <p>Please note the following comments on the TIA from highway maintenance point of view:</p> <p>a. The TIA report shall be agreed by TD;</p> <p>b. Section 4.5.2 of TIA report – The approved junction modification scheme in planning application no. A/KC/489 due to the proposed development shall be implemented by the applicant at its own cost and should not await government's planned improvement works. The design of junction modification scheme shall be approved by TD and complying with HyD's standard; and</p> <p>c. Figure 3.3 of TIA report – The design of road modification works including relocation of pedestrian crossing and existing bus stop due to proposed run-in/out of development shall be approved by TD and complying with HyD's standard. The works shall be carried out by the applicant at its own cost. It is noted that temporary structure will be demolished for footpath/waiting space at the proposed relocated bus stop. Please seek LandsD's comment as the location is not maintained by HyD.</p>	<p>Noted.</p> <p>Noted. Please be advised that the proposed junction modification works will be implemented by the applicant at its own cost.</p> <p>The design of junction modification scheme will be approved by TD and complying with Heyd's standard.</p> <p>Noted. Please be advised that the proposed road modification works will be implemented by the applicant at its own cost.</p> <p>The proposed road modification works will be approved by TD and complying with HyD's standard.</p> <p>Please note that this Planning Application has been circulated to LandsD for comment.</p>
6.	Hong Kong Police Force, Road Management Office, dated 30 October 2025	

No.	Comments	Responses
	<ol style="list-style-type: none"> 1. My office, from the traffic policing point of view, in principle, has the following comment: 2. My office is concerned about the potential queueing impact caused by vehicles entering and exiting the site. 3. In this regard, if there is any Vehicle Access Control, it should be positioned away from the Lai King Hill Road so as to prevent traffic tailbacks due to the access gate. 	<p>Noted.</p> <p>Noted. The design and location of the access gate will be carefully considered to minimise traffic tailbacks at Lai King Hill Road at detail design stage.</p>
7.	<p>Lands Department, Lands Administration Office, District Lands Office, Tsuen Wan and Kwai Tsing, dated 30 October 2025</p> <ol style="list-style-type: none"> 1. We defer to relevant departments to provide comment on the revised design and/or engineering submission. Our previous land administrative comments remain valid. 2. As noted in para. 4.6.1.2 of the SPS at Appendix A and drawing no. “MLP-SK01-R12” dated 22.9.2025 of the revised MLP at Appendix B, the existing pedestrian crossing and bus lay-by (including the bus stop) are proposed to be relocated outside the Application Site, with the Applicant willing to cover the associated construction costs. Agreement/comments from relevant departments (such as Transport Department (“TD”), Highways Department (“HyD”), Drainage Services Department, Water Supplies Department, Fire Services Department and etc.) should be sought. Furthermore, subject to agreement/comments from TD and HyD, please be advised that (a) the future management and maintenance responsibilities of the relocated pedestrian crossing and bus lay-by (including the bus stop) shall be taken up by the relevant parties (such as TD and HyD); and (b) the proposed road works (i.e., the relocation of the existing pedestrian crossing and bus lay-by) may trigger the Roads (Works, Use and Compensation) Ordinance (Cap. 370). In this scenario, our previous comments 	<p>Noted.</p> <p>Noted.</p>

No.	Comments	Responses
	<p>provided in the original submission (paragraph 2(h)) would be applicable.</p> <p>3. According to para. 2 of item no. 9 of the R-to-C at Attachment 1, the Applicant alleges that they have updated Table 2.1 of the SPS. However, no relevant amendments have been made to Table 2.1 of the SPS. Please request the Applicant to highlight such updates.</p>	<p>Please be advised that the recent sales and purchase agreement increases the Applicant’s interests within the Application Site, yet the status of the subject land lot remains “under acquisition”. Therefore, Table 2.1 in the Supporting Planning Statement has been updated to reflect the current land status within the Application Site (Appendix A).</p>
8.	<p>Planning Department, District Planning Branch, Metro District Planning Division, Tsuen Wan and West Kowloon District Planning Office, dated 30 October 2025</p> <p><u>General</u></p> <p>1. It is recommended to supplement the submission with additional photomontages, landscape sections, and/or artist impressions to illustrate the interface between the proposed development and the existing village under the interim scenario. Key features of concern to local stakeholders, such as the ancestral hall/temple, graded historic building, and Pai Lau, should be clearly annotated.</p> <p><u>Support Planning Statement (SPS)</u></p> <p>2. Table 4.1 – regarding the provision of loading/unloading bays, please clarify which vehicle types will share the use of the private light bus loading/unloading bays (for social welfare facilities) in Phase 1A.</p>	<p>Figure 8 in the SPS (Appendix A) provides illustration of the interface between the proposed development and the existing village under the interim scenario, and Figure 9 provides an overview of the Proposed Scheme in full development.</p> <p>Key features of concern to local stakeholders, such as 吳氏家祠 (29 Kau Wa Keng) and 曾氏家祠 (28 Kau Wa Keng) have been marked on Figure 8c, and Pai Lau of Kau Wa Keng San Tsuen is marked on Figure 9 in the SPS (Appendix A).</p> <p>Please note that the loading/unloading bays (for social welfare facilities) is intended for private light bus. A remark is added to Table 4.1 in the SPS (Appendix A) to supplement the dimensions and intended use for the loading/unloading bay.</p>

