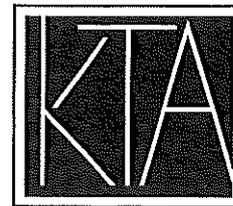


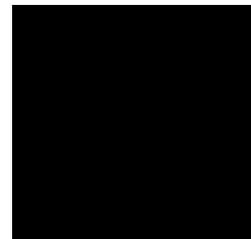
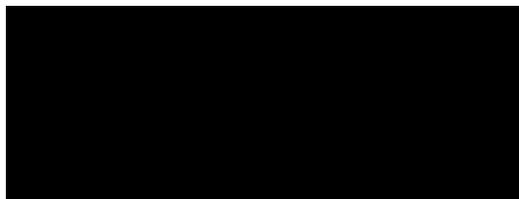
By Hand and Email

Our Ref: S3172/LTTM/25/004Lg

9 February 2026



PLANNING LIMITED  
規劃顧問有限公司



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-LTY/502)**

**- Further Information No. 2 -**

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*This letter supersedes our letter dated 6 February 2026*

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

- Appendix I Revised Air Quality Impact Assessment
- Appendix II Revised Sewerage Impact Assessment
- Appendix III Revised Noise Impact Assessment
- Appendix IV Revised Drainage Impact Assessment
- Appendix V Updated Supporting Planning Statement

Prior to confirming the usage and conditions of the Site Boundary Under Lease, i.e. area outside the Development Site, the Applicant has made an endeavour to place all internal transport facilities (including bicycle parking spaces) within the Development Site to demonstrate the feasibility. The relevant figures of the Visual Impact Assessment, landscape drawings, architectural drawings and relevant figures of the Traffic Impact Assessment have therefore been updated accordingly. Please refer to Appendix VI to IX for the updated drawings respectively.



Our Ref: S3172/LTTM/25/0041.g  
Date: 9 February 2026



PLANNING LIMITED  
規劃顧問有限公司

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at [REDACTED] or Mr Wilson Man at [REDACTED]

Thank you for your kind attention.

Yours faithfully  
For and on behalf of  
KTA PLANNING LIMITED

  
Gladys Ng

Encl. (4 hard copies)

cc. TM&YLW DPO – Ms Kennie Liu / Mr Steven Ma / Ms Lam Yan  
the Applicant & Team

GN/WM/vy

**Proposed Residential Development (Flat) with Shop and Services Uses  
with Minor Relaxation of Plot Ratio and Building Height Restrictions  
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and  
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**(Planning Application No. A/TM-LTY/502)**

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## **Response-to-Comment Table**

**Proposed Residential Development (Flat) with Shop and Services Uses  
with Minor Relaxation of Plot Ratio and Building Height Restrictions  
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and  
adjoining Government Land**

**(Planning Application No. A/TM-LTYT/502)**

**Further Information No. 2**

Comments	Response
<p><b><u>Comments from Railway Development Section, Lands Department:</u></b> <b>(Contact Person: Mr Christopher LAU, Tel: 2683 9125)</b></p> <ol style="list-style-type: none"> <li>1. Part of the application site falls underneath the strata of air space vested in Kowloon-Canton Railway Corporation (“KCRC”) for the operational purpose of West Rail under the West Rail Deed of Vesting (“the Vesting Deed”). The project proponent should ensure no vested air space would be affected or encroached by the project;</li> <li>2. Part of the application site encroaches upon the Government land being managed and maintained by KCRC pursuant to the Vesting Deed (such Government land is referred to as “the Dashed Blue Areas”). Subject to no adverse comment from relevant Government departments, the Government may demand redelivery of Dashed Blue Areas from KCRC as necessary for the subject application; and</li> <li>3. The application site falls within the West Rail Protection Boundary such that comment from MTR Corporation Limited (agent of KCRC) should be sought from railway protection perspective.</li> </ol>	<p>Noted. The Project Proponent will clarify with Railway Development Section of Lands Department regarding the extent of “vested air space”.</p> <p>Noted. There is currently no information regarding the “Dashed Blue Areas”. The Project Proponent will further clarify with Railway Development Section of Lands Department.</p> <p>Comments from MTR Corporation Limited have been issued on 2026.1.6 via the public comments of Application No. A/TM-LTYT/502_Public Comments No.1. The responses have been incorporated in the previous submission of Further Information No.1.</p>
<p><b><u>Comments from the Environmental Protection Department:</u></b> <b>(Contact Person: Miss CHAN Ying Tung, Tiffany, Tel: 2835 1600)</b></p> <ol style="list-style-type: none"> <li>1. Please remove section numbers “2.1.2” and “2.1.3”.</li> </ol>	<p>Noted, relevant sections have been revised (<i>Appendix I</i> refers).</p>

**Proposed Residential Development (Flat) with Shop and Services Uses  
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at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and  
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**(Planning Application No. A/TM-LTY/502)**

