

PLANNING LIMITED

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23 January 2026

Secretary, Town Planning Board  
15/F, North Point Government Offices  
333 Java Road  
North Point  
Hong Kong

Dear Sir/Madam,

**Proposed Residential Development (Flat) with Shop and Services Use  
and Minor Relaxation of Plot Ratio and Building Height Restrictions  
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and  
the adjoining Government Land, Lam Tei, Tuen Mun  
(Planning Application No. A/TM-LTYY/502)**

**- Further Information No.1 -**

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB") on 9 September 2025 and the comments received from the Tuen Mun and Yuen Long West District Planning Office between 6 January 2026 and 20 January 2026.

In response to the departmental comments received, please find attached the Further Information ("F.I.") submission. The submission document consists of:

**Response-to-Comment Table**

- Annex 1 Revised Traffic Impact Assessment
- Annex 2 Revised Ground Floor Plan
- Annex 3 Revised Visual Impact Assessment

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to

Thank you for your kind attention.

Yours faithfully  
For and on behalf of

Encl.



FS 579819

**Proposed Residential Development (Flat) with Shop and Services Uses  
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**(Planning Application No. A/TM-LTYY/502)**

**Further Information No. 1**

Comments	Summary & Response
<p><b><u>Comments from the Transport Department:</u></b>  <b>(Contact Person: Mr MOK Kam Chung, William, Tel: 2399 2426)</b></p> <p><u>Planning Statement</u></p> <p>1. Para. 4.8.2 - The traffic generated from the development should be much lesser. Please amend.</p> <p><u>Appendix 4 – Traffic Impact Assessment</u></p> <p>2. Para. 2.4.4 - One bicycle parking space should be provided for every 5 flats.</p> <p>3. Para 3.2 - The consultant has to conduct Public Transport (PT) survey during peak hours so as to demonstrate that the existing PT services in the concerned area could cater for the PT demand generated from the proposed residential development.</p> <p>4. Para. 4.2.2 –</p> <p>(i) Light public housing in Area 54 should be included.</p> <p>(ii) Please list out the GFA, flat no., population and traffic generated/attracted for each development</p>	<p>Traffic generation has been revised accordingly.</p> <p>Noted. One bicycle parking space will be provided for every 5 flats for residents and one bicycle parking space will be provided for every 45 flats for visitors. A total of 74 bicycle parking spaces will be provided as shown in <b>Para. 2.4.4</b> and <b>Figure 2.2 (Annex 1 refers)</b>. The G/F plan has also been updated and attached in <b>Annex 2</b>.</p> <p>Public transport survey has been conducted during peak hours and the public transport assessment has demonstrated that the existing PT services in the concerned area can cater for the future passengers demands to be generated by the proposed residential development.</p> <p>Light public housing in Area 54 has been included.</p> <p>GFA, flat no., population and traffic generated/attracted for each development have been listed out in <b>Para. 4.2.2</b> of the revised TIA (<b>Annex 1 refers</b>).</p>

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(iii) There is a typo of "San Hong Road". It should be "San Hing Road" instead.	The text has been revised accordingly ( <b>Annex 1</b> refers).
5. Para 5.1.1, 5.1.2 and Table 5.1 - The calculations in Table 5.1 is not correct. Please check and amend.	<b>Table 5.1</b> has been revised accordingly ( <b>Annex 1</b> refers).
6. Para 5.2.2 - Wrong reference note is used for J4. Please amend. The pedestrian phase should not be omitted or the loss time should not be reduced in the junction calculation. Cycle time should not be greater than 120s in the calculation.	The text in <b>Para 5.2.2</b> ( <b>Annex 1</b> refers) has been revised. Based on site observation, pedestrian phase was omitted in most of the time. As this is an LRT junction, there is no fixed MOC and over 170s cycle time has been observed. Therefore, a 150s cycle time and 1 pedestrian stage for every 2 cycles have been included for a conservative assessment. A video has been taken during the traffic survey and the cycle times of few cycles estimated by screen capture of the video have been summarized in <b>Appendix A</b> .
7. Table 5.5 - The footpath from the development site to Siu Hong Station is very narrow. Please check the available width along the entire 800m route and propose improvement measures. Please illustrate your improvement measures on Figure 2.1	Noted. The Applicant will liaise with LCSD to trim the grass along the footpath in order to maintain the footpath width.
8. Figure 2.1 - Please check the line of sight for the pedestrian crossing at the run-out.	Line of sight for the pedestrian crossing at the run-out has been checked to ensure sufficient visibility can be provided as shown in <b>Figures 2.1</b> and <b>2.2</b> ( <b>Annex 1</b> refers). 21m sight distance is adequate for design speed below 20km/h, please refer to the technical note on sight distance at pedestrian crossing in <b>Appendix B</b> .
9. Figure 2.2 -	