No.	Comments	Responses
	<p>3. Figure 2 (Lot Index Plan and Landholdings) – please update the figure to reflect the latest land status, as applicable. In addition, provide a breakdown of the land status by phases, similar to Attachment II (Supplementary Information on Land Status) under F.I. 2, if there are any updates to the applicant’s landholdings. This information should be incorporated into the SPS rather than provided as supplementary material for future submission(s).</p> <p>4. Paragraph 4.1.1.1 – please update the percentage of private lot that is fully acquired/under acquisition by the Applicant.</p> <p>5. Figures 8a-c and 9 (Photomontages of the Proposed Scheme in Early Phases and Full Development) – please annotate prominent features, such as the ancestral hall/temple, graded historic building, and Pai Lau, to facilitate the ease of reference.</p>	<p>Please be advised that the recent sales and purchase agreement increases the Applicant’s interests within the Application Site, but the status of the subject land lot remains “under acquisition”. Therefore, Table 2.1 in the Supporting Planning Statement has been updated to reflect the current land status within the Application Site (Appendix A).</p> <p>Table 4.3 <i>Land Status of Application Site by Development Phases</i> is inserted to the SPS (Appendix A) for the breakdown of the land status by phases.</p> <p>Please be advised that the recent sales and purchase agreement increases the Applicant’s interest within the Application Site, but it does not change the percentage of private lot that is fully acquired/under acquisition by the Applicant.</p> <p>Please note that the locations of 吳氏家祠 (29 Kau Wa Keng) and 曾氏家祠 (28 Kau Wa Keng) have been marked on Figure 8c, and Pai Lau of Kau Wa Keng San Tsuen is marked on Figure 9 in the SPS (Appendix A).</p>
	<p><u>Master Layout Plan (MLP)</u></p> <p>6. All relevant drawings – please revise the annotation from ‘Reprovision of Refuse Collection Point’ to ‘Reprovision of FEHD’s Refuse Collection Point’.</p> <p>7. Drawing No.: MLP-SK07-R6 (Pedestrian Connection) – please revise the annotation from ‘Kau Wa Keng New Village’ to ‘Kau Wa Keng San Tsuen’.</p> <p>8. MLP (Design Concept) – please ensure that the description of the vehicular ingress/egress points proposed along Lai King Hill Road aligns with the latest proposal.</p>	<p>Please refer to the updated annotation in the Master Layout Plan (Appendix B).</p> <p>Please refer to the updated annotation in the Master Layout Plan (Appendix B).</p> <p>Please refer to updated MLP (Design Concept) in Appendix B.</p>
	<p><u>Visual Impact Assessment</u></p>	

No.	Comments	Responses
	<p>9. Figure 11 (Viewing Point 9: Castle Peak Road – Kwai Chung (near Wah Yuen Chuen) – please consider adjusting the viewing point to avoid railings and obstructions, thereby providing a clearer and broader view of the Kau Wa Keng area. A reference photo and anticipated viewing angle are provided for guidance.</p> <p><u>Landscape Master Plan</u></p> <p>10. As previously suggested, please include landscape sections illustrating the interface between Phase 1A/Phase 1B and the remaining phase B in the interim scenario. These should be incorporated into the LMP rather than provided as supplementary material for future submission(s).</p>	<p>Figure 11 in the revised Visual Impact Assessment (Appendix H) is updated to provide another viewing angle at VP9.</p> <p>Please refer to Figures 1.19a, 1.19b and 1.19c in the updated LMP (Appendix G) for the section drawings illustrating the interface between Phase 1A/1B and the remaining Phase B.</p>
9.	<p>Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 30 October 2025</p> <p>A. Our observations/comments from urban design, visual impact and air ventilation perspectives are set out below.</p> <p><u>Detailed Comments</u></p> <p><i>SPS</i></p> <p>1. Paras. 4.2.4.1 and 5.9.1.1 – Please revise “<u>stepped</u> BH profile” and “<u>stepped</u> BH design” to read as “<u>varying</u> BH profile” and “<u>varying</u> BH design”. Please also update the relevant paras. in VIA (e.g. paras. 3.2.4.1 and 5.1.5.6, etc.).</p> <p>2. Para. 5.9.1.1 – Please include the ratings of the overall visual impacts to the identified public VPs as per our comments on VIA below.</p> <p><i>VIA (Appendix H)</i></p> <p>3. Para. 5.1.5.4 (VP4) – Please revise to read as “<u>...This design mitigates the visual impact of the Proposed Scheme by offering a more engaging view to the public. Therefore, t</u>The effects of the</p>	<p>Relevant sections have been updated in SPS (Appendix A) and VIA (Appendix H).</p> <p>The ratings of the overall visual impacts to the identified public VPs are supplemented in Para. 5.9.1.1 in updated SPS (Appendix A).</p> <p>Para. 5.1.5.4 is revised in the updated VIA (Appendix H).</p>