**Further Information No. 2**

Comments	Response
2. Section 3.2.1: Please review whether the last sentence is relevant or consider removing it.	The last sentence in S.3.2.1 has been removed ( <i>Appendix I</i> refers).
3. Section 3.4.1: Please consider revising the last sentence to “According to the AQMS monitoring data presented in Table 3.4, exceedances of the AQOs were recorded for RSP, FSP, NO <sub>2</sub> and O <sub>3</sub> concentrations in various years.”	Noted, relevant sections have been revised ( <i>Appendix I</i> refers).
4. Section 3.5.1, Figure 3.1, Table 3-5: It appears that the identified ASRs listed in Table 3-5 are located along the Development Site Boundary (referring to Figure 3.1 of the Planning Statement). Please confirm whether any existing or planned ASRs are situated outside the Development Site but within the Application Site Boundary.	There will be no existing or planned ASRs outside the Development Site Boundary but within the Application Site Boundary.
5. Please note that the “Application Site Boundary” in all figures (PDF Pages 33–41 of AQIA) is inconsistent with the one presented in Figure 3.1 of the Planning Statement. Please verify.	Noted, all figures have been updated where appropriate ( <i>Appendix I</i> refers).
6. Section 4.1.2:	
(i) Please provide an estimate of the size of excavation area, or the amount of excavated materials to be handled to support the claim that the dust impacts associated with these construction activities will not be significant.	Since the Proposed Development will have no basement, it is expected that the amount of excavated materials (mainly from foundation works and utilities works) generated would be limited.
(ii) Dust control measures implemented by concurrent projects cannot guarantee the absence of cumulative adverse air quality impacts when multiple projects are ongoing simultaneously in	Noted, relevant text has been removed ( <i>Appendix I</i> refers).

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Comments	Response
<p>the vicinity. Please remove the sentence “Therefore, cumulative adverse air quality impact would not be anticipated.” in Line 13.</p> <p>(iii) Please include a figure showing all identified concurrent projects within the 500 m assessment area and indicate the minimum separation distances from the Project site boundary to each concurrent project.</p> <p>7. Section 4.1.3: Please provide an estimate of the maximum number of dump truck trips per hour (or per day) over the project site. Unless there is evidence to substantiate the claim that Euro VI dump trucks has been widely used in the construction industry, we suggest removing the first sentence.</p> <p>8. Section 4.1.4: Please provide an estimate of the maximum number of mechanical equipment to be deployed at the project site at any given time.</p> <p>9. Section 4.2.1: Please revise this section to “Potential air quality impacts during the operational phase would be associated with all relevant emission sources within the 500 m assessment area, including vehicular emissions and industrial emissions.”</p>	<p>Please refer to the newly added Figure 4.2 (<i>Appendix I</i> refers).</p> <p>The first sentence has been removed.</p> <p>Given size of the Application Site is rather small, the Site is currently vacant and there will be no basement structure (i.e. the amount of excavated materials would be limited), the generation of C&amp;D materials would be limited. Therefore, it is estimated that a maximum number of 1-2 dump trucks per hour may be required. Please refer to S.4.1.4 of the revised AQIA in <i>Appendix I</i> (S.4.1.3 has been re-numbered to S.4.1.4) for detail.</p> <p>Subject to detailed planning, a maximum number of mechanical equipment (2-3 machineries) would be expected to be deployed at the Site during construction stage. Please refer to S.4.1.5 for detail (<i>Appendix I</i> refers).</p> <p>Noted, relevant sections have been revised (<i>Appendix I</i> refers).</p>

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Comments	Response
10. Section 5.2.1: Please follow up and provide Transport Department's endorsement on the traffic data once available.	The Project Traffic Consultant is seeking the confirmation from TD. TD's endorsement will be provided once available.
11. Section 5.3: In addition to bus terminus/PTIs, vehicular running, idling and start emissions will also arise from parking sites. Please confirm whether any parking sites (e.g. indoor or outdoor car parks) are present within the assessment area. If yes, please show them in Figure 5.1 and include a section discussing how to address the potential air quality impacts from emission at these premises.	There is an open carpark for heavy good vehicles within the 500m assessment area and its location has been shown in Figure 5.4. Please refer to S5.6.18 of the revised AQIA in <i>Appendix I</i> for the discussion on the potential air quality impacts from the parking site.
12. Section 5.4.1:	
(i) Please confirm whether, in addition to the chimneys previously identified in other reports, any active industrial chimneys are present within the 500 m assessment area.	There are no active industrial chimneys within the 500 m assessment area other than those previously identified.
(ii) Please be reminded that the applicant and their consultants are responsible for verifying the accuracy of the chimney data by their own site surveys. If the information regarding the industrial chimneys is later discovered to be incorrect, the assessment results presented in the planning application will be considered invalid.	Noted.
(iii) Please also assess whether any air or odour emissions from nearby industrial activities (e.g. godowns, open storage sites, auto repair shops) will cause air quality or odour nuisances to the proposed development.	No potential air quality or odour impact from nearby industrial activities had been observed during onsite surveys.

