

Attachment I

Response-to-Comments Table

Comments from Related Departments

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COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	<p>Drainage Services Department, dated 16 January 2026</p> <p><u>SIA</u></p> <ol style="list-style-type: none"> Section 5.1.2 - Please advise whether the area of around 78 m² is sufficient for the proposed SPS. You may refer to Table 1 of Sewerage Manual Part 2 for justification; Section 5.1.3 - Please indicate on the drawing that the new 225mm sewer will be provided to serve which parts of the remaining village houses outside the CDA for clarity; Section 5.1 - Please seek advice from ST2D/DSD regarding the proposed SPS for the CDA; Appendix G - Please advise whether the flows from the DN675 pipe originating at FMH4009580 have been included in your calculations. Also, in accordance with the EPD's Guidelines, the sewage flows should be estimated based on the cumulative average flows/contributing population from all the upstream catchment areas concerned. However, this methodology/approach is not adopted in your sewage flow estimation for pipe segment from FMH4009444 to FMH4009445. This could lead to uncertainty in the subsequent assessment, which may overestimate or under-estimate the hydraulic impact in checking against the various upper-bound and lower-bound requirements. Please provide justifications and supporting assumptions for not using the EPD's methodology/approach in your sewage flow estimation. Please note that your proposed methodology/approach should be subject to the views and 	<p>The design of the proposed SPS will be further developed during the subsequent detailed design phase. Consideration of underground space will be incorporated into the design process. The Applicant will take up the responsibility for the construction, operation, and maintenance of the proposed SPS.</p> <p>The illustration is provided. Please refer to Appendix E2 in the updated SIA (Appendix A).</p> <p>Noted.</p> <p>The concerned 675mm sewer is a newly updated sewer pipe, the capacity of which is not supposed to be higher than 100%. In that case, assuming the concerned pipe as full-bore flow is a conservative assumption and will not import negative impact.</p> <p>Feedback from the EPD has been duly considered in this context.</p>

No.	Comments	Responses
	<p>agreement of the SIG/EPD as the planning authority of sewerage infrastructure;</p> <p>5. Section 5.1.2 & 5.1.3 - The area "outside the fence wall of the CDA" is classified as village area, please clarify the maintenance party for the proposed SPS and rising mains. Besides, this department will not responsible for the concerned works raised due to the development;</p> <p><u>DIA</u></p> <p>6. RtC Item 4 - Please clarify whether there will be separate scenarios for only P1A / only P1B in the event that the project proponent is unable to acquire either parcel of land. If so, please provide impact assessments for these separate scenarios for review;</p> <p>7. RtC Item 8 - The area "outside the fence wall of the CDA" is classified as village area, DSD will not take up the maintenance responsibility of the concerned box culvert. Besides, the project proponent should also clearly delineate the land lot owner for works boundary of the proposed drainage diversion works and carry out consultation with local residents on the design of the works.</p> <p>8. RtC Item 11 & Appendix D1 - The previous comment has not been fully addressed. Taking catchment 1A in Appendix D1 as an example, please provide details for the existing flow path of runoff within catchment 1A and the flow path of runoff after construction of the flood walls within catchment 1A, to demonstrate that runoff from the west will not be blocked by the flood walls; and</p> <p>9. RtC Item 12 & Appendix H - Please provide the hydraulic model files in Appendix H for review.</p>	<p>The proposed village sewerage will be along the edge of the CDA and within the CDA, which will not be village area.</p> <p>Relevant content is revised for clarity, please refer to Section 5.1.2 and 5.1.3 of the updated SIA (Appendix A).</p> <p>There will not be separate scenarios for only P1A / only P1B. To avoid misunderstanding, P1A and P1B are now referred as "early stage". Please refer to Table 2.1 and description in Section 5.1.3. of the updated DIA (Appendix E).</p> <p>The re-provided box culvert will be along the edge of the CDA but still within the site of CDA, which will not be village area.</p> <p>Relevant content is revised for clarity, please refer to, please refer to Section 5.1.3 and 5.1.4 of the updated DIA (Appendix E).</p> <p>Flow path of runoff is indicated in Appendix D1 of the DIA. In addition, an illustration of the surface runoff before and after the development of the flood wall is provided in Figure 5.2 of the updated DIA (Appendix E). The exact locations of the flap valves will be further explored in the subsequent detailed design stage.</p> <p>The hydraulic model files will be submitted separately for review.</p>

No.	Comments	Responses															
2.	<p>Environmental Protection Department, Environmental Assessment Division, Territory South Group, Ma On Shan, Shatin, Kwai Chung, dated 14 January 2026</p> <p>Based on the FI(4) submitted by the Applicant, EPD observes that the master layout plan of the proposed development has been revised compared to the 3rd Further Information, without a clear indication of the corresponding changes on the submissions. This has resulted in unexpected updates to the road traffic noise impact assessment in the Environmental Assessment (EA). To facilitate EPD’s review in the future submissions, the Applicant should clearly indicate all updates to the proposed development and provide the relevant modelling files and calculation spreadsheets to support the technical assessments. Please find attached EPD’s comments on the Sewerage Impact Assessment (SIA) and EA for your follow-up.</p> <p><u>Sewerage Impact Assessment</u></p> <p>1. Table 2.1: As the “Resident’s Clubhouse GFA” is not included in the breakdown of GFA in the Supporting Planning Statement, please advise the breakdown and calculation of “Resident’s Clubhouse GFA” in the SIA report for reference.</p>	<p>Please note that the road traffic noise models for RCHE on 1/F and 2/F of Block 1 & 2 have been updated to reflect the revision of MLP from 3rd Further Information to 4th Further Information (Attachment II refers). The relevant noise models have been submitted separately for your checking.</p> <p>Please note that the resident’s clubhouse GFA is proposed based on PNAP APP-104 that the maximum floor areas for recreational use can be exempted from GFA calculation. The breakdown for resident’s clubhouse GFA is as follows:</p> <table border="1"> <thead> <tr> <th>Phase</th><th>Total Domestic GFA (Not more than) (About sq.m.)</th><th>Resident’s Clubhouse GFA (Not more than) (About sq.m.)</th></tr> </thead> <tbody> <tr> <td>P1A</td><td>81,412</td><td>3,000</td></tr> <tr> <td>P1B</td><td>60,671</td><td>2,427</td></tr> <tr> <td>RPA</td><td>47,608</td><td>2,142</td></tr> <tr> <td>RPB</td><td>100,136</td><td>3,500</td></tr> </tbody> </table> <p>The Resident’s Clubhouse GFA is then considered in the updated SIA (Appendix A).</p>	Phase	Total Domestic GFA (Not more than) (About sq.m.)	Resident’s Clubhouse GFA (Not more than) (About sq.m.)	P1A	81,412	3,000	P1B	60,671	2,427	RPA	47,608	2,142	RPB	100,136	3,500
Phase	Total Domestic GFA (Not more than) (About sq.m.)	Resident’s Clubhouse GFA (Not more than) (About sq.m.)															
P1A	81,412	3,000															
P1B	60,671	2,427															
RPA	47,608	2,142															
RPB	100,136	3,500															