No.	Comments	Responses
	<p>Proposed Scheme on public viewers are slightly adverse”.</p> <p>4. Section 5.1.10 (VP9) –</p> <p>(a) Figure No. 11 – Upon our checking, it appears that the proposed development should shift to the further left and shorter, leaving a large portion of the open sky view unobstructed.</p> <p>(b) The Consultant may wish to adjust the viewing angle so that a larger portion of the proposed development is visible from this VP.</p> <p>(c) Please supplement in the visual analysis that the proposed development will reduce the depth of view.</p> <p>(d) Please confirm whether the 15m-wide air path cum visual corridor(s) is visible from this VP.</p> <p>(e) Please review/revise the visual analysis and the rating of the visual impact on this VP as appropriate, following the revision to the photomontage.</p> <p>(f) Para. 5.1.10.1 – Please review whether the site level of this VP should be about +80mPD instead of +95mPD.</p> <p>(g) In view of the above, we reserve our comments on this VP.</p> <p>5. Table 5.3 and Para. 6.1.1.2 – As per our above comments, please review/revise the</p>	<p>Figure 11 in the revised Visual Impact Assessment (Appendix H) is updated to provide another viewing angle at VP9.</p> <p>Figure 11 in the revised Visual Impact Assessment (Appendix H) is updated to provide another viewing angle at VP9.</p> <p>The visual analysis for the depth of view is supplemented in Section 5.1.10 in the revised Visual Impact Assessment (Appendix H).</p> <p>Confirmed. Please refer to Section 5.1.10 in the revised Visual Impact Assessment (Appendix H).</p> <p>After the revision of viewing angle and new perspective for visual analysis. The overall rating of visual impact on this VP is updated as “slightly adverse” and to be mitigated by design measures at detail design stage. Despite the higher BH of the Proposed Scheme, the design measures including the air paths cum visual corridors, building gaps and façade treatment will effectively diminish the overall visual bulk of the Proposed Scheme.</p> <p>Please refer to Section 5.1.10 in the revised Visual Impact Assessment for the assessment of VP9 (Appendix H).</p> <p>The site level is about +76mPD. Para. 5.1.10.1 of the revised Visual Impact Assessment (Appendix H) is revised accordingly.</p> <p>Noted.</p> <p>Table 5.3 and Para. 6.1.1.2 are updated in the revised Visual Impact Assessment (Appendix H) to reflect the latest ratings of</p>

No.	Comments	Responses
	<p>ratings of the overall visual impacts to the identified VPs as appropriate.</p> <p><i>LMP (Appendix E)</i></p> <p>B. Having reviewed the RtoC and the deliverables, please note below our comments from landscape planning perspective:</p> <ol style="list-style-type: none"> 1. The applicant should critically review the entire submission and assess the accuracy of the information presented. The information presented in the submission should be self-explanatory. 2. Please note that our previous comments, provided vide email dated July 7, 2025, were not fully responded in the deliverable. Thus, our previous comments remain valid, and additional comments by following bullet points of the RtoC are as follows: <p><u>Response to Comments (RtoC)</u></p> <ol style="list-style-type: none"> a. Item (i) - With reference to your response, it is noted that “...<i>The total number of retained trees has therefore been updated to 26...</i>” However, with reference to para. 3.3.1 and Table 3.2 (Summary of proposed treatment of existing tree), 28 nos. of existing trees are proposed to be retained. Please review. b. Item (xii) – The breakdown of the passive and active area of Open Space is provided in Figure 1.14 instead of Figure 1.13. c. Item (xiii) – The information on the existing trees is still incorrect. Moreover, the tree-survey photos provided for T150, 1B-T020, and 1B-T032 are not sufficient to show the indicated defect, as shown in Appendix C (Detailed Assessment for the Trees with High Value for Priority Preservation). Please review. 	<p>the overall visual impacts to the identified VPs.</p> <p>The tree data and its treatment have been thoroughly reviewed and revised to ensure accuracy and consistency. Please refer to the updated Landscape Master Plan and Broadbrush Tree Survey (Appendix G) for information.</p> <p>Please refer to the following response.</p> <p>After reviewing the comments and the existing tree conditions, the latest total number of retained trees is revised to <u>27</u>. The report and tree assessment schedule has been revised accordingly in the updated Landscape Master Plan and Broadbrush Tree Survey (Appendix G).</p> <p>Figure number has been updated in the Landscape Master Plan and Broadbrush Tree Survey (Appendix G). Please refer to Fig 1.14 for the breakdown of the passive and active area of Open Space.</p> <p>Noted. The species of trees T079 and T084 have been revised accordingly. Additional photos of for T150, 1B-T020, and 1B-T032 highlighting the indicated defects have been included in Appendix C in the Landscape Master Plan and Broadbrush Tree Survey (Appendix G).</p>