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<p>(i) Please demonstrate the queuing/waiting area for the car lifts is sufficient.</p> <p>(ii) Please advise the access routing to the bicycle parking area.</p>	<p>Queuing analysis has been carried out to demonstrate the queuing/waiting area for the car lifts is sufficient (<b>Appendix C</b> refers).</p> <p>Noted. The bicycle parking area has been relocated to the northern side of the Site and direct access to footpath has been provided as shown in <b>Figure 2.2 (Annex 1</b> refers).</p>
<p>10. Figure 2.3 -</p> <p>(i) Please demonstrate the queuing/waiting area for the car lifts is sufficient.</p> <p>(ii) Please indicate if there is sufficient area for the double deck car parking operation and demonstrate that the circulation of car park will not be affected during operation of the double deck system.</p>	<p>Queuing analysis has been carried out to demonstrate the queuing/waiting area for the car lifts is sufficient (<b>Appendix C</b> refers).</p> <p>Vehicles using the double-deck parking will park the vehicle on the parking platform like ordinary car park and the platform will be raised to the upper level. Therefore, the circulation of car park will not be affected during operation of the double-deck system. Below shows an existing double-deck parking system for reference:</p> 

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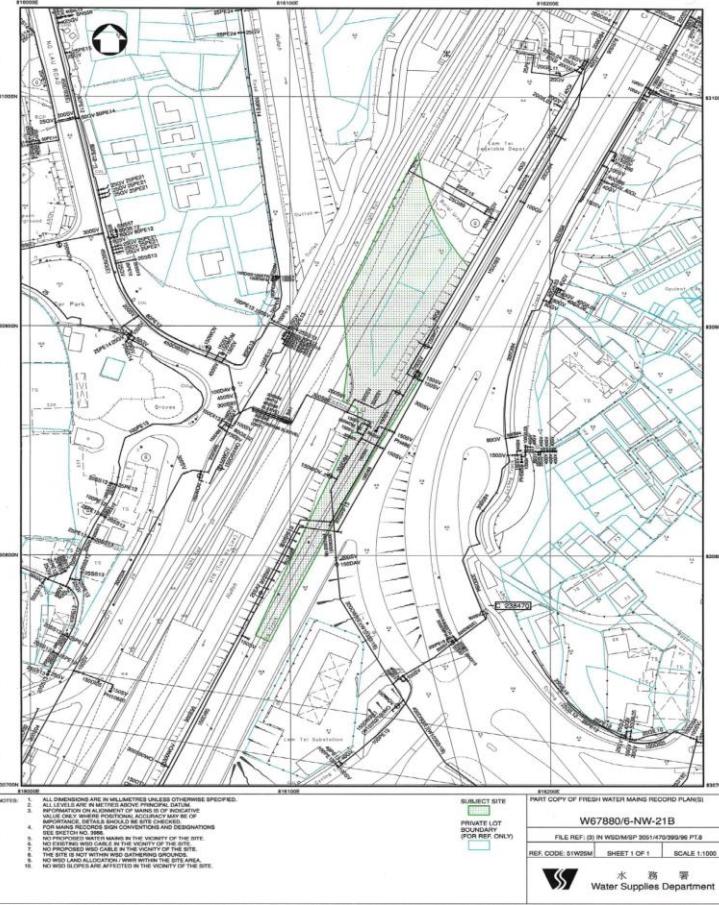
**Further Information No. 1**