No.	Comments	Responses
	<p>2. Table 2.1 and Appendix F: For development phase P1A, the Retail GFA presented in Table 2.1 (2,912.323m²) does not tally with the breakdown in Appendix F (2,285.3m²), please review and revise.</p> <p>3. Table 3.2:</p> <p>(i) It appears that the quoted interfacing projects, namely PWP No. 4389DS and PWP No. 4358DS, are expected to be completed by end 2025/early 2026 and end 2025 respectively, please consult the relevant project teams of DSD for the latest status of these public sewerage projects, and incorporate these latest status in Section 3.2 and Appendix D accordingly.</p> <p>(ii) Please review and rectify the typo on the interface issue with PWP No. 4389DS shown in Table 3.2 (i.e. “Downstream sewer of ‘<u>A</u>’ and Phase 1B).</p> <p>4. Table 4.1 and Appendix F: Please indicate the UFF for the “Residential Care Home Centre for the Elderly (RCHE)” of the proposed development in Table 4.1 for the sake of clarity.</p> <p>5. Table 5.1: According to Section 5.1.1 and Table 5.1, scenario 2 represents the development of Phases 1A and 1B, while scenario 3 represents the development of Phases 1A, 1B, remaining A and remaining B, and both scenarios are anticipated with intake year in 2032. Please clarify if scenario 2 would include the development of Phases remaining A and B after Phases 1A and 1B in 2032. If yes, please provide the development programme for the remaining phases.</p> <p>6. Section 5.1.2: It is noted that an overflow pipe will be provided to the proposed SPS. To prevent hazards from sewage overflow, please advise whether standby equipment (e.g. standby pumps with sufficient</p>	<p>Revised. Please refer to Table 2.1 and Appendix F of the updated SIA (Appendix A).</p> <p>Noted. The captioned report has been circulated to DSD. The Applicant will keep in view of the latest status of these public sewerage projects.</p> <p>Revised to “Downstream sewer of Phase 1A and Phase 1B”. Please refer to Table 3.2 of the updated SIA (Appendix A).</p> <p>Revised. Please refer to Table 4.1. of the updated SIA (Appendix A).</p> <p>Please be advised that scenario 2 represents the early phase development of the Proposed Scheme only, and therefore the development of remaining phase A and remaining phase B will not be included in scenario 2.</p> <p>Yes, standby pump will be provided. The design of the SPS will be further developed in the subsequent detailed design stage.</p>

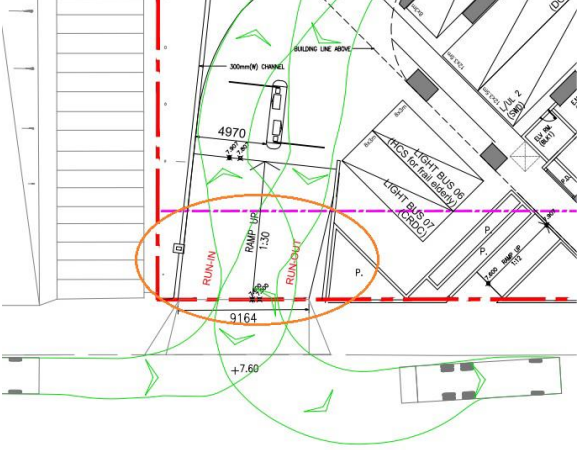
No.	Comments	Responses
	<p>capacity) will be provided and any preventive measures will be implemented.</p> <p>7. Section 5.3.2 and Appendix G (Part 1): For the avoidance of doubt, please clarify whether the sewer between FMH4009602 and FMH4009605, which is already a 300mm dia. sewer, will also be included in the proposed upgrading works as indicated in Section 5.3.2 and Appendix G (Part 1, Existing Sewers).</p> <p>8. Sections 5.2.1 and 6.1.2: The estimated ADWF generated from the proposed development presented in Section 5.2.1 and Section 6.1.2 (7,986 m³/day) does not tally with the calculation in Appendix F (7,364 m³/day). Please review and revise.</p> <p>9. Section 6.1.3:</p> <p>(i) For the sake of clarity, please state the party responsible for the construction and maintenance of “Upgrading works to the existing sewer between Kau Wa Keng San Tsuen and KWKSPS” in Section 6.1.3.</p> <p>(ii) With reference to Section 5.3.3, please revise Section 6.1.3 as “...<i>The proposed CDA has no adverse impact on the downstream sewer after considering the planned sewer upgrading works under PWP No. 4389DS to be completed by early 2026. In case of programme mismatch between the proposed development and PWP No. 4389DS, the corresponding sewerage upgrading works between manhole Nos. FMH4009607 and FMH4009444 will be constructed by the Applicant at their own</i></p>	<p>The sewer between FMH4009602 and FMH4009605 will not be upgraded as it is 300mm diameter already. Revision to SIA has been made for clarity. Please refer to Section 5.3.2 in the updated SIA (Appendix A).</p> <p>The total ADWF includes ADWF from Kau Wa Keng Old village, Kau Wa Keng San Tsuen and CDA is 7,986 m³/day, which is tally with submitted Appendix F (Cell G75 in spreadsheet). However, due to the update of the Clubhouse GFA, the estimated ADWF generated from CDA updated to 7,389 m³/day and the total ADWF is updated to 8,011m³/day. To avoid misunderstanding, relevant content is updated, please refer to Sections 5.2.1 and 6.1.2 in the updated SIA (Appendix A).</p> <p>Revised. Please refer to Section 6.1.3 in the updated SIA (Appendix A).</p> <p>Revised. Please refer to Section 6.1.3 in the updated SIA (Appendix A).</p>

No.	Comments	Responses
	<p><i>cost and subsequently handed over to DSD for future maintenance.”</i></p> <p>10. Appendix G (Part 3 – Impact Assessment for Sewers to the Downstream of Manhole No. FMH4009445): EPD’s previous comment has not been addressed. Please adopt the sewage flow estimation approach outlined in EPD’s “Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning” for the estimation of sewage flow generated from the concerned catchments, rather than assuming the concerned upstream pipes as full-bore flow in the assessment. Information regarding the upstream pipes is not required. Please review and revise the corresponding calculations accordingly.</p> <p>11. General: Please highlight the revised / updated content of the SIA, and submit the calculation spreadsheet in Excel together with the SIA in the future submission.</p> <p><u>Environmental Assessment</u></p> <p>12. Tables 4.7 and 4.8: It is observed that some of the max. predicted noise levels for RCHE in Tables 4.7 and 4.8 were different from the version in the 3rd Further Information. Please clarify the changes with justifications and provide the revised noise modelling files to facilitate our review.</p> <p>13. Section 4.5.1.1: TD’s endorsement on the traffic forecast is still outstanding. Please supplement in Appendix.</p>	<p>The concerned 675mm sewer is a newly updated sewer pipe, the capacity of which is not supposed to be higher than 100%. In that case, assuming the concerned pipe as full-bore flow is a conservative assumption and will not import negative impact.</p> <p>The calculation spreadsheet in Excel will be submitted separately for review.</p> <p>Noted. The difference was due to the update on the MLP which included modification of the podium layout of Block 1. Please note the road traffic noise models for RCHE on 1/F and 2/F of Block 1 & 2 have been updated to reflect the revision of MLP from 3rd Further Information to 4th Further Information (Attachment II refers). The relevant noise models have been submitted separately for your checking.</p> <p>TD’s endorsement has been supplemented in Appendix 4.1. of the updated Environmental Assessment (Appendix B)</p>
3.	<p>Food and Environmental Hygiene Department, Administration & Development Branch, Planning & Development Section, dated 20 January 2026</p> <p>1. FEHD acknowledges and supports the planning intention for the reprovisioning of the Refuse Collection Point (RCP) and Water</p>	<p>Please be advised that the southern edge of the Application Site along Lai King Hill Road is subject to various site constraints.</p>