No.	Comments	Responses
	<p><u>Para.3.3.1</u></p> <p>d. It is noted that Tree ID T001 is proposed to be retained. However, with reference to the tree survey schedule under Appendix A, the amenity, form, health and structure are poor as stated in the tree survey schedule, also the tree root are restricted in concrete and crossed with the fencing. The applicant is advised to review the condition of the existing tree to in consideration of proposed treatment.</p> <p>e. It is noted that Tree ID 1A-T056 is proposed to be retained. However, with reference to the tree survey schedule under Appendix A, the amenity, form, health and structure are poor as stated in the tree survey schedule. The applicant is advised to review the condition of the existing tree in consideration of proposed treatment.</p> <p><u>Appendix A – Tree Assessment Schedule</u></p> <p>f. Some of the photos of the existing are missing in Appendix B. Some tree information is missing in this Appendix but shown in the tree photos in Appendix B and the tree information, in particular tree identifications, stated in the tree survey schedule are incorrect. Please review.</p> <p><u>Appendix B – Tree Survey Photo Record</u></p> <p>g. Discrepancies in the proposed tree treatment for Tree ID T001, T007, T009, T101, T102, T106, T114, T115, T117, T121, T122, T123, T135, T138, T139, T148, T149, 1AT048, 1AT049, 1A-T056 are observed between this Appendix, Appendix A (Tree Survey Schedule) and para. 3.3.1. According to para. 3.3.1, it is noted that “<i>28 existing trees (...1A-T056) would not have direct conflict with the proposed development and are proposed to be retained at their original location</i>” However, referring to Appendix B, Tree</p>	<p>After reviewing the condition of T001 and considering its suitability for transplanting, given the restricted roots, unbalanced form, and interference with the existing fence, it is recommended that this tree be felled. Relevant sections in the Landscape Master Plan and Broadbrush Tree Survey (Appendix G) have been updated accordingly.</p> <p>Based on the photo record for tree 1A-T056, its form, health, and structure are not not exhibit significant issues. Therefore, the rating in the tree survey schedule has been updated to “Fair,” and the tree is recommended to be retained in situ. Relevant sections in the Landscape Master Plan and Broadbrush Tree Survey (Appendix G) have been updated accordingly.</p> <p>The tree data in the photo record has been reviewed and revised to ensure accuracy and enhance consistency across all appendices. Please refer to the updated Landscape Master Plan and Broadbrush Tree Survey (Appendix G) for information.</p> <p>Noted. The tree treatment information in Appendix B has been critically reviewed to ensure consistency. Please refer to the updated Landscape Master Plan and Broadbrush Tree Survey (Appendix G) for information.</p>

No.	Comments	Responses
	<p>ID 1A-T056 is proposed to be felled. Please review.</p> <p>h. Discrepancies in the proposed tree treatment for Tree ID T044, T045, 1AT050, 1AT053 are observed between this Appendix, Appendix A (Tree Survey Schedule) and para. 3.3.1. According to para. 3.3.1, it is noted that “<i>28 existing trees (...T044) would not have direct conflict with the proposed development and are proposed to be retained at their original location</i>” However, referring to Appendix B, Tree ID T044 is proposed to be transplanted. Please review.</p> <p>i. Tree Photos of Tree ID T008 is missing.</p> <p>j. Discrepancies in the tree photos are observed throughout Appendix B. For example, in photo 1AT028 the image in the upper right corner differs from the other three photos, which do not show the same tree. The applicant is advised to carefully review and verify the accuracy and consistency of the information provided.</p> <p><u>Advisory Comments</u></p> <p>3. The Applicant is reminded that approval of s.16 application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under BD’s PNAP APP-152 and/or under lease. The site coverage of greenery calculation should be submitted separately to BD for approval.</p> <p>4. The Applicant is reminded that approval of the planning application under Town Planning Ordinance does not imply approval of tree preservation/removal scheme under lease. Thus, the Applicant should seek comments and approval from relevant authority on the tree works concerned and/or compensatory/</p>	<p>Noted. The tree treatment information in Appendix B has been critically reviewed to ensure consistency. Please refer to the updated Landscape Master Plan and Broadbrush Tree Survey (Appendix G) for information.</p> <p>Photo record of T008 has been provided in this submission. Please refer to Appendix B of the updated Landscape Master Plan and Broadbrush Tree Survey (Appendix G) for information.</p> <p>Noted. They are reviewed and updated as appropriate in Appendix B of the updated Landscape Master Plan and Broadbrush Tree Survey (Appendix G).</p> <p>Noted.</p> <p>Noted.</p>