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Comments	Response
13. Section 5.4.2: Please revise the first two sentences to “The asphalt plant in Lam Tei Quarry has been identified as one of the major point sources within 4 km from the project site and its potential air quality impacts will be assessed using dispersion model.”	Noted, relevant text has been revised ( <i>Appendix I</i> refers).
14. Table 5-1: Please consider removing the row for “Marine Vessels”.	Noted, relevant text has been removed ( <i>Appendix I</i> refers).
15. Section 5.6.6: Please review and confirm whether there have been any updates to the operation of the roast pig factory since the EIA for the “Development at San Hing Road and Hong Po Road” project, and whether data in the previously approved EIA report remain valid and suitable for adoption in this study.	There are no further updates to the chimney of the roast pig factory since the EIA for the “Development at San Hing Road and Hong Po Road” project, and the data in the previously approved EIA report remain valid and suitable for adoption in this study.
16. Section 5.6.7: Please remove “would be regarded as a background emission as it” in Line 2.	Noted, relevant text has been removed ( <i>Appendix I</i> refers).
17. Section 5.6.16: Please review whether the last sentence should be revised to “The emissions along the spreading distance will be modelled by AERMOD”.	Noted, relevant text has been revised ( <i>Appendix I</i> refers).
18. Section 5.6.18: Please conduct updated on-site surveys to identify all parking facilities within the 500 m assessment area. The vehicular emissions from these facilities should be included in the assessment.	On-site surveys to identify the parking facilities for HGV within the 500m assessment area have been conducted and the vehicular emission has been included in the assessment.
19. Section 5.7.21: Please clarify and clearly state whether start emissions have been applied to all vehicle classes on all roads within the assessment area.	Start emissions have been applied to all vehicle classes on all roads within the 500m assessment area.

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Comments	Response
<p>20. Section 5.7.25: Please use the most recent Annual Traffic Census 2024 data for estimating VKT on local and rural roads. If any post-processing of the original data is conducted, TD’s written endorsement on the methodology and calculation results should be obtained.</p>	<p>The most recent ATC data has been updated and adopted in the revised assessment.</p> <p>The Environmental Consultant confirmed that they have strictly followed the methodology provided by TD, and the methodology set out in Appendices E and K of the ATC 2024 in the calculation of the values of Average Daily Vehicle-Kilometre for different types of roads in different regions. The calculated values are consistent with TD’s published figures for the relevant regions, road types, and the overall road network.</p>
<p>21. Section 5.7.28: Please consider deleting the second and third sentences (Lines 3–7) as they are repetitive.</p>	<p>Noted, relevant text has been revised (<i>Appendix I</i> refers).</p>
<p>22. Section 5.8.3: Please include a map showing all vertical and cantilevered noise barriers identified within the 500 m assessment area.</p>	<p>Figure 5.6 has been supplemented to show all types of noise barriers within the 500m assessment area.</p>
<p>23. Section 5.10.2: The Entrance Lobby and the shop are located within the annual NO2 AQO exceedance zone. Please assess whether any air-sensitive uses (e.g. guard post) will be present within the Entrance Lobby and the shop as well as whether they will be subject to adverse air quality impacts. Please also review potential mitigation measures (e.g. layout optimization, door closure management, positive pressure ventilation systems) that can be adopted to minimize such impacts.</p>	<p>Fresh air intake location of the entrance lobby and the shop will not be located within the exceedance zones. Positive pressure ventilation system and the door closure management would also be considered during detailed design stage to minimize the potential air quality impact.</p>

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Comments	Response
24. Section 5.11.2: Please include a map showing the location of the STP exhaust outlet and indicate its minimum separation distance from nearby ASRs.	The tentative location of the exhaust outlet of the proposed STP and the minimum separation distance from nearby ASR have been shown in Figure 5.6.
25. Section 5.11:	
(i) Please conduct updated on-site surveys and desktop reviews to confirm whether any additional odour emission sources are present in the surrounding environment, beyond the roast pig factory and the planned on-site STP. A clear statement should be included in the report.	Please be clarified that no additional odour emission sources were identified during the onsite surveys conducted on 13 October 2025 and 22 January 2026. Please refer to S.5.11.1 of the revised AQIA in <i>Appendix I</i> .
(ii) Please obtain the most recent complaint records (covering the past five years) related to air quality and odour issues within the 500 m assessment area.	The enquires on the quality and odour issues complaints have been made to Environmental Protection Department (EPD) and the reply is still pending. The relevant correspondence to EPD has been provided in Appendix 5.14 of the revised AQIA in <i>Appendix I</i> .
26. Section 6.1.2: Please revise the second sentence to “No air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, will be located within the AQO exceedance areas.	Noted, relevant text has been revised.
27. Appendix 5.2, PDF Pages 53–54: Please confirm, with supporting evidence (e.g. updated survey/questionnaire records, owner/operator declarations), that no changes have been made to the chimney parameters (e.g. location, height, stack diameter) or the industrial activities (e.g. operating period, exhaust temperature, flow velocity, fuel consumption rate) since the approval of the EIA report for the Development at San Hing Road and Hong Po Road in 2020. Please	Updated surveys have been conducted and the results have confirmed that no changes have been made to the chimney parameters since the approval of EIA report.