No.	Comments	Responses
	<p>Flushing Public Toilet (PT) at Kau Wa Keng. However, it is noted that the proposed location of RCP and PT in P1A zone is within the inner residential zone rather than the estate periphery. To ensure that the facilities serve as genuine public amenities without requiring passage through private lots, the RCP along with the PT should be relocated nearer to the Lai King Hill Road in P1A/P1B zones, with both the vehicular and pedestrian entrances facing directly to the public road/place, to avoid possible disputes and complaints arisen from the RCP and PT operation. Please see FEHD's specific comments below:</p> <p><u>Reprovisioning proposal of the temporary RCP at Kau Wa Keng</u></p> <p>(1) The RCP should be open to general public for deposition of household refuse. It is inappropriate for the public, as well as FEHD cleansing workmen to pass through private lots to deposit/convey refuse into the RCP. It is recommended to locate the reprovisioned RCP nearer Lai King Hill Road, with both the vehicular and pedestrian entrances facing directly to the public road/place, to avoid possible disputes and complaints arisen from the RCP operation.</p> <p>(2) Please specify the proposed site area and the building footprint of the reprovisioned RCP. According to FEHD's Handbook on Standard Features for Refuse Collection Points (the Handbook), the minimum site area and building footprint of Type 1 & Type 2 RCPs are as follows:</p>	<p>The frontage of P1A along Lai King Hill Road is only wide enough to accommodate the Proposed Scheme's ingress / egress. The majority of the frontage of P1B along Lai King Hill Road is occupied by government facilities. The available pedestrian entrance for ingress / egress into P1B is only about 7m. Due to the above site constraints, it is impossible to locate an RCP at P1A & P1B fronting Lai King Hill Road.</p> <p>The reprovisioned RCP location shown on the MRP is considered the best location because:</p> <p>a) It is at the periphery of P1A not far from the vehicle ingress / egress.</p> <p>b) It is adjacent to the existing Kau Wah Keng San Tsuen for convenient use by the villagers.</p> <p>Considering that the site of the reprovisioned RCP represents the optimal location within P1A / P1B of the Proposed Scheme, a clear management agreement will be established between the future estate management and the relevant government authority in the subsequent detailed design stage. This agreement will clearly outline the responsibilities for maintenance, cleaning, and ensuring inclusive public access.</p> <p>The reprovisioned RCP corresponds to type 1 RCP.</p>

No.	Comments	Responses									
	<table border="1"> <thead> <tr> <th></th><th>Type 1 RCP without Co-users</th><th>Type 2 RCP with Co-users</th></tr> </thead> <tbody> <tr> <td>Site area</td><td>830m² [dimensions: 24.05m (frontage) x 34.5m (depth) or 28m (frontage) x 29.64m (depth), depending on the design of RCV run-in arrangement.]</td><td>905m²* [dimensions: 26.23m (frontage) x 34.5m (depth) or 28m (frontage) x 32.32m (depth), depending on the design of RCV run-in arrangement.]</td></tr> <tr> <td>Building footprint</td><td>618m²</td><td>663m²</td></tr> </tbody> </table> <p><i>*Please note that the above requirements do not include the goods vehicle parking space and loading/unloading bay required by the co-users. Additional space should be acquired in consultation with relevant departments if such provision is considered necessary. The floor area of RCP may be subject to the shape and constraints of the site and the facilities to be incorporated in the RCP.</i></p> <p>(3) Illustrative diagrams for RCP dimensions are attached for your reference.</p> <p>(4) It is the intention of FEHD to identify co-users in RCP projects to achieve integrated design and optimize land use. EPD agrees in principle to collocate their recycling related facilities on the upper floors of new RCP buildings. May PDS be requested to liaise with the project proponent to consult EPD on her needs of provision of recycling facilities.</p> <p>(5) Heavy-duty waste collection vehicles will need to traverse the estate’s internal roads regularly to access the RCP. The internal road infrastructure should be engineered to withstand the repeated load of heavy vehicles, preventing premature wear and tear and long-term maintenance issues. Additionally, designated traffic routes, speed limits and clear signage should be incorporated into the design to safeguard the safety of residents, especially pedestrians, cyclists and children who will use these roads daily.</p>		Type 1 RCP without Co-users	Type 2 RCP with Co-users	Site area	830m ² [dimensions: 24.05m (frontage) x 34.5m (depth) or 28m (frontage) x 29.64m (depth), depending on the design of RCV run-in arrangement.]	905m ² * [dimensions: 26.23m (frontage) x 34.5m (depth) or 28m (frontage) x 32.32m (depth), depending on the design of RCV run-in arrangement.]	Building footprint	618m ²	663m ²	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
	Type 1 RCP without Co-users	Type 2 RCP with Co-users									
Site area	830m ² [dimensions: 24.05m (frontage) x 34.5m (depth) or 28m (frontage) x 29.64m (depth), depending on the design of RCV run-in arrangement.]	905m ² * [dimensions: 26.23m (frontage) x 34.5m (depth) or 28m (frontage) x 32.32m (depth), depending on the design of RCV run-in arrangement.]									
Building footprint	618m ²	663m ²									

No.	Comments	Responses
	<p>(6) We are given to understand that the RCV size used in the swept path analysis is 2.5m x 11m. The RCP should be designed to allow a RCV or hook-lift truck of 3m(W) x 11m(L) to make a 3-point-turn and park therein without restriction, with minimum clearance of 500mm between the swept path of RCV and building structures. The swept path analysis should be updated using the actual dimensions and weight parameters of the RCV currently deployed for our further comments.</p> <p>(7) From a vehicular access perspective, Lai King Hill Road is a downhill dual-lane road with double white lines separating traffic in both directions. Additionally, it is a restricted zone with double yellow lines along the road. Therefore, entering the RCP with a tail-in approach should be avoided, as it may cause congestion and accidents given the geographical limitations and road regulations.</p> <p>(8) The entrance point at the proposed RCP near Lai King Hill Road should be sufficiently wide to allow the RCV to turn in and out of the estate without encroaching on the opposite lane (Example P1 refers). Furthermore, if a gate is installed at the entrance, its operation must also avoid requiring the use of the opposite lane (Example P2 refers).</p>	<p>The swept path analysis of 3m(W) x 11m(L) RCV with 500mm clearance is provided in Figure SK-023_SP2 of this submission.</p> <p>Please be advised that the vehicular access of the Application Site have been designed that all vehicles will be entering and leaving the site with a “head-in and head-out” approach, and all vehicles could manoeuvre in and out of the application site without encroaching on the opposite lane. Please refer to the attached Figure SK-023_SP3 for the swept path analysis of 3m(W) x 11m(L) RCV with 500mm clearance at the vehicular access.</p> <p>Please be advised that the vehicular access of the Application Site have been designed that all vehicles will be entering and leaving the site with a “head-in and head-out” approach, and all vehicles could manoeuvre in and out of the application site without encroaching on the opposite lane.</p>
		