Comments	Summary & Response
11. Calculation sheets - Title of the calculation of J4 in year 2033 (design) is incorrect.	Noted, the calculation sheets have been revised accordingly ( <b>Annex 1</b> refers).
<p><b>Comments from the Water Supplies Department:</b> <b>(Contact Person: Mr Billy K B WONG, Tel: 2152 5779)</b></p> <ol style="list-style-type: none"><li data-bbox="193 605 1147 716">1. Existing water mains will be affected as shown on the plan. The cost of any necessary diversion shall be borne by the proposed development.</li><li data-bbox="193 747 1147 1002">2. In case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5 metres from the center line of the water main shall be provided to WSD. No structure shall be built or materials stored within this waterworks reserve. Free access shall be available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works.</li><li data-bbox="193 1033 1147 1144">3. No trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the water main shown on the plan.</li><li data-bbox="193 1176 1147 1287">4. Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the site.</li></ol>	Noted.  Noted.  Noted.  Noted.

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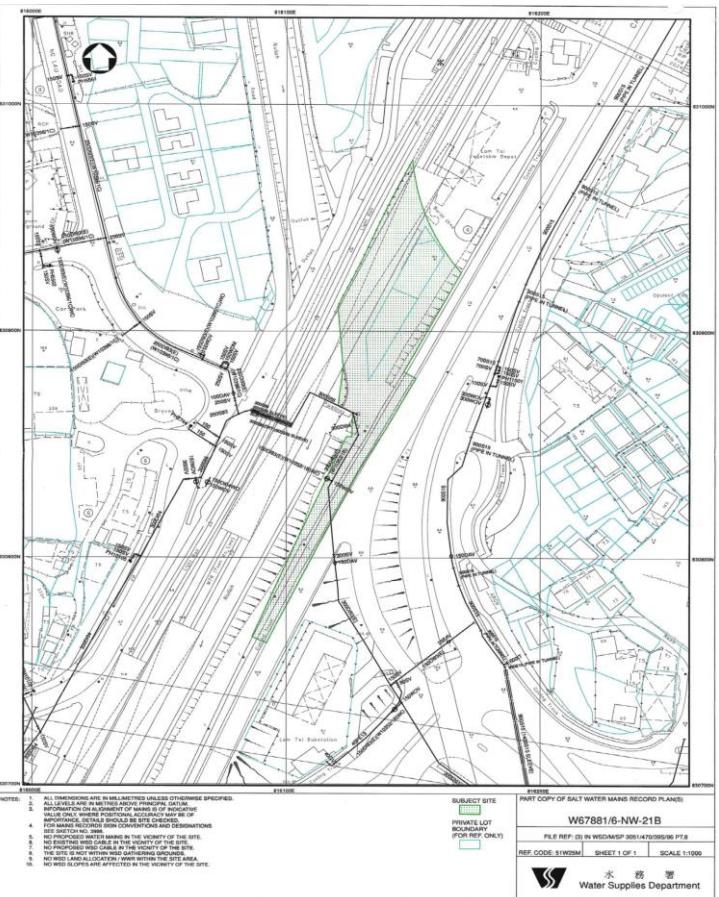
**Further Information No. 1**

Comments	Summary & Response
<p><u>Annex A (Part Copy of Fresh Water Mains Record Plan(s)) from the Water Supplies Department</u></p>  <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED.</li> <li>2. COORDINATES ARE IN UTM 50 MILLIMETRE GRID.</li> <li>3. VALUE ONLY WHERE POSITIONAL ACCURACY MAY BE OF SIGNIFICANCE.</li> <li>4. FOR MASTERSIGN SIGN CONVENTIONS AND DESIGNATIONS REFER TO THE APPROPRIATE MASTERSIGN PUBLICATION.</li> <li>5. NO EXISTING WED CABLE IN THE VICINITY OF THE SITE.</li> <li>6. THE SITE IS NOT WITHIN 100M GATHERING GROUNDS.</li> <li>7. NO MSL ALERTS ARE AFFECTED IN THE VICINITY OF THE SITE.</li> </ol> <p><b>SUBJECT SITE</b> PART COPY OF FRESH WATER MAINS RECORD PLANS PRIVATE LOT BOUNDARY (SIGHTED ONLY) FILE REF. 01 IN W67880/0 20141029989 PT2 REF. CODE: 51WSM1 SHEET 1 OF 1 SCALE 1:1000 <b>WATER SUPPLIES DEPARTMENT</b></p>	