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Comments	Response
<p>note that the AQIA should be conducted based on the best available information, and the Applicant/Consultant should be responsible for verifying the validity of the chimney data.</p> <p>28. Appendix 5.2, PDF Page 54:</p> <p>(i) Please review the numbering of the table notes.</p> <p>(ii) Please provide the approved rezoning application (Application No. Y/TM-LTY/11) for documentation purposes.</p> <p>(iii) Please provide reference sources for “Coordinates of Sources”, “Base Elevation” and “Equiv. Stack dia.”.</p> <p>29. Appendix 5.3, PDF Page 56: Both the SPL and modeling files downloaded from SAMP v2.1 indicate that more than two emission points are present at the Asphalt Plant in Lam Tei Quarry. Please review.</p> <p>30. Appendix 5.6, PDF Page 158: Please review whether the title for this appendix is correct.</p> <p>31. Appendix 5.9, PDF Page 229: Please consider revising the appendix title to “Summary of Sensitivity Test Results”.</p>	<p></p> <p>Noted. The numbering of the table notes has been revised.</p> <p>The relevant report of the approved rezoning application (Application No. Y/TM-LTY/11) will be provided separately.</p> <p>Noted and supplemented.</p> <p>Please note that Asphalt Plant in Lam Tei Quarry is located out of the 500m assessment area and it is modelled as the 4km major point sources for this project. Therefore, emission sources other than point sources have not been included.</p> <p>Noted, relevant text has been revised.</p> <p>Noted, relevant text has been revised.</p>

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Comments	Response
<b><u>Sewerage</u></b>	
1. Appendix 9 (SIA), please revise typo in the Title of Figure 2.1, it should be read as “ Proposed On-site Sewerage Treatment Plant and Effluent Discharge Location”.	Noted, relevant text has been revised ( <i>Appendix II</i> refers).
2. Noted that the concerned site is not served by public sewerage, the sewage generated from the development (ADWF ~265.6m <sup>3</sup> /d) will be treated by a proposed on-site sewage treatment plant (STP), with the treated effluent discharged into the existing drainage system. The applicant should be reminded to seek comments from Environmental Protection Department ECD/EPD and Drainage Services Department DSD regarding the design of on-site STP and the effluent discharge standard.	Noted.
<b><u>Noise</u></b>	
<b><u>Traffic noise &amp; Noise Model</u></b>	
1. S.3.3.1 - Noted the TD's endorsement is still pending and will be provided once available.	The Project Traffic consultant is seeking the confirmation from TD. TD's endorsement will be provided once available.
2. Figure 3.2a and 3.2b and Appendix 3.6 - Some of the proposed NMM are inconsistent between the figures and appendix, e.g. N1-17, N1-19, N1-10 and N1-45. Please review.	Noted, relevant text has been revised ( <i>Appendix III</i> refers).
3. Fu Shing Street and To Lai Road are missing from the model. Please review and update.	As advised by the Project Traffic Consultant, the traffic flows of Fu Shing Street and To Lai Road are very low. The road traffic noise impact on the NSRs of the Proposed Development should be dominated by Castle Peak Road – Lam Tei and Yuen Long Highway. Therefore, it is considered not

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Comments	Response
	necessary to include Fu Shing Street and To Lai Road in the noise models. This approach is also similar to the approach adopted in the Approved EIA report for Development at San Hing Road and Hong Po Road, Tuen Mun (AEIAR-227/2020).
4. A number of structures and buildings are absent from the model, e.g. Lam Tei Substation, Lingrade Garden, Ocean Brilliance, San Hing Tsuen, To Yuen Wai, Tuen Mun San Tsuen and etc. Please review and update.	Noted, relevant text has been revised ( <i>Appendix III</i> refers).
5. A concrete wall near the junction of Ng Lau Road and San Hing Road is missing from the model. Please review and update.	Noted, relevant text has been revised ( <i>Appendix III</i> refers).
6. The height of part of the noise barriers along Yuen Long Highway (ID 1236-1238) was wrongly input. The cantilevers have been removed from those noise barriers. Please review and update.	Noted, relevant text has been revised ( <i>Appendix III</i> refers).
7. Part of the noise barriers along Yuen Long Highway (another side of road D3(S)) is missing from the model. Please review and update.	Noted, relevant text has been revised ( <i>Appendix III</i> refers).
8. Buildings belonging to the concurrent project(s), e.g. Development at San Hing Road and Hong Po Road, should also be incorporated into the model. Please review and update.	Noted, relevant text has been revised ( <i>Appendix III</i> refers).