	Example P1	

No.	Comments	Responses
	 <p>Example P2</p> <p>(9) A Head-in and head-out approach should be adopted for the RCV entering, parking and leaving the RCP. However, if adequate turning space is available to perform a 3-point turn without restrictions in front of the RCP, a tail-in and head-out approach may also be acceptable.</p> <p>(10) Please provide the dimensions of the access road, ensuring compliance with the stipulated requirements in the section 3.3.1(b) of the Handbook: "All access roads to and from the loading area should preferably be 4.0m wide but no less than 3.5m. There should be ingress and egress with a run-in over the pavement in connection with the roadway."</p> <p>(11) Kindly advise whether a minimum clearance of 0.5 meters between the swept path and any obstacles, such as walls or facilities, could be provided to ensure safe access and maneuverability for the RCV within the RCP.</p> <p>(12) The site area designated as the Junk Collection Point (JCP) should be an outdoor space without headroom restrictions. A 3-point turn without restrictions should also be adopted.</p>	<p>Noted.</p> <p>Please be advised that dimensions of the internal access road complies all statutory requirements. Please refer to the attached Figure SK-022 for the dimension markups of the internal access road close to Lai King Hill Road.</p> <p>The swept path analysis of 3m(W) x 11m(L) RCV with 500mm clearance is provided in Figure SK-023_SP2 of this submission.</p> <p>Noted.</p>

No.	Comments	Responses
	<p>(13) As stated in the Handbook, the headroom for HLT should not be less than 5.5m if it is an indoor parking and operational space.</p> <p>(14) Please confirm whether strict compliance with all applicable traffic regulations and vehicle maneuverability standards for the public access road serving the development site is being observed. For instance, RCVs must not encroach into the opposite lane when entering or departing from the RCP.</p> <p>(15) Please confirm whether the proposed refuse collection operations will maintain strict compliance with all applicable emergency vehicular access (EVA) regulations.</p> <p>(16) Please confirm strict compliance with all requirements specified in the Handbook, especially section 3.3.1(a), (b), (c), (i) and (j).</p>	<p>Noted.</p> <p>Please be advised that the vehicular access of the Application Site and the external roadworks have been designed in compliances of the TPDM requirement, and have been circulated to TD for review and they have no adverse comment for the proposed design.</p> <p>Please be advised that RCVs will not encroach on the opposite lane when entering or departing the application site. Please refer to attached Figure SK-023_SP3 for the swept path analysis of 3m(W) x 11m(L) RCV with 500mm clearance at the vehicular access.</p> <p>Compliance confirmed.</p>

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
(Planning Application No. A/KC/511)
Planning Application No. A/KC/511 - Submission of Further Information
Responses to Comments – Departmental Comments

No.	Comments	Responses																						
	<table><tr><th>Stipulated requirements</th><th>Confirmation from applicant</th></tr><tr><td>(a) The layout of the RCP should be designed to such a condition that within which a RCV of 3.0m in width and 11.0m in length can make a 3-point-turn and park without restriction.</td><td></td></tr><tr><td>(b) All access roads to and from the loading area should preferably be 4.0m but no less than 3.5m in width. There should be an ingress and egress with a run in over pavement in connection with the roadway. The entrance/exit should preferably be 4.5m but no less than 4.0m in width.</td><td></td></tr><tr><td>(c) The headroom along the RCV passage from the entrance to the exit should be at least 4.5m. At the point where the RCV is parked for loading/bin-lifting operation, the clear headroom should not be less than 4.5m.</td><td></td></tr><tr><td>(d) The ground surface along RCV route including the loading area and all access roads should be designed to withstand the weight of a vehicle up to 30 tonnes GVW. The floor should be properly paved with non-slip material and to such a condition that vehicles with not less than 235mm ground clearance can be manoeuvred on top without restriction.</td><td></td></tr><tr><td>(e) No part of the access road including the part connecting the entrance/exit and the roadway as mentioned in paragraph (b) above should exceed the gradient of 1 in 10 and in no case the change of slope at any point should exceed 10 degrees.</td><td></td></tr><tr><td>(f)The design of any bend, corner or behind spot along the RCV passage should be designed to such a condition that a vehicle with the dimensions as mentioned in paragraph (a) above can be manoeuvred around with one single turning movement without restriction.</td><td></td></tr><tr><td>(g) Construction of any kerb or raised platform should be avoided along the RCV passage or at any part of the loading area. Sides of column should be provided with protective angle stainless steel guards to not less than 1.2m from the ground level.</td><td></td></tr><tr><td>(h) The RCV route and the loading area should have proper illumination. It is recommended waterproof type LED light fitting of 200 lux for general area and 300 lux or above for demarcated loading area at ground or floor level be provided at side walls.</td><td></td></tr><tr><td>(i) A flat loading/refuse storage area of at least 30m² with a fall not greater than 1:100 should be provided at the rear of the RCP.</td><td></td></tr><tr><td>(j) A demarcated area of 5.0m (W) x 12.0m (L) which is either flat or with a fall not greater than 1:100 should be provided for the parking and bin-lifting operation of a RCV.</td><td></td></tr></table> <p>(17) The project proponent is advised to make reference to the prevailing version of the Handbook issued by FEHD for detailed design of the RCP.</p> <p><u>Reprovisioning proposal of the PT at Kau Wa Keng</u></p> <p>(18) As the PT is adjacent to the RCP within the inner estate area, future access restrictions imposed by estate management (to maintain residential security and privacy) may hinder the public amenity. Designing a dedicated, independent and well-lit access pathway for the public toilet that bypasses restricted residential zones will be much appreciated. A clear management agreement between the estate management and the relevant government authority should also be established to define responsibilities for maintenance, cleaning and ensuring inclusive public access.</p>	Stipulated requirements	Confirmation from applicant	(a) The layout of the RCP should be designed to such a condition that within which a RCV of 3.0m in width and 11.0m in length can make a 3-point-turn and park without restriction.		(b) All access roads to and from the loading area should preferably be 4.0m but no less than 3.5m in width. There should be an ingress and egress with a run in over pavement in connection with the roadway. The entrance/exit should preferably be 4.5m but no less than 4.0m in width.		(c) The headroom along the RCV passage from the entrance to the exit should be at least 4.5m. At the point where the RCV is parked for loading/bin-lifting operation, the clear headroom should not be less than 4.5m.		(d) The ground surface along RCV route including the loading area and all access roads should be designed to withstand the weight of a vehicle up to 30 tonnes GVW. The floor should be properly paved with non-slip material and to such a condition that vehicles with not less than 235mm ground clearance can be manoeuvred on top without restriction.		(e) No part of the access road including the part connecting the entrance/exit and the roadway as mentioned in paragraph (b) above should exceed the gradient of 1 in 10 and in no case the change of slope at any point should exceed 10 degrees.		(f)The design of any bend, corner or behind spot along the RCV passage should be designed to such a condition that a vehicle with the dimensions as mentioned in paragraph (a) above can be manoeuvred around with one single turning movement without restriction.		(g) Construction of any kerb or raised platform should be avoided along the RCV passage or at any part of the loading area. Sides of column should be provided with protective angle stainless steel guards to not less than 1.2m from the ground level.		(h) The RCV route and the loading area should have proper illumination. It is recommended waterproof type LED light fitting of 200 lux for general area and 300 lux or above for demarcated loading area at ground or floor level be provided at side walls.		(i) A flat loading/refuse storage area of at least 30m ² with a fall not greater than 1:100 should be provided at the rear of the RCP.		(j) A demarcated area of 5.0m (W) x 12.0m (L) which is either flat or with a fall not greater than 1:100 should be provided for the parking and bin-lifting operation of a RCV.		<p>Please be advised that the revised RCP will be designed in strict compliance with all requirements specified in the Handbook, especially section 3.3.1(a), (b), (c), (i) and (j), in the detailed design stage.</p> <p>Noted.</p> <p>Noted and to be implemented.</p>
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No.	Comments	Responses
	<p>(19) For Item No. 4/ Comment 6 on page 9 of the RtoC at Attachment I, the reprovisioned flushing PT should have Schedule of Accommodation no less favourable to the existing public toilet facilities provision and should also be brought up-to-date to meet the prevailing standards and requirements of FEHD's public toilet, including but not limited to the provision of male toilet, female toilet, accessible unisex toilet, universal toilet, baby changing room, service corridors, both male and female attendant rooms as well as sufficient space for housing the independent electric meters, water meters, pumping equipment, control panel, water tanks, fire safety installations and other machinery for the public toilet.</p> <p>(20) FEHD wishes to emphasise the critical importance of seamless transition between old and new facilities. To avoid any service vacuum and public inconvenience, the existing refuse collection and public toilet facilities must be retained in full operation until the new facilities are fully commissioned and proven to be functional. A well-coordinated handover plan should be formulated to ensure the decommissioning of old facilities is synchronised with the activation of new ones, guaranteeing uninterrupted public services throughout the transition period.</p>	<p>Noted, to be implemented in detailed design stage.</p> <p>Noted.</p>
4.	<p>Highways Department, New Territories Region, New Territories West District and Maintenance Division, SW New Territories District Section, dated 13 January 2026</p> <ol style="list-style-type: none"> The TIA report shall be agreed by TD. Section 3.1.2, 4.3.1, 4.7.1, 4.5.2 and 5.2.2 of TIA report – It is noted that the proposed development will be constructed in phases and the whole development is targeted for completion in Year 2032. Please seek comment from TD on the required timeframe for the completion of 	<p>Noted</p> <p>Noted, please be advised that TD have no adverse comment on the implementation of the junction improvement works at J3 before the completion and population intake of any phase of the Application Site.</p>