No.	Comments	Responses
	replacement planting proposal, where appropriate.	
10.	<p>Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, dated 12 November 2025</p> <p>The applicant should clarify the discrepancies as mentioned by the public comments.</p>	The response to public comments is provided in this submission.
11.	<p>Social Welfare Department, Headquarters, Planning & Development Branch, Project Planning Section (Team 1), dated 30 October 2025</p> <p>Please find SWD's comment as follows:</p> <p><u>For HCS for Frail Elderly Persons</u></p> <ol style="list-style-type: none"> 1. To recapitulate, the abbreviation of our welfare facility should be “HCS for Frail Elderly Persons”, instead of “HCS”. Please revise all abbreviations in Appendix D & F from “HCS” to “HCS for Frail Elderly Persons”. 2. Referring to P.86 of Appendix I “Revised Air Ventilation Assessment” (extracted as below), the HCS for Frail Elderly Persons is indicated as <u>“From G/F to 3/F Inclusive”</u>, which is not tallied with that shown in Appendix B – Revised Master Layout Plan. Please ensure the layout plans are tallied with each other.  <p><u>SSWO</u></p> <ol style="list-style-type: none"> 1. The information is checked in order. <p><u>NEC / SCCC</u></p> <ol style="list-style-type: none"> 1. No further comment. 	<p>Noted. “HCS for Frail Elderly Persons” has been adopted for EA (Appendix D) and SIA (Appendix F).</p> <p>Appendix A1 of the Air Ventilation Assessment Report refers to the layout for Baseline Scheme, which is extracted from Planning Application No. A/KC/489. Nevertheless, Appendix A2 and A3 for Proposed Scheme and Interim Scheme have been updated to tally with latest drawings. Please refer to the updated Air Ventilation Assessment (Appendix I).</p> <p>Noted with thanks.</p> <p>Noted with thanks.</p>

No.	Comments	Responses																											
	<p><u>OPRS</u></p> <ol style="list-style-type: none"> 1. For R-to-C, we have no further comment at the moment. 2. For the Table 3.3.5 and Table 3.3.6 in Traffic Impact Assessment, please consider to include the required "Convenient access to shared public loading/unloading bay or lay-by for ambulance." for OPRS if and as appropriate. 	<p>Noted with thanks.</p> <p>Please note that "Convenient access to shared public loading/unloading bays or lay-bys for ambulances" is not classified as an Internal Transport Facilities Provision. Therefore, it is not included in Tables 3.3.5 and 3.3.6 of the Traffic Impact Assessment Report (Appendix C).</p> <p>Nonetheless, it is fully understood that "<u>Convenient access to shared public loading/unloading bays or lay-bys for ambulances</u>" should be provided for the Proposed Development, the Internal Transport Facilities Provision serving all GIC in RPA are grouped and located closely to the proposed GIC facilities, please refer to Appendix B of the Traffic Impact Assessment Report (Appendix C) for the location of the internal transport facilities and the proposed GIC facilities.</p> <p>RPA</p> <table border="1"> <thead> <tr> <th></th> <th colspan="2">$3.5m \times 2.5m \times 2.4m$</th> </tr> </thead> <tbody> <tr> <td>Neighbourhood Elderly Centre (NEC)</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Day Care Centre for the Elderly (DE) (60 places)</td> <td>Parking space for private light bus ($3m \times 3m = 3m^2$)</td> <td>3</td> </tr> <tr> <td></td> <td>Shared-use loading/unloading area for ambulance and private light bus ($3m \times 3m = 3m^2$)</td> <td>1</td> </tr> <tr> <td>Office Base of On-site Pre-school Rehabilitation Services (OPRS) (125 places)</td> <td>Parking Space for private light bus ($3m \times 3m = 3m^2$)</td> <td>1</td> </tr> <tr> <td>Day Care Centre for the Elderly (DE) (non-kitchen based) (120 places)</td> <td>Parking space for private light bus ($3m \times 3m = 3m^2$)</td> <td>6</td> </tr> <tr> <td></td> <td>Shared-use loading/unloading area for ambulance and private light bus ($3m \times 3m = 3m^2$)</td> <td>1</td> </tr> <tr> <td>Special Child Care Centre (SCCC) (60 places)</td> <td>Parking space for 48-seater coach ($3.2m \times 3.5m = 3.8m^2$)</td> <td>1</td> </tr> <tr> <td></td> <td>Loading/unloading bay for 48-seater coach</td> <td>1</td> </tr> </tbody> </table>		$3.5m \times 2.5m \times 2.4m$		Neighbourhood Elderly Centre (NEC)	N/A	N/A	Day Care Centre for the Elderly (DE) (60 places)	Parking space for private light bus ($3m \times 3m = 3m^2$)	3		Shared-use loading/unloading area for ambulance and private light bus ($3m \times 3m = 3m^2$)	1	Office Base of On-site Pre-school Rehabilitation Services (OPRS) (125 places)	Parking Space for private light bus ($3m \times 3m = 3m^2$)	1	Day Care Centre for the Elderly (DE) (non-kitchen based) (120 places)	Parking space for private light bus ($3m \times 3m = 3m^2$)	6		Shared-use loading/unloading area for ambulance and private light bus ($3m \times 3m = 3m^2$)	1	Special Child Care Centre (SCCC) (60 places)	Parking space for 48-seater coach ($3.2m \times 3.5m = 3.8m^2$)	1		Loading/unloading bay for 48-seater coach	1
	$3.5m \times 2.5m \times 2.4m$																												
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Section 16 Application No. A/KC/511 Proposed Comprehensive Development including Flats, Retail and Community Facilities with Minor Relaxation of Plot Ratio and Building Height Restrictions in “Comprehensive Development Area” zone at Various Lots in S.D.4 and Adjoining Government Land, Kau Wa Keng, Kwai Chung
Responses to Comments