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Comments	Response
<u>Rail Noise</u>	
9. General - The Propose Development will be situated very close to the viaduct with enclosure of TML and the LRT track. Please conduct on-site measurement to establish the current noise level at the future first-floor residential unit, i.e. at approx. 23m above ground, to provide a clear reference.	Due to the accessibility issue, the Project Applicant commits to conduct on-site noise measurement at approx. level of the first residential floor in the revised NIA report at a later stage to support the layout of the Proposed Development.
10. S.4.2.4 - Please review the last sentence "The applicable ASR for each..."	The last sentence has been deleted.
11. Appendix 4.3 - The adopted train frequency references the reply from MTRCL between 2019 and 2023 as provided in Appendix 2.1. Please review such frequency in light of the adjustment of TML frequency made in 2024.	The adjustment of TML frequency made in 2024 only applied to TML – TAW to HUH. Therefore, the train frequency adopted in the current NIA report is still valid.
12. Appendix 4.5 - The table tile should not be "Base Case". Please review and update.	Noted, relevant text has been revised ( <i>Appendix III</i> refers).
13. S.4.7.3 and 4.8.1 - The proposed 3 dB(A) noise reduction associated with the adoption of AW(BT) and EAB(BT) in the rail noise impact assessment is unacceptable. Please consider alternative(s) to address the rail noise exceedance at the concerned NSRs.	AW(BT) and EAB(BT) have been adopted in residential developments near/ along railway for mitigating the rail noise impact. Therefore, adoption of AW(BT) and EAB(BT) is considered as feasible. Moreover, the Project Applicant has committed to conduct on-site noise measurement at approx. level of the first residential floor and carry out mock-up test of AW(BT) and EAB(BT) for assessment purpose in the revised NIA report at later stage in support of the layout of the Proposed Development.

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Comments	Response
<p>14. S.4.7.3 – Please revise "...to demonstrate the noise reduction effectiveness..."</p> <p><u>Fixed Noise Source</u></p>	<p>Noted, relevant text has been revised (<i>Appendix III</i> refers).</p>
<p>15. General - To substantiate the fixed noise sources impact, please carry out on-site measurement during the operation of the identified fixed noise sources, e.g. Lam Tei Vegetable Collection Depot etc.</p>	<p>Additional onsite survey has been conducted. Please refer to the revised 5.4.6 and revised Appendix 5.2 in <i>Appendix III</i>.</p>
<p>16. Appendix 5.3 &amp; S.5.3.1 - Please consider applying the 3dB tonal correction as a conservative approach.</p>	<p>Noted, 3dB(A) tonal correction has been applied.</p>
<p>17. S.5.4 - Please review and identify all the potential fixed noise source(s) within 300m from the Project Site, e.g. Ming Lee Metal Foundry Limited, Yue Kee Rattan Factory and Lam Tei Substation etc.</p> <p><u>General</u></p>	<p>Additional onsite survey has been conducted. Please refer to the revised Appendix 5.2 in <i>Appendix III</i>.</p>
<p>18. The figures in the NIA Report are not in sequential order. Please update.</p>	<p>Noted.</p>
<p>19. Please replace all instances of “Railway Noise” with “Rail Noise”; Please replace all instances of “Fixed Noise Impact” with “Fixed Noise Sources Impact”.</p>	<p>Noted, relevant text has been revised (<i>Appendix III</i> refers).</p>

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Comments	Response
<p><b><u>Comments from the Mainland North Division, Drainage Services Department:</u></b> <b>(Contact Person: Miss Jenny Chow Oi Tung, Tel: 3965 8875)</b></p> <p>1. The applicant should be advised that the limited desk-top checking by Government on the drainage proposal covers on the fundamental aspects of the drainage design which will be no means relieve his/her obligations to ensures that (i) the proposed drainage works will not cause any adverse drainage or environmental impacts in the vicinity; and (ii) the proposed drainage works and the downstream drainage systems have the adequate capacity and are in good conditions to receive the flows collected from his lot and all upstream catchments. Our comments on the submission are as follows:</p> <p>(a) Re: Section 2.1.1 and 3.3.1 of Planning Statement, the proposed vehicular access at the southern boundary of the site is located at the crest of slope feature no, 6NW-C/C273 which is maintained by DSD. Since the captioned location is currently an existing cycling track and footpath, please demonstrate in a separate submission that the additional vehicular loadings imposed on the slope crest will not adversely affect slope stability, and seek relevant authorities for their comment.</p> <p>(b) Re: Section 2.2.1 of DIA, apart from the DSD Stormwater Drainage Manual and Corrigendum No. 1/2022, please specify that the assessment should also comply with all DSD</p>	<p>Noted.</p> <p>Noted, a separate submission will be conducted to demonstrate that the additional vehicular loadings imposed on the slope crest of slope feature No. 6NW-C/C273 will not adversely affect slope stability.</p> <p>Section 2.2.1 has been revised according (<i>Appendix IV</i> refers).</p>