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<p><u>Annex B (Part Copy of Salt Water Mains Record Plan(s)) from the Water Supplies Department</u></p>  <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED.</li> <li>2. INFORMATION ON ALIGNMENT OF MAINS IS OF INDICATIVE NATURE ONLY AND SHOULD NOT BE RELIED UPON.</li> <li>3. FOR THE PURPOSE OF THIS PLAN, THE SITES ARE AS SHOWN.</li> <li>4. FOR MAPS, DETAILS SHOULD BE SITE CHECKED.</li> <li>5. FOR MAPS, DETAILS SHOULD BE SITE CHECKED.</li> <li>6. NO PROPOSED WATER MAINS IN THE VICINITY OF THE SITE.</li> <li>7. NO PROPOSED WATER MAINS IN THE VICINITY OF THE SITE.</li> <li>8. THE SITE IS NOT WITHIN WSED'S DRAINAGE GROUNDS.</li> <li>9. NO WSED GROUNDS ARE AFFECTED IN THE VICINITY OF THE SITE.</li> <li>10. NO WSED GROUNDS ARE AFFECTED IN THE VICINITY OF THE SITE.</li> <li>11. NO WSED GROUNDS ARE AFFECTED IN THE VICINITY OF THE SITE.</li> <li>12. NO WSED GROUNDS ARE AFFECTED IN THE VICINITY OF THE SITE.</li> <li>13. NO WSED GROUNDS ARE AFFECTED IN THE VICINITY OF THE SITE.</li> <li>14. NO WSED GROUNDS ARE AFFECTED IN THE VICINITY OF THE SITE.</li> <li>15. NO WSED GROUNDS ARE AFFECTED IN THE VICINITY OF THE SITE.</li> <li>16. NO WSED GROUNDS ARE AFFECTED IN THE VICINITY OF THE SITE.</li> </ol> <p><b>SUBJECT SITE</b> PART COPY OF SALT WATER MAINS RECORD PLAN PRIVATE LOT BODGEY (FOR REF ONLY) FILE REF. (S) IN WEDMAPS 3081470/095/06 PT2 REF. CODE: SW001 SHEET 1 OF 1 SCALE 1:1000  水務署 Water Supplies Department</p>	

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<p><b><u>Comments from Fire Services Department:</u></b> <b>(Contact Person: Mr CHUNG Chun-ho, Tel: 2733 7737)</b></p> <ol style="list-style-type: none"><li>1. Please be informed that I have no specific comment on the captioned work subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the Director of Fire Services.</li><li>2. Detailed fire services requirements will be formulated upon receipt of formal submission of general building plans.</li><li>3. Furthermore, the Emergency Vehicular Access (EVA) provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department.</li></ol>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
<p><b><u>Comments from New Territories West Section, Buildings Department:</u></b> <b>(Contact Person: Mr. LUK Ka-Wai, Tel: 2625 5204)</b></p> <ol style="list-style-type: none"><li>1. In this application, there is a 20-storey residential building proposed. Before any new building works are to be carried out on the application site, the prior approval and consent of the BA should be obtained, otherwise they are unauthorized building works (UBWs). An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the Building Ordinance (BO);</li></ol>	<p>Noted.</p>

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<p>2. In connection with (i) above, the site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively;</p> <p>The applicant's attention is drawn to the following points:</p> <p>3. If any existing structures are erected on leased land without approval of Buildings Department (BD) (not being a New Territories Exempted House), they are unauthorized under BO and should not be designated for any approved use under the captioned application;</p> <p>4. For UBWs erected on the leased land, including the existing structures under the application, enforcement action may be taken by the BA to effect their removal in accordance with BD's enforcement policy against UBWs as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBWs on the application site under BO;</p> <p>5. If the proposed plot ratio is based on the assumption that Gross Floor Area exemption will be granted for green/amenity features and non-mandatory/non-essential plant rooms etc., the pre-requisites in Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151 and APP-152 should be complied with.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