No.	Comments	Responses
	junction modification scheme approved in planning application no. A/KC/489.	
5.	<p>Transport Department, NT Regional Office, dated 9 January 2026</p> <p>1. In previous TIA for planning application A/KC/489, it was specified that the junction improvement works at J3 will be implemented before the completion and population intake of any phase of the Application Site. Please clarify and specify in the TIA whether this will also apply under this planning application. Otherwise, please carry out individual interim study for Phrase 1A and Phrase 1B to assess whether the improvement works will be required if any of these phrases are implemented individually.</p>	<p>Please be clarified that the proposed junction improvement works at J3 will be implemented before the completion and population intake of any phase of the Application Site, please refer to Para. 4.5.2 in the replacement pages of the TIA report (Appendix C).</p>
6.	<p>Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 20 January 2026</p> <p>1. Discrepancies are found in Appendix G (e.g. para. 3.3.1 states that 248 will be affected; but Table 3.2 and para. 3.3.2 stated that 249 trees are proposed to be felled);</p> <p>2. Item (c) of RtoC - The additional tree photos for T150, 1B T020, and 1B T032 are not found in Appendix C;</p> <p>3. Items (f)&(j) of RtoC</p> <p>(a) Discrepancies in tree size are observed (e.g. 1A-T020). Moreover, tree identifications listed in the tree survey schedule are incorrect (e.g. 1A T020, 1A T033, 1A T034A, 1A T035A, 1A T054, 1A T056, 1A T064, 1A T071, 1A T072, 1A T084, 1B T015, 1B T020, 1B T021, T024, T026, T063, T081);</p> <p>(b) Different tree photos are shown for the same tree ID no. (e.g. 1A-T001, 1AT034,</p>	<p>Noted and revised as appropriate in Landscape Master Plan and Broadbrush Tree Survey (Appendix D).</p> <p>Additional tree photos for T150, 1B-T020, and 1B-T032 have been included in Appendix C in Landscape Master Plan and Broadbrush Tree Survey (Appendix D).</p> <p>All discrepancies in the tree data will be further reviewed by arborist to ensure the species and sizes are accurate. The tree assessment schedule and photo records will be updated accordingly in the future submission of the Broadbrush Tree Survey Report.</p> <p>Ditto.</p>

No.	Comments	Responses
	<p>1A-T035, 1A-T062, T005, T018, T020, T022, T023, T024, T027, T067, T152);</p> <p>(c) Tree species in tree schedule and photo record are inconsistent (e.g.1AT035A);</p> <p>(d) Wrong tree tag shown in the tree photo (e.g.1A-T064, 1B-T028);</p> <p>4. Tree Treatment Plan (FIG 1.3b) – Tree T148 is missing;</p> <p>5. Landscape Master Plan (FIGs 1.5a & 1.18) – Two figures are using the same title but showing different contexts;</p> <p>6. Landscape Master Plan (FIGs 1.5a – 1.5d) – The legend of “new tree” is missing in the legend schedule;</p> <p>7. Landscape Master Plan – Podium Floor (FIG 1.5e) – Proper legend should be provided for the feature shown on the Landscape Plan;</p> <p>8. Section B-B’ (FIG 1.7) – Parts of the proposed retaining structure fall outside the site boundary, and the proposed stepped planter are located on top of proposed drainage diversion. The viability of such proposals has not been ascertain;</p> <p>9. Landscape Master Plan (FIG 1.18) – Some proposed new trees are located on/outside the phasing boundaries/site boundaries (e.g. northern side of Block 4, area to the east of Block 7) without clean indication on which phase(s) these new trees will be planted;</p> <p>10. Section C-C’ & D-D’ (FIGs 1.18-1.19b) – The extent and no. of tree planting shown in FIG 1.19b do not match with that show on the Landscape Master Plan (FIG 1.18); and</p> <p>11. Section A-A’ (FIG 1.19a) – Part of the grey colored area falls outside the phasing boundary and covers “existing watercourse”. It is uncertain whether the existing</p>	<p>Ditto.</p> <p>Ditto.</p> <p>Noted and revised as appropriate in Landscape Master Plan and Broadbrush Tree Survey (Appendix D).</p> <p>Noted and revised as appropriate in Landscape Master Plan and Broadbrush Tree Survey (Appendix D).</p> <p>Noted and revised as appropriate in Landscape Master Plan and Broadbrush Tree Survey (Appendix D).</p> <p>Noted and revised as appropriate in Landscape Master Plan and Broadbrush Tree Survey (Appendix D).</p> <p>Noted and revised as appropriate in Landscape Master Plan and Broadbrush Tree Survey (Appendix D). The stepped planter has been removed to ensure that maintenance access to the drainage system will not be affected.</p> <p>Noted and revised as appropriate in Landscape Master Plan and Broadbrush Tree Survey (Appendix D).</p> <p>Noted and revised as appropriate in Landscape Master Plan and Broadbrush Tree Survey (Appendix D).</p> <p>Noted and revised as appropriate in Landscape Master Plan and Broadbrush Tree Survey (Appendix D).</p>