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Comments	Response
<p>Stormwater Drainage Manual Corrigenda, Practice Notes and Technical Circulars where applicable.</p> <p>(c) Re: Section 2.4 and Figure 1.1, 2.1 and 2.2 of DIA,</p> <p>(i) Please clarify if the site area within the “Site Boundary” but outside the “Development Boundary” is also to be granted to the applicant in the land exchange application. If affirmative, peripheral drainage channels should be provided at the whole site area instead of solely at the development area as stated in Section 2.4.2. Furthermore, Drainage Reserve Area with a width of 6m plus the outside diameter of the pipe should be provided for the existing drainage facilities maintained by DSD within the aforementioned area. No structure or support for any structure should be erected on Drainage Reserve Area without written consent of DSD. Such Drainage Reserve Area is essential in order to ensure that there is free and unrestricted access at all times for construction, repairs and maintenance.</p> <p>(ii) Please clarify the drainage system of the proposed vehicular access within the “Application Boundary”.</p> <p>(d) Re: Appendix 2.1 of DIA and Figure 1.1, 2.1 and 2.2 of DIA,</p>	<p>Peripheral drainage channel (U1) has been proposed to the whole site area (within the site boundary), Figure 2.1 &amp; 2.2 and Appendix 2.1 have been updated (<i>Appendix IV</i> refers).</p> <p>No structures of the Proposed Development will be constructed within the 3m Drainage Reserve Area. Please refer to the newly added Figure 2.3 in the revised DIA in <i>Appendix IV</i> accordingly. For the portion of G/F within the 3m Drainage Reserve Area, at least 5.1m headroom (according to the Section Plan, the headroom of G/F will be 5.25m) will be provided to ensure enough space for unrestricted access at all times for construction, repairs and maintenance.</p> <p>The drainage system for the proposed vehicular access within the “Application Boundary” and outside the Site Boundary under lease will connect to the existing road drainage system. Details of the proposed drainage system will be provided at the detailed design stage.</p>

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**(Planning Application No. A/TM-LTY/502)**

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Comments	Response
<p>(i) Referring to the calculation ins Appendix 2.1, it appears that a discharge manhole U1 is proposed to convey surface runoff from catchment A1 to existing catchpit D1. However, such details are not indicated in the figures. Please supplement.</p>	<p>The proposed peripheral channel (U1) will be connected to the proposed terminal manhole T1. Figure 2.1 and Appendix 2.1 have been updated (<i>Appendix IV</i> refers).</p>
<p>(ii) The proposed terminal manhole T1 should be of Type T1_1, T2_1, T3_1, T4_1 or T10_1 as appropriate and in accordance with current DSD standard drawings, and its D.T.L should be indicated on the drawing complying with the current Government standard and a 150 mm difference between I.L and D.T.L should be maintained.</p>	<p>Type of the terminal manhole will be provided in detailed design stage. D.T.L and I.L of the terminal manhole has been indicated in the figure.</p>
<p>(iii) Please advise the proposed pipe material for the drainage connection. Precast concrete pipes should generally be used for stormwater connections. Proposals for using pipes of alternative materials should be submitted for agreement. Reference should also be made to Stormwater Drairage Manual published by DSD.</p>	<p>The proposed pipe material for the drainage connection has been presented in Table 3b of Appendix 2.1 (<i>Appendix IV</i> refers).</p>
<p>(e) Re: SIA,</p>	
<p>(i) The SIA should be circulated to Sewerage Infrastructure Group of Environmental Protection Department, the planning authority of sewerage infrastructure, for comment and should meet their satisfaction.</p>	<p>Noted, PlanD has circulated the SIA to EPD for comment.</p>
<p>(ii) There is no public sewer connection available in the vicinity of the proposed development. Please consult EPD regarding</p>	<p>Noted, PlanD has circulated the SIA to EPD for comment.</p>

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Comments	Response
<p>the sewage disposal arrangement of the proposed development.</p> <p>(iii) Our comments on the SIA and the volume of treated effluent discharged to the stormwater drainage system adopted in the DIA are subject to the views and comments of EPD.</p> <p>2. In addition, we have the following general reminders:</p> <p>(a) There are existing drainage facilities maintained by DSD in the vicinity of the site. The applicant shall take extreme care when working in the vicinity of any existing drainage works in order not to disturb, interfere with or cause damage to them. Any blockage or damage to the said works due to the proposed development shall be made good at the applicant's cost. Please find the enclosed part print of our drainage record (Annex A) for your reference.</p> <p>(b) The applicant should construct and maintain the proposed drainage facilities properly whether within or outside the subject lots and rectify them if they are found to be inadequate or ineffective during operation at their own expense. The applicant shall also be liable for and shall indemnify claims and demands arising out of any damage and/or nuisance caused by failure of their facilities/systems.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