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<p>6. Disregarding private car parking spaces from GFA calculation under the BO will be considered on the basis of the criteria set out in PNAP APP-2 during building plan submission stage;</p> <p>7. The provision of open space for domestic building should comply with Regulation 25 of the B(P)R;</p> <p>8. Details comments under BO to be provided during building plans submission.</p>	Noted.
<p><b>Comments from West Development Office, Civil Engineering and Development Department: (Contact Person: Mr. CHEUNG Ho Pak, Neville, Tel: 2158 5638)</b></p> <p>1. The cycle track at the concerned location has already been handed over to HyD and falls outside the purview of CEDD. Thus, we have no comment on the application.</p>	Noted.
<p><b>Comments from Food and Environmental Hygiene Department: (Contact Person: Ms. CHAN So Ting, Kaya, Tel: 3141 1232)</b></p> <p>1. If the proposal involves any commercial/trading activities, its state should not as to be a nuisance or injurious or dangerous to health and surrounding environment.</p> <p>2. If the Food and Environmental Hygiene Department (FEHD) is requested to provide refuse collection service, FEHD shall be separately consulted.</p>	Noted.

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<p>3. The applicant shall conduct, by all practical means, pest control measures to avoid infestation of pest including mosquitos and rodents at the site and its surroundings.</p> <p>4. The associated works and operations shall not cause any environmental nuisance, pest infestation and obstruction to the surrounding. Also, for any waste generated from the commercial/trading activities, the applicant should handle on their own/at their expenses.</p>	<p>Noted.</p> <p>Noted.</p>
<p><b>Comments from Urban Design Unit, Urban Design &amp; Landscape Section, Planning Department:</b> (Contact Person: Mr. KO Chun Ki , Tel: 3565 3941)</p> <p>1. The subject site (the Site) is located to the north of Tuen Mun New Town. It is in an elongated shape and sandwiched by Castle Peak Road – Lam Tei to its east and MTR Tuen Ma Line and Light Rail to its west. The surrounding area is characterized by existing/planned low to high-rise residential developments with building heights (BHs) up to about 160mPD. The proposed development with a proposed BH of about 74.425mPD (i.e. an increase of 9.975m and one storey as compared with the last approved application No. A/TM-LTYY/426) is considered not incompatible with the surrounding development in a wider context in terms of BH;</p> <p>2. While maintaining a single-block design as the last approved scheme, most of the design/mitigation measures are retained under the current proposal (including the 7.5m building setbacks,</p>	<p>Noted.</p> <p>Noted.</p>

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<p>articulated building facades, and landscaping/greening measures), are considered to have urban design merits;</p> <p><b>Visual Impact Assessment (VIA)</b></p> <p>3. Para 6.2 5th and 6th bullet – the proposed increased depth of transfer plate and the use of architectural fins and acoustic balconies may not be regarded as visual mitigation measures;</p> <p>4. Para 7.25 – with reference to the photomontage, the proposed development is partly screened off by road-side trees. The overall visual impact from VP3 could be considered as “slightly adverse”;</p> <p><b>Air Ventilation</b></p> <p>5. Taking into account the scale of the proposed development (site area of not more than 2 hectares and overall PR of not more than 5), it is considered that significant adverse air ventilation impact due to the proposed development on the surrounding pedestrian wind environment is not anticipated.</p>	<p><b>Para. 6.2</b> has been updated accordingly (<b>Annex 3</b> refers).</p> <p><b>Para. 7.25</b> has been updated accordingly (<b>Annex 3</b> refers).</p> <p>Noted.</p>
<p><b>Comments from Urban Design Unit, Urban Design &amp; Landscape Section, Planning Department:</b> <b>(Contact Person: Ms. CHAN Ka Ying, May, Tel: 3565 3949)</b></p> <p>1. The majority of the Site falls within “Commercial” zone and a minor northwest portion and south portion fall within areas designated as “Road”;</p>	<p>Noted.</p>