No.	Comments	Responses
GIC Facilities	1 (7m x 3.5m x 3.6m) Car parking space (8m x 3.5m x 2.4m)	- - 1 (RCHE) 1
	Accessible parking spaces (5m x 3.5m x 2.4m)	1 (RCHE) 1 (RCHE) - 1 (RCHE) 1
	Private car + taxi pick-up bay (5m x 2.5m x 2.4m)	1 (RCHE) 1 (RCHE) - 1 (RCHE) 1
	L/UL bay for LGV (7m x 3.5m x 3.6m)	1 (RCHE) 1 (RCHE) - 1 (RCHE) 1
	Parking space for private right-hand (8m x 3.5m x 3.6m)	1 (RCHE) 1 (HCS for Prod Elderly Persons) 1 (RCHE) 9 (DE) 1 (OPRS) 1 (RCHE) 1
	Shared-use L/UL bay for reverse light bus with reverse wheel alignment (11m x 3.5m x 4.7m)	1 (HCS for Prod Elderly Persons) - - - 1
	Ambulance lay-by (9m x 3m x 3.6m)	- - 1 (CCC) 1
	Shared-use L/UL bay for ambulances and reverse light bus (9m x 3m x 3.6m)	- - 2 (DE) - 1
	Parking space for 48-seater coach (12m x 3.5m x 3.6m)	- - - 1 (SCCC) 1
	L/UL bay for 46-seater coach (12m x 3.5m x 3.6m)	- - - 1 (SCCC) 1

J. Rev. B | September 2025

Page 17

RCHE

1. Our previous comments from service perspective, which is extracted below remain valid:

The newly proposed social welfare facilities include a 100-p RCHE at Phase 1A, a 100-p RCHE at Phase 1B and a 150-p RCHE at Remaining Phase B. Subject to the consideration of the Town Planning Board and relevant government departments, we from service perspective generally have no objection-in-principle to the proposed RCHEs under S16 planning application, on the conditions that –

- a. *The subject RCHEs shall incur no financial implication, both capital and recurrent, to the Government, and*
- b. *The design and construction of the RCHEs shall be in full compliance with relevant prevailing Ordinances, Regulations and Codes of Practice enforcing in Hong Kong and any licensing requirement issued by the SWD.*

ccc

1. Our previous comments from service perspective, which is extracted below remain valid:

1. *"It is noted that the applicant has dropped the previously proposed 200-p CCC at Phase 1A and maintained the bid of 100-p CCC at Remaining Phase B. From service planning perspective, the*

Responses

Noted.

Noted.