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Comments	Response
<p>(c) For any works to be undertaken outside the lot boundary, the applicant should obtain prior agreement from DLO/TM and/or the relevant private lot owners.</p>	<p>Noted.</p>
<p><b><u>Comments from Tuen Mun and Yuen Long West District Planning Office, Planning Department:</u></b> <b>(Contact Person: Mr. Steven MA, Tel: 2158 6306)</b></p> <p><b>Major Comments</b></p> <p>1. Per the description in paragraph 2.2.2, the ‘Site Boundary’ is related to the proposed land exchange application for the concerned lots. For clarity, please rename ‘Site Boundary’ to other appropriate name to avoid confusion with the Application Site and Development Site. Also, please include the boundaries of Application Site and Development Site boundary for all figures and drawings.</p> <p>2. Please clarify/confirm the proposed use(s), floor area (if any), ownership, management and maintenance (M&amp;M) of the area beyond the Development Site but within the area of ‘Site Boundary’ as shown on Drawing No. Sp-43-01.</p> <p>3. Please clarify the management and maintenance of the proposed access road.</p>	<p>Please note that ‘Site Boundary’ has been renamed as ‘Site Boundary under Lease’ to avoid confusion. The boundaries of Application Site and Development Site have been supplemented in all figures and drawings.</p> <p>There is no proposed use nor floor area within the area beyond the Development Site but within the area of ‘Site Boundary under Lease’. According to the recent dialogue with DLO, the Applicant will be responsible for the management and maintenance of this area. The Applicant shall further liaise and confirm with DLO under the land exchange application.</p> <p>Noted.</p>

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**Further Information No. 2**

Comments	Response
<p>4. Please supplement the design merits on visual permeability and landscape aspects of the revised proposal over the last approved scheme under application No. A/TM-LTY/426.</p> <p><b>Specific Comments</b></p> <p><u>Supporting Planning Statement (SPS)</u></p> <p>5. Paragraph 1.1.2: Application A/TM-LTY/426 was approved with conditions by the Town Planning Board (the Board) on 19 May 2023. Please revise.</p> <p>6. According to Table 3.2 of the SPS, ‘Recreational Facilities (Clubhouse)’ are proposed on the 2/F. However, in other parts of the SPS and Appendices 1, 6 and 7, only ‘Recreational Facilities’ are proposed. Please clarify.</p> <p>7. Table 3.2: Please clarify if a roof garden would be proposed on R/F.</p> <p>8. Table 4.1: the development restrictions presented are not accurate. Please review. Please also state the name of the OZP of the relevant zones mentioned in the table.</p>	<p>Section 3.6 of the Supporting Planning Statement has been supplemented to highlight the design merits of the revised proposal (<i>Appendix V</i> refers).</p> <p>Relevant text has been revised accordingly (<i>Appendix V</i> refers).</p> <p>The term ‘recreational facilities’ under the proposal refers to clubhouse use. Section 3.1.2 has been supplemented for better clarification (<i>Appendix V</i> refers).</p> <p>Please note that the Revised Development Scheme has included a roof garden on R/F. Table 3.2 has been supplemented accordingly (<i>Appendix V</i> refers).</p> <p>Table 4.1 has been revised accordingly.</p>

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**Further Information No. 2**

Comments	Response
<p><u>Appendix 1 – Schematic Architectural Drawings</u></p> <p>9. For clarity, the label of ‘boundary’ across all drawings should be stated as the boundary for Application Site/Development Site.</p> <p><u>Appendices 4 and 5 – TIA and VIA</u></p> <p>10. Planned developments shall include the indicative scheme under the agreed application No. Y/TM-LTYT/11 in 2025 instead of the previously agreed No. Y/TM-LTYT/9 in the assessments, please revise. Please also clarify if the developments in Hung Shui Kiu/Ha Tsuen New Development Area has taken into account of the additional population induced under its associated approved applications by the Board, such as applications No. A/HSK/253, 452, 573 and 585.</p> <p><u>Appendices 6 and 7 – NIA and AQIA</u></p> <p>11. Table 2.1: the proposed uses on 3/F are not tally with the schematic architectural drawings in Appendix 1. Please clarify if the proposed covered landscape area on the 3/F have been taken into account in both assessments.</p> <p>12. In addition to the comments provided earlier, for clarity, the applicant is advised to enhance the presentation of the Drawings of the VIA.</p>	<p>Labels across all drawings have been amended for better clarity for Application Site and Development Site.</p> <p>Application No. Y/TM-LTYT/11 has been included in the assessments. The developments in Hun Shui Kiu/ Ha Tsuen New Development Area have been taken into account the additional population.</p> <p>Table 2.1 in NIA and AQIA have been amended (<i>Appendix I and Appendix III</i> refer).</p> <p>The figures in the VIA have been updated to include three images for each vantage point (<i>Annex 3</i> of Further Information No. 1 refers).</p>