No.	Comments	Responses
	watercourse and area outside the phasing boundary would be affected by proposed development.	
7.	<p>Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 13 January 2026</p> <p><u>General Comments</u></p> <p>1. Having reviewed the submitted VIA, the overall visual impact of the proposed development from the identified public viewing points (VPs) ranges from “negligible” to “slightly adverse to moderately adverse” (subject to revision of VIA as per comments below) when compared with the Approved Scheme, taking into account the existing and planned developments in the surroundings. As per the submitted VIA, with incorporation of the proposed mitigation measures, we have no adverse comments to the overall visual assessment that “the Proposed Scheme at the Application Site is unlikely to induce any significant adverse effects on the visual characters of the surrounding townscape”.</p> <p><u>Detailed Comments / Observations</u></p> <p>2. Paras. 5.1.10.4 and 5.1.10.6 of VIA (VP9) – Judging from the revised photomontage for VP9 with the revised viewing angle, part of the open sky view will be further obstructed compared with the Approved Scheme. The ratings for “effects on visual obstruction”, “effects on public viewers” and the overall visual impact should be graded as “slightly adverse to moderately adverse”. See also Table 5.3 and Para. 6.1.1.2 of VIA and Para. 5.9.1.1 of SPS.</p> <p>3. Figures 1.5a, 1.7 and 1.9 of LMP – It is noted that green walls of about <u>1.2m</u> high are proposed along the eastern and northern site boundaries, but the scale and accuracy</p>	<p>Noted.</p> <p>Since the obstruction of the open sky view is more noticeable in this new viewing angle, the ratings for “effects on visual obstruction”, “effects on public viewers” and the overall visual impact of this VP are graded as “slightly adverse to moderately adverse”. Please refer to the updated VIA (Appendix F) and SPS (Appendix G).</p> <p>The dimensions of green walls have been removed to avoid confusion. Please note that the section drawings are illustrative only and are intended to show the interface between the development and the surrounding</p>

No.	Comments	Responses
	of the proposed green wall as annotated on Figures 1.7 and 1.9 of LMP are in doubt.	landscape. Please refer to the updated LMP (Appendix D).
8.	<p>Social Welfare Department, Headquarters, Planning & Development Branch, Project Planning Section (Team 1), dated 13 January 2026</p> <p><u>HCS for Frail Elderly Persons</u></p> <p>1. Viewing the applicant’s response of “Appendix A1 of the Air Ventilation Assessment Report.....is extracted from Planning Application No. A/KC/489.”, it is interpreted that the information of “From G/F to 3/F Inclusive” at Appendix I could NOT be revised. In this regard, for proper record, we will take the “Master Layout Plan” at P.5 of Appendix B as latest version for HCS for Frail Elderly Persons (i.e. being located on First Floor of Phase 1A).</p> <p><u>RCHE</u></p> <p>2. Would the applicant please indicate whether the proposed three RCHEs, including the 100-p RCHE at Phase 1A, 100-p RCHE at Phase 1B and 150-p RCHE at Remaining Phase B, would be operated on a private or self-financing mode.</p> <p>3. Our previous comments remain valid, please.</p>	<p>Confirmed, please refer to Revised Master Layout Plan of the 4th Further Information submitted on 29 December 2025 for the latest version of MLP.</p> <p>The proposed RCHEs shall incur no financial implication to the Government. The operating mode (private or self-financing) of the proposed RCHEs will be determined in the detailed design stage.</p> <p>Noted.</p>
9.	<p>Transport Department, NT Regional Office, Traffic Survey & Support Division, Kwai Tsing Section, dated 13 January 2026</p> <p>Further to our previously provided comments, please find below the comments from our TranO Division.</p> <p><u>Table 4.7.3</u></p> <p>1. Please insert the existing occupancy level of the public transport services and calculate the remaining capacity in the table.</p>	<p>Noted and supplemented in the revised and rearranged Table 4.7.1. (original Table</p>

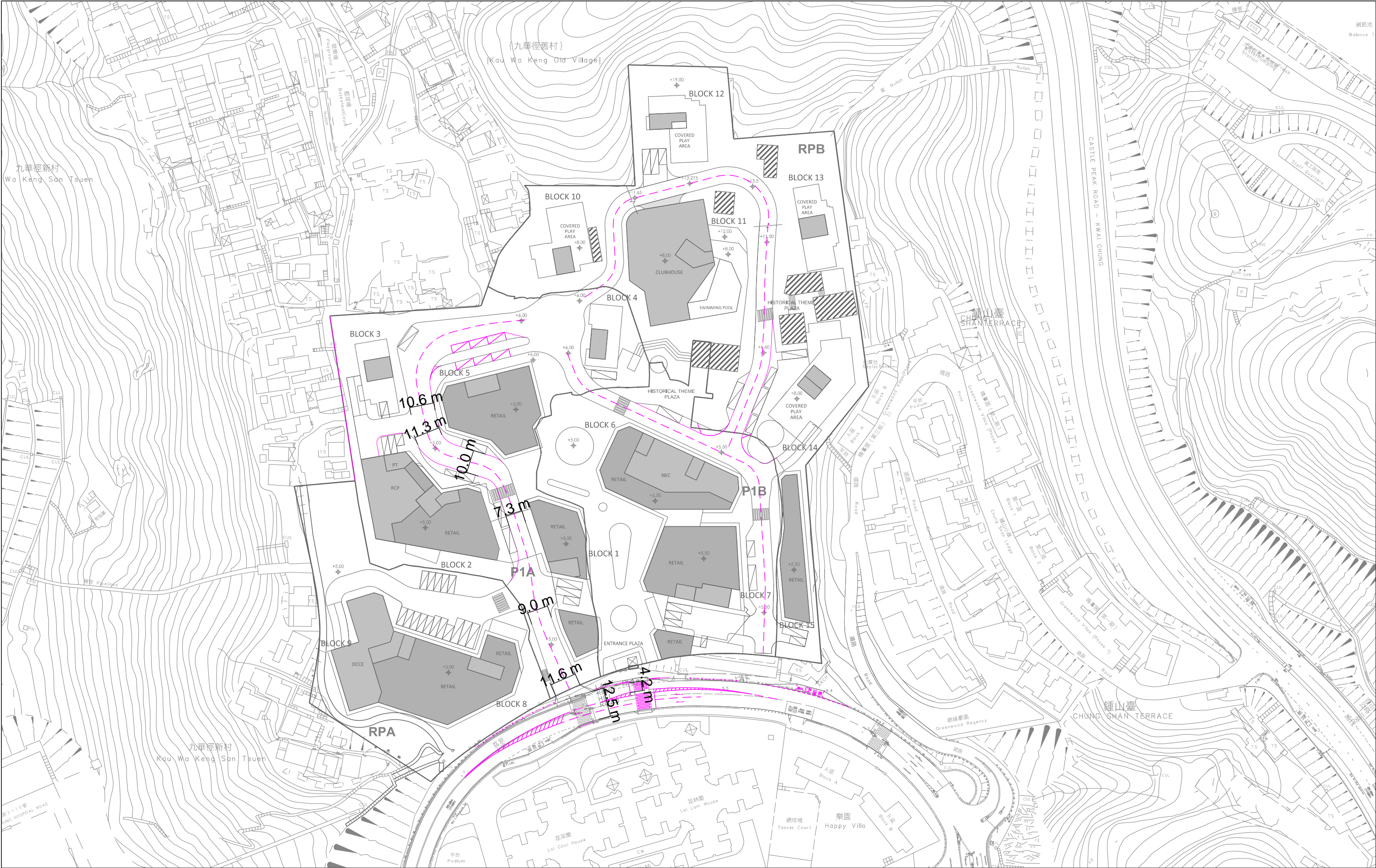
No.	Comments	Responses
	<p>2. The figures under “Year 2035 Passenger Demand” for those GMBs services to Mei Foo Station are relatively low compare with our daily observations. Please review.</p> <p>3. Adding up the total of “Year 2035 Passenger Demand” for franchised bus services and GMB services do not correspond to the respective figures in Table 4.7.2, e.g. in AM the total is 1258 (bus) and 417 (GMB) pax/hr. The demand in Table 4.7.3 is much less than those projected figures illustrated in Table 4.7.2. Please also explain how the calculation has also included +0.5% p.a.</p> <p>4. In view of the above comments, please critically review paras. 4.7.6 – 4.7.17 collectively.</p> <p><u>Para. 4.7.12</u></p> <p>5. Please advise if the feeder service lay-by inside the development can accommodate the operation of 12m buses and provide the</p>	<p>4.7.3) of the revised TIA report (Appendix C).</p> <p>Please be advised that the survey was conducted in Mar 2024 at the Lai King Hill Road outside the Application Site, low occupancy in the morning peak and high occupancy was observed. The data have been reviewed with recent observations and is found appropriate for the traffic assessment purpose.</p> <p>Please be clarified that the original Table 4.7.2 presents the estimated passenger demand of each transport mode <u>associated with the proposed development</u>, and original Table 4.7.3 presents the projected demand and the estimated remaining capacity of the identified key public transport services <u>without the proposed development (background public transport demand)</u>. The numbers in these two tables are not directly comparable.</p> <p>To avoid confusion, the original Table 4.7.2 have been arranged to the latter part of the rearranged Chapter 4.7 of the revised TIA report (Appendix C).</p> <p>The +0.5%p.a. growth was applied in the estimated 2024 public transport demand to obtain the projected 2035 public transport demand as the <u>background public transport demand</u>. Please refer to the revised Table 4.7.1. (original Table 4.7.3) of the updated TIA report (Appendix C).</p> <p>Noted, the remaining paragraphs have been reviewed and updated accordingly in the updated TIA report (Appendix C).</p> <p>The be advised that the proposed feeder service pick-up/drop-off space inside the development have been designed to</p>