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2. According to the aerial photo taken in 2024, the Site was situated in area of miscellaneous rural fringe landscapes characterised by tree clusters to the north and south, sandwiched by a road to the east and a railway line to the west. From the site photos taken by DPO on 19.12.2025, the Site was largely formed with existing trees along the site periphery;	Noted.
3. As shown in the Tree Preservation Proposal (Appendix 3), <b>16</b> existing trees (excluding undesirable species) are proposed to be felled within the “Development Boundary” and 28 existing trees are proposed to be felled outside the “Development Boundary” while within the “Application Boundary”. The existing trees are not considered as distinctive landscape resources;	Noted.
4. As shown in the Landscape Proposal (Appendix 2), a minimum of <b>16</b> new trees are proposed to be planted within the “Development Boundary” on Ground Floor entrance and boundary for buffer planting and 2nd Floor Terrace Garden for amenity planting; and	Noted.
5. In view of the above, no significant adverse landscape impact arising from the proposed use is anticipated.	Noted.
<b><u>Advisory Comments to the Applicant</u></b>	
6. For the 28 existing trees proposed to be felled outside the “Development Boundary” while within the “Application Boundary”, the Applicant should review if there are any suitable location for compensatory tree planting onsite/offsite; and	Noted. The potential for proposing additional compensatory tree planting for the trees located outside the Development Boundary will be explored during the detailed design stage of the project. Any such proposal will be reflected in the formal tree removal application (if required) at that stage.

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7. The Applicant is reminded that approval of the s.16 application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under APP PNAP-152 and/or under the lease. The site coverage of greenery calculation should be submitted to BD for approval. For any proposed tree preservation/removal scheme, the Applicant shall be reminded to approach relevant authority/ government department(s) direct to obtain necessary approval, where appropriate.	Noted.
<b>Comments from Leisure and Cultural Services Department (Contact Person: Ms. Grace HUNG, Tel: 3167 7772)</b>  <b>1. From Tuen Mun District Leisure Services Office</b> We have no comment on the submission but reserve the right to comment when there are landscape works intended to be handed over to LSCD in future for maintenance in accordance with DEVB TC(W) No. 6/2015.  <b>2. From New Territories North Tree Team</b> Should any tree under LCSD maintenance be inevitably affected by the captioned, the project department should act in accordance with the prevailing DEVB TC(W) No. 4/2020 and relevant guidelines stipulated by DEVB and other departments. As mentioned in the comment of Lands Department, no compensatory planting are proposed for the removal of 28 trees outside site boundary and being affected in the TPRP, the applicant should observe and adhere to the requirement of DEVB TC(W) No. 4/2020 for necessary compensatory arrangement.	Noted.  Noted.

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Comments	Summary & Response
<p><b>Comments from MTR Corporation Limited:</b> <b>(Contact Person: Ms. Catherine Leung)</b></p> <p>1. MTR Corporation has, in general, no objection to the Section 16 planning application. It is noted that the single-aspect building design adopted in the previous scheme has not been retained in the proposed scheme. While the applicant's Railway Noise Impact Assessment (RNIA) recommended fixed glazing, baffle-type acoustic windows, and enhanced acoustic balconies for certain units to meet statutory requirements, MTR raised concern about the structure-borne re-radiated noise from TML viaduct enclosure, given its close proximity (about 15 meters) to the MTR Tuen Ma Line viaduct.</p> <p>MTR recommended that the project proponent conduct an updated RNIA during the detailed design stage by collecting more recent and specific on-site noise data to validate the accuracy of the computer noise model for the assessment. It is also suggested to review the adequacy of proposed noise mitigation measures by referencing similar property development projects in close proximity to the TML viaduct. To verify the assumed noise reduction effectiveness of acoustic windows/balconies, on-site noise measurement is also recommended to ensure the noise level at all floors are within statutory limits.</p>	<p>The Applicant notes MTR's concerns regarding potential structure-borne re-radiated noise from the nearby Tuen Ma Line viaduct enclosure. An updated Railway Noise Impact Assessment (RNIA) will be conducted during the detailed design stage, including on-site measurements and review of the proposed mitigation measures with reference to similar projects, to ensure compliance with statutory noise limits at all floors.</p>

Consolidated by: **KTA Planning Limited**

Date: **20 January 2026**

**List of Appendices**

**Appendix A** Site Visit of Traffic Survey and Cycle Times

**Appendix B** Technical Note on Sight Distance at Pedestrian Crossing

**Appendix C** Car Lift Queuing Analysis

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