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Comments	Response
<p><b><u>Comments from District Lands Office, Tuen Mun, Lands Department:</u></b> <b>(Contact Person: Mr. Ivan WONG, Tel: 2451 3185)</b> <b><u>Part A: General Comments</u></b></p> <p>1. The application site (“the Application Site”) as shown edged red on the figures in the Supporting Planning Statement (“SPS”) comprises 3 private lots, namely Lot Nos. 531 RP, 532 S.D RP and 532 RP all in DD 130 (“the Lots”), section of Castle Peak Road – Lam Tei and unleased and unallocated Government land (“GL”) with a portion of the GL at the north-western side of the Application Site being occupied by a section of viaduct and associated support columns and the management and maintenance area for MTRCL Tuen Ma Line. The Lots are all old schedule agricultural lots which contain the restriction that no building shall be erected on the Lots without the prior approval of the Government.</p> <p>2. The Applicant proposed to develop within the “Development Site” of the Application Site a one single block of 20-storey building with building height of not more than +74.425mPD (excluding roof-top). The residential lobby and a shop would be located on G/F, while carparks would be on G/F to 1/F. The recreational facilities and a covered landscape area would be proposed on 2/F and 3/F respectively. There would be 17-storey domestic floors (3/F to 19/F), providing 336 residential units with an average unit size of about</p>	<p>Noted.</p> <p>Noted.</p>



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Comments	Response
<p>5. The Application Site shall not encroach onto “Lam Tei, Lam Tei San Tsuen and To Yuen Wai Village Environ”, urns and graves at the north-eastern side of the Application Site.</p>	<p>accept adopting the surveyed area of <b>663.3m<sup>2</sup></b> as the "Before Value" for the purpose of assessing land premium.”</p> <p>Noted. The site boundary would be adjusted to avoid, if any, encroachment onto the village environ, urns and graves subject to the detailed land boundary survey in the detail design stage. The adjustment of the boundary shall be further liaised with DLO and shall comply with the TPB PG-NO. 36C.</p>
<p>6. (a) Road improvement works, as indicated in green and blue dotted lines on the schematic architectural drawing no. SP-43-01 at Appendix 1 of the SPS, were proposed along Castle Peak Road – Lam Tei so as to provide a vehicular access to the Development Site via an ingress/egress point off Castle Peak Road – Lam Tei (“the Proposed Road Works”). Comment and agreement should be sought from Transport Department (“TD”) and Highways Department (“HyD”) on the Proposed Road Works.</p> <p>(b) In the event that TD and/or HyD have no adverse comment on the extent of the Proposed Road Works but only agreed to take up the management and maintenance responsibilities respectively for section or sections of the newly formed road shall be included to form part of the regrant lot, if land exchange application received, since the concerned road section or sections would only serve the Proposed Development within the Application Site.</p>	<p>Noted.</p> <p>Noted.</p>

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Comments	Response
<p>7. As per the Tree Preservation Proposal (“TPP”) at Appendix 3 of the SPS, apart from felling of 19 nos. of trees (including 3 nos. of undesirable species) within the Development Site, 28 nos. of trees within the Application Site but outside the Development Site were also proposed to be fell but without compensatory planting proposal. Among the 28 numbers of proposed felling trees, some of them situated within 10 metres from the kerb of Castle Peak Road – Lam Tei is now being maintained by LCSD. Hence, please consider to seek comment from LCSD on the TPP. Besides, please also note that the TPP has not been checked and shall not be construed that agreement will be given to the proposed tree felling and compensatory planting proposal.</p>	Noted.
<p>8. Since this office does not possess relevant technical knowledge, we shall defer to the concerned departments to offer comment on various technical assessments (including Traffic Impact Assessment, Visual Impact Assessment, Noise Impact Assessment, Drainage Impact Assessment, Sewerage Impact Assessment and Air Quality Impact Assessment) submitted. However, all mitigation measures, if any, proposed under the aforesaid technical assessments shall be confined to within the Development Site.</p>	Noted.

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<b>Comments</b>	<b>Response</b>
<p><b><u>Comments from the Environmental Protection Department:</u></b> <b>(Contact Person: Miss CHAN Ying Tung, Tiffany, Tel: 2835 1600)</b></p> <p><b>Air Model</b></p> <p><u>Missing Information</u></p> <p>1. Please supplement the model input files of emission source – SE601 for checking.</p> <p><u>Modelling Discrepancies</u></p> <p>2. Appendix 5.5 - Input parameters of BT and PTI, the release height and Szint of emission source PTI701 are inconsistent with model files. Please rectify.</p>	<p>Emission source-SE601 has been included in the PTI AERMOD Model, please noted that SE601 does not have any emission, it is provided solely for checking.</p> <p>Base elevation, release height and Szint of emission sources PTI501, PTI601 and PTI701 have been revised after verification, model files have also been updated to reflect these changes.</p>

**List of Appendices**

Appendix I Revised Air Quality Impact Assessment  
Appendix II Revised Sewerage Impact Assessment  
Appendix III Revised Noise Impact Assessment  
Appendix IV Revised Drainage Impact Assessment  
Appendix V Updated Supporting Planning Statement

Appendix VI Replacement Pages to the Visual Impact Assessment  
Appendix VII Updated Landscape Drawings  
Appendix VIII Updated Architectural Drawings  
Appendix IX Updated Figures of the Traffic Impact Assessment

Consolidated by: **KTA Planning Limited**

Date: **5 February 2026**