No.	Comments	Responses
	<p>relevant swept-path analysis. Please update Figure 3.4.</p> <p><u>Para. 4.7.13</u></p> <p>6. Figure 3.1 in the Master Layout plan does not show the lay-by clearly. Please update the correct reference in the text.</p> <p>7. Please beef up the size and provisions of the layby in the paragraph. Please provide a detail layout of the layby proposed inside the development.</p> <p>8. The proposed layby should meet the projected demand arise from the development. If the updated demand in Chapter 4.7 requires bus services and GMB services enhancement, the layby should be able to accommodate the operation of bus and GMB services at separate bays with sufficient stacking spaces in accordance to TPDM. Assessment on LOS level is also required.</p> <p>9. To allow planning flexibility subject to the actual road situation, the feasible type of vehicle can be franchised bus / mini bus and thus please update the corresponding capacity.</p> <p><u>Para. 4.7.16</u></p>	<p>accommodate for the operation of 12m long buses, please refer to the relevant swept-path analysis SK-023_SP1 in the Appendix C of the TIA report (Appendix C).</p> <p>Figure 3.1 was intended to show the Master Layout plan. Please refer to Figure 4.5 in the updated TIA (Appendix C) for the enlarged plan, with dimensions, of the feeder service pick-up/drop-off space inside the development.</p> <p>2 nos. 24m long pick-up/drop-off space have been designed inside the development. The 24m long pick-up/drop-off space could accommodate for either 2nos. 12m long bus or 3 nos. 7.5m long minibus.</p> <p>According to the public transport assessment results, please be advised that only enhancement in GMB service will be required.</p> <p>Nonetheless, please be advised that the proposed feeder service pick-up/drop-off space inside the development have been designed to accommodate the operation 12m long buses, planning flexibility have been reserved that operation of bus and GMB services at separate bays, with one pick-up/drop-off and additional temporary waiting spaces at each bay.</p> <p>The LOS Assessment of the proposed feeder service pick-up/drop-off space inside the development is supplemented in Table 4.7.8 in the revised TIA report (Appendix C).</p> <p>Please refer to updated para. 4.7.13 and Table 4.7.7 of the updated TIA report (Appendix C).</p>