No.	Comments	Responses
	<p><i>limited intake population of about 19 000 in the subject private development do not substantiate the setting up of an aided 100-p CCC which has to be adhered to the population-based planning standard as stipulated in the HKPSG. Nonetheless, to enable market diversity in the supply of CCC places, we have no objection in principle to the applicant’s proposal to incorporate a CCC if it will be operated on a self-financing mode with no financial implication, both capital and recurrent, to the Government. In this regard, the applicant is reminded to make reference to the service information on SWD website and consult the Child Care Centres Advisory Inspectorate of SWD for the registration requirement of a CCC and revise/update the information in relevant documents of the 1st and 2nd FI.”</i></p> <p>2. For the technical part of the study, we are not in the position to comment from the welfare point of view and defer to other technical departments for comment.</p>	Noted.
12.	<p>Transport Department, NT Regional Office, Traffic Survey & Support Division, Kwai Tsing Section, dated 30 October 2025</p> <p>Please find our comments on the TIA report below.</p> <ol style="list-style-type: none"> <li data-bbox="330 1462 886 1563">1. Please clarify how the parking provision for GIC facilities are derived and provide SWD’s consent for reference. <li data-bbox="330 1686 886 1799">2. Table 2.5.2 and Figure 2.4 refers. Some of the footpath labels appear inconsistent between the two. Please review. <li data-bbox="330 1821 886 1945">3. Section 3.2.3 refers. Please also provide the swept path analysis for 12m coaches to and from Lai King Hill Road WB for reference. 	<p>Please be advised that the internal transport facilities provision for GIC is proposed taken into account the wish list provided by the SWD, and have been review and commented by SWD in the previous Further Information Submission.</p> <p>Noted, Table 2.5.2 of the TIA report (Appendix C) is updated accordingly.</p> <p>Noted, please refer to updated Figure 3.4 of the TIA report (Appendix C).</p>

No.	Comments	Responses
	<p>4. Figure 4.2 refers. The PM peak traffic flow for vehicles turning right from Lai King Hill Road onto the proposed development is missing. Please review.</p> <p>5. Junction capacity analysis for J3_b (J3 with TD planned improvement works) refers. The analysis for the junction uses a single y value across Stage 1 and Stage 2. However, in Stage 1, traffic flow from B2 would be obstructed by A2, making the assumption inappropriate. This likely results in an overestimation of junction performance. Please review.</p>	<p>Noted, please refer to updated Figure 4.2 of the TIA report (Appendix C).</p> <p>It is noted that in Stage 1 of the junction, traffic flow from B2 would be obstructed by A2. The calculation of the concerned junction has been reviewed and adopted an alternative approach with over-conservative assumptions, i.e. y values for both Stage 1 and Stage 2 were taken for the analysis.</p> <p>The updated junction calculation results are presented in the updated Table 4.5.1 and Table 5.2.1 of the revised TIA report (Appendix C).</p>
	<p><u>The Transport Operation Division has the following comments:</u></p> <p>6. Paras. 4.7.9 – 4.7.10, Table 4.7.4 and Table 4.7.5 on demand projection</p> <p>(a) The Consultant applies the modal split in Table 4.7.2 to calculate the additional trips required for franchised bus and GMBs but it does not reflect how the existing public transport services in the vicinity should be enhanced. Please examine how the projected demand can be served by various existing transport services indicated in Table 4.7.3, considering that these services head to different destinations (e.g. some serve as feeder and others are long-haul services).</p> <p>(b) The queuing space assessment should be supplemented to support that the additional demand would not lead to adverse impact on the existing bus and GMB stops at Lai King Hill Road.</p> <p>(c) Please beef up the justification for the new service (viz proposed new feeder of 50 carrying capacity). The Consultant</p>	<p>Noted, the portfolio of the workplace of Kwai Chung residents to different destinations and been considered and please refer to the update Section 4.7 of the revised TIA report (Appendix C).</p> <p>Please be advised that queuing space assessment has been conducted that the additional demand would not lead to adverse impact on the existing bus and GMB stops at Lai King Hill Road. Please refer to the updated Section 4.7 of the revised TIA report (Appendix C).</p> <p>According to the updated public transport assessment results, it is proposed to enhance the public transport services by adopting a 19-seat feeder service. Please refer to the</p>

No.	Comments	Responses
	<p>should take into account the public transport modal split in Table 4.7.2.</p> <p>7. Paras. 4.7.11 - 4.7.14 on new feeder service</p> <p>(d) The proposed feeder to MTR station may overlap with the existing transport services. There are already multiple routes serving to/from nearby MTR station (i.e. 3 GMB routes and some bypassing bus routes in Table 4.7.3). Please review collectively with paras. 4.7.9 - 4.7.10.</p>	<p>updated Section 4.7 of the revised TIA report (Appendix C).</p> <p>Please refer to the updated Section 4.7 of the revised TIA report (Appendix C).</p>

(Last updated 03 November 2025)

PUBLIC COMMENTS

No.	Summary of Comments	Responses
1.	The existing Kau Wa Keng Old Village is located at a low-lying area. The level difference between the Kau Wa Keng Old Village and the early phases of the Proposed Development, and the proposed diversion of nullah would affect the drainage performance of the area and create sewage backflow.	As confirmed by Drainage Impact Assessment (Appendix E) the Proposed Scheme will not generate adverse impact to the existing drainage system along Lai King Hill Road and in the existing village area upon both the early phases and full development.
2.	The level difference between the Kau Wa Keng Old Village and the early phases of the Proposed Development would obstruct the view and air ventilation in the area. And discrepancies are observed the drawings provided in Supporting Planning Statement and Landscape Master Plan.	Referring to the updated MLP (Appendix B), the site level has been thoughtfully reviewed to ensure a more harmonious connection between the early phases of the Proposed Scheme and the adjacent Kau Wa Keng Old Village Area. Please refer to Figure 2 of this RtoC for an indicative section illustrating the interface. Relevant drawings in Landscape Master Plan (Appendix E) has been updated accordingly. Please be advised that the figures 8 and 9 in Supporting Planning Statement (Appendix A) are for illustrative purposes and for reference only.