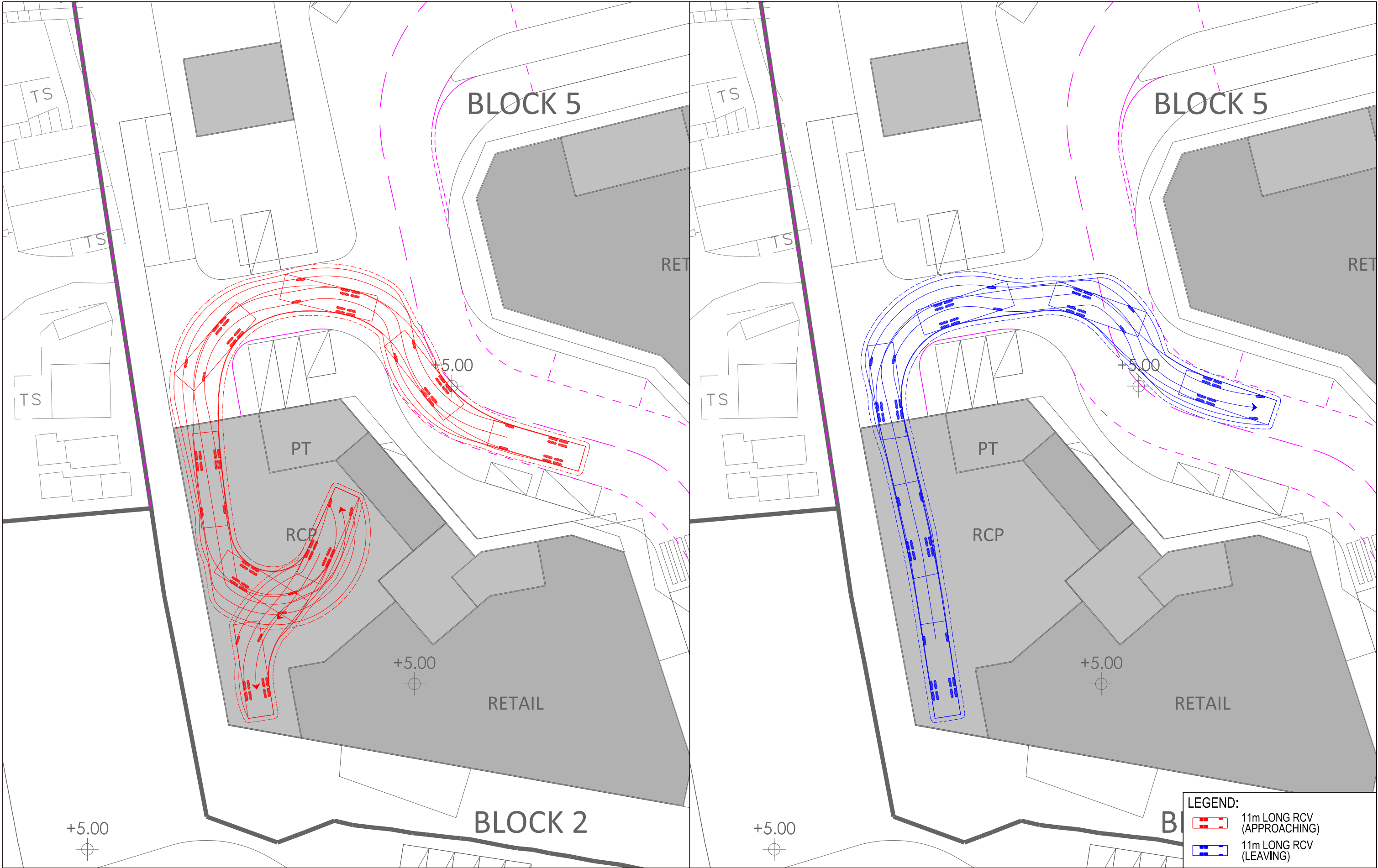
No.	Comments	Responses
	<p>10. In view of the sizable intake and to enhance the service planning flexibility to address the new demand arise from the development, please explore if lengthening of the existing bus lay-bys at Lai King Hill Road is feasible and add the relevant assessment in the text.</p> <p><u>Chapter 5.4</u></p> <p>11. Please update this section to illustrate whether the public transport services still have spare capacity to address the demand arise from the development. A similar approach should be adopted with reference to Chapter 4.7.</p>	<p>Please be advised that the existing bus lay-bys at Lai King Hill Road are significantly constrained by the proximity pedestrian crossings and vehicular access of existing and proposed developments.</p> <p>In addition, lengthening of the existing bus lay-bys would substantially reduce the width of the remaining footpaths and hence reducing the waiting area for the public transport service.</p> <p>Therefore, lengthening of the existing bus lay-bys at Lai King Hill Road are not proposed in this planning application.</p> <p>The increase in demand on public transport service under the Interim Scenarios are estimated with the same methodology as presented in Chapter 4.7. Please refer to updated Chapter 5.4 of the updated TIA report (Appendix C).</p>

(Last updated 20 January 2026)

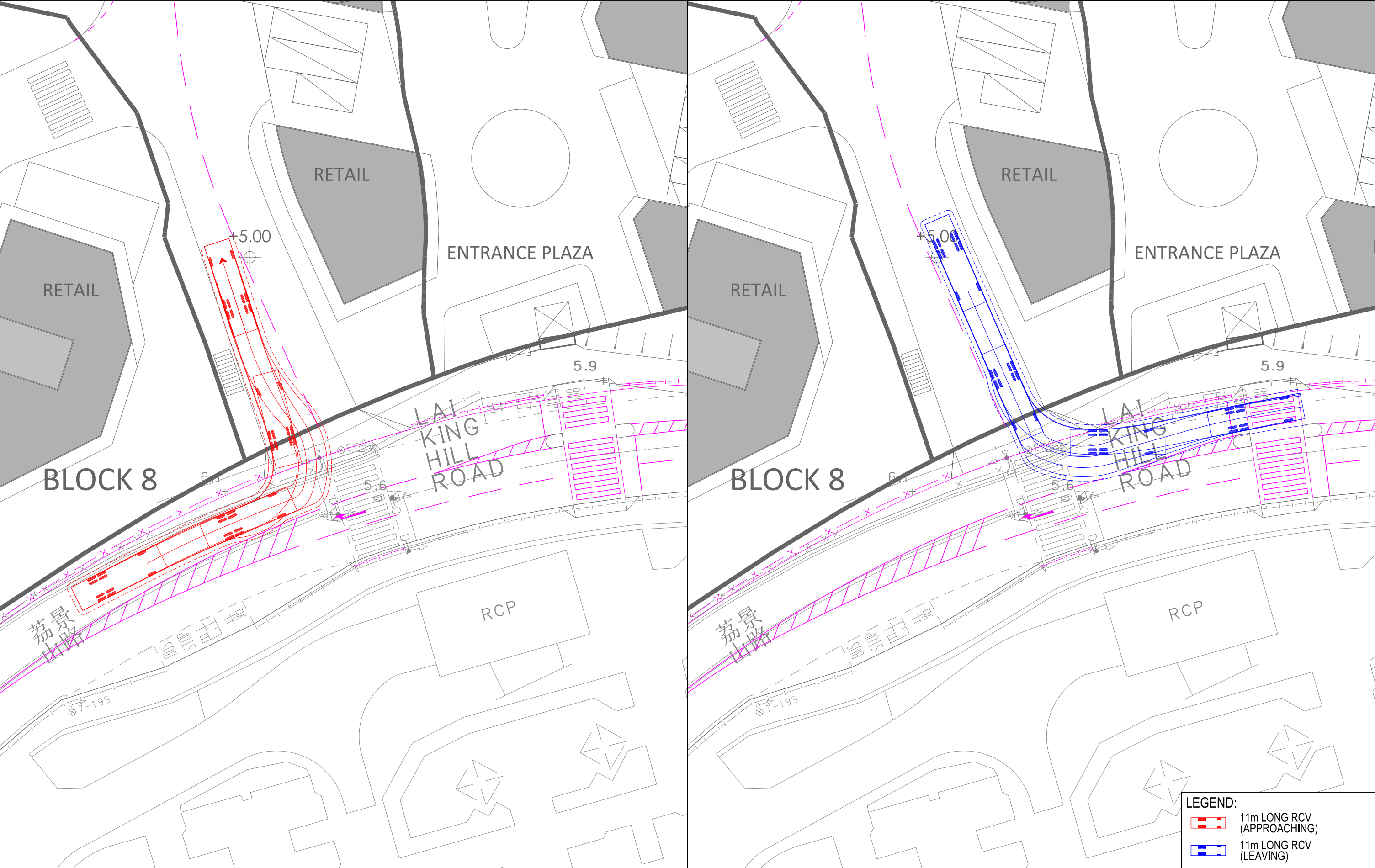
Figures



Job Title			SK-022
Fresh S16 for Kau Wah Keng CDA (PR6.5)			
Date	Scale	Drawing Title	
19NOV25	1:1500@A3		
Drawn	Job No.		
WLAC	299277-02		
LAYOUT PALN AT GF			ARUP



Job Title			SK-023_SP2
Fresh S16 for Kau Wah Keng CDA (PR6.5)			
Date	Scale	Drawing Title	
19JAN26	1:400@A3		
Drawn	Job No.		
WLAC	299277-02		
SWEPT PATH ANALYSIS FOR 11m LONG RCV			



Job Title			SK-023_SP3
Fresh S16 for Kau Wah Keng CDA (PR6.5)			
Date	Scale	Drawing Title	
19JAN26	1:400@A3	SWEPT PATH ANALYSIS FOR 11m LONG RCV	ARUP
Drawn	Job No.		
WLAC	299277-02		