ARUP

Figures

Application for Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Comprehensive Development including Flats, Retail and Community Facilities and Minor Relaxation of Plot Ratio and Building Height Restriction in "Comprehensive Development Area" Zone at Various Lots in S.D.4 and Adjoining Government Land, Kau Wa Keng, Kwai Chung

Figure 1

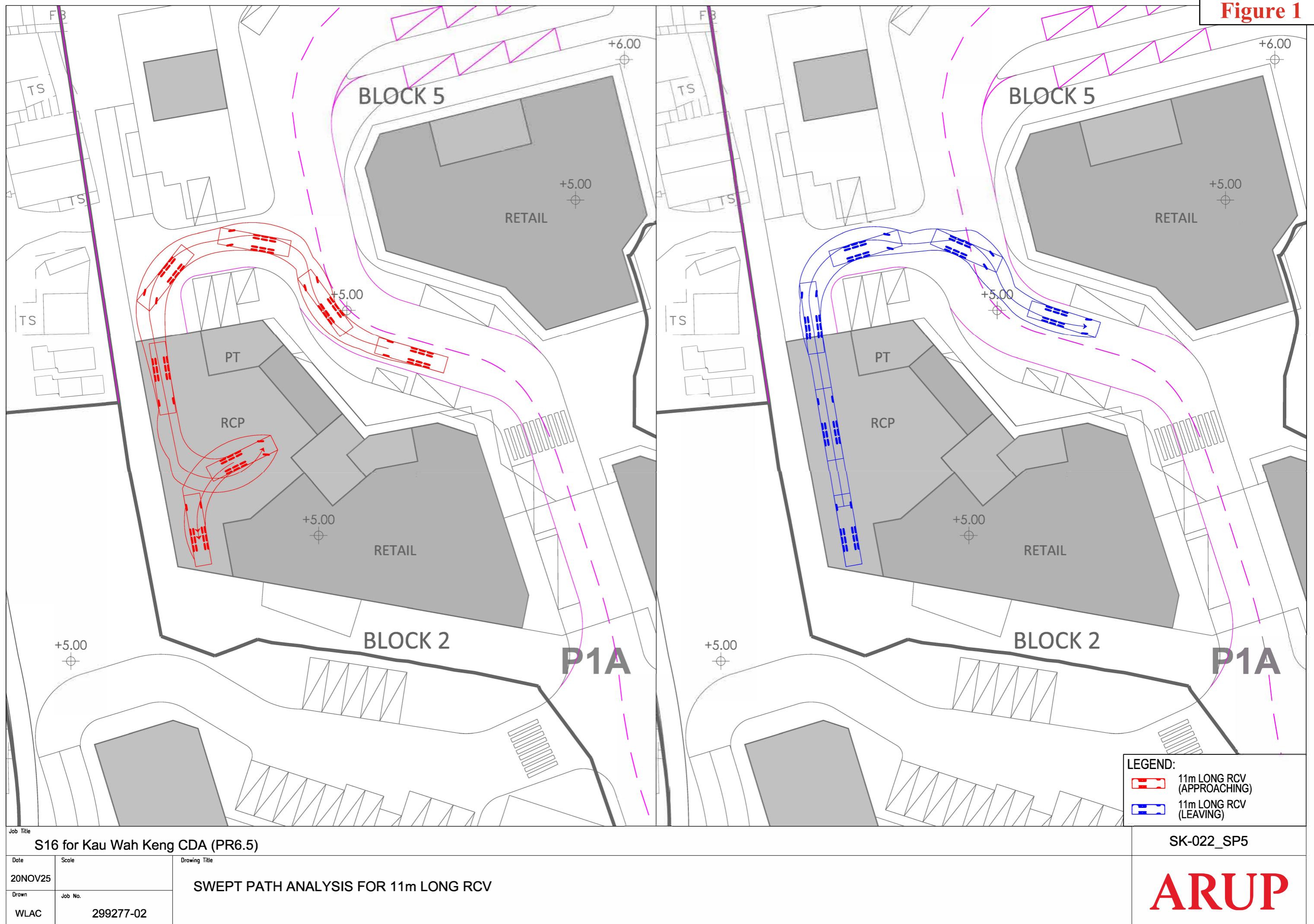


Figure 2

