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By Email & By Hand

Our Ref: S3172/LTTM/25/006Lg

2 April 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-LTY/502)**

- Further Information No. 3 -

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 27 February 2026 and 12 March 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 Schematic Architectural Drawings
Appendix II	Replacement Pages of Traffic Impact Assessment
Appendix III	Replacement Pages of Visual Impact Assessment
Appendix IV	Replacement Pages of Landscape Impact Assessment
Appendix V	Replacement Pages of Air Quality Impact Assessment
Appendix VI	Revised Noise Impact Assessment

The area falls outside the Development Site and under the viaduct would be an area that the Applicant would be responsible for managing and maintaining under the lease (to be confirmed in the land exchange application). It is also the understanding by the Applicant that public road, cycling track and pavement near/abutting the Site to be provided/improved, as identified in the Traffic Impact Assessment, shall be constructed by the Applicant and handed over to the Government upon completion. Details will be confirmed with the Lands Department in the land exchange application.

Furthermore, the proposed layout and section have been updated to allow 3m separation from the Vested Airspace of the West Rail Line as per the request by the Lands Department. The relevant figures and technical assessments have therefore been updated accordingly.

Our Ref: S3172/LTTM/25/006Lg
Date: 2 April 2026



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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

A handwritten signature in black ink, appearing to be 'Gladys Ng', written over a horizontal line.

Gladys Ng

Encl. (4 hard copies)

cc. TM&YLW DPO – Ms Kennie Liu / Mr Steven Ma / Ms Lam Yan (By Email) w/e
the Applicant & Team

GN/WM/vy

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Response-to-Comment Table

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<p><u>Comments from Railway Development Section, Lands Department:</u> (Contact Person: Mr Herman CHAN, Tel: 2683 9125)</p> <p>1. It is noted from the proposed diagrammatic section plan provided by the applicant that the façade of the proposed development on 1/F and 2/F is in close proximity to the viaduct of West Rail but no actual dimensions have been provided. Pursuant to the Deed of Vesting of West Rail (“the Vesting Deed”), the air space occupied by all viaduct and support structures and any ancillary structures for the operational purpose of West Rail together with an additional envelope of air space of 3 meters measured outwards from the outermost external faces of the viaduct and the ancillary structures (i.e. the Yellow Area as shown on the plan attached) shall form the air space vested in the Kowloon-Canton Railway Corporation (KCRC) (“Vested Air Space”).</p> <p>In view of the above, please clarify the distance between the outermost part of the façade of the proposed development and the viaduct of West Rail so as to ensure no Vested Air Space would be affected or encroached by the project. Thank you.</p>	<p>The proposed layout and section plan have been revised (<i>Appendix I</i> refers). No structure of the proposed development shall encroach into Vested Air Space.</p>

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<p><u>Comments from the Mainland North Division, Drainage Services Department:</u> (Contact Person: Miss Jenny CHOW, Tel: 3965 8875)</p> <p>1. Please be advised that we have no further comment from public drainage point of view. Nevertheless, the applicant is reminded to demonstrate in a separate submission that the additional vehicular loading imposed on the slope crest of slope feature no. 6NW-C/C273 will not adversely affect the stability of the aforementioned slope as advised in RtC Item 1(a). In addition to the above, the applicant is also reminded that the following RtC items have yet to be addressed in this submission and should be addressed in detailed design stage to the satisfaction of this Department and relevant authorities:</p> <p>RtC Item 1(c)(ii) - Drainage System for the proposed vehicular access; and</p> <p>RtC Item 1(d)(ii) - Type of proposed terminal manhole T1.</p>	<p>Noted.</p>

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<p><u>Comments from the Transport Department:</u> (Contact Person: Mr William MOK, Tel: 2399 2426)</p> <p>1. Please find our 1st batch of comments for F.I.(1) and F.I.(2) below. Remaining batch of comments will be provided as soon as possible.</p> <p>2. R-to-C table item 6</p> <p>(i) You mentioned in your response that <i>"Based on site observation, pedestrian phase was omitted in most of the time."</i> Please clarify which pedestrian phase(s) you are referring to.</p>	<p>Noted.</p> <p>The concerned pedestrian phase refers to the stage D of MOC (<i>Appendix II</i> refers).</p> <p>Traffic Signal Junction Calculation Sheet</p> <p align="right">Ho Wang SPB Limited Traffic & Transportation Consultants</p> <table border="1"> <tr> <td>Job Title: Proposed Residential Development at Lots 531RP, 532DRP & 532RP in DD 130 and Adjoining Government Land, Lam Tei, Tuen Mun</td> <td>Ref. No.: J4D</td> </tr> <tr> <td>Junction: Castle Peak Road- Lam Tei/Fuk Hang Tsuen Road</td> <td>Ref. No.:</td> </tr> <tr> <td>Scheme: 2033 Design</td> <td>Ref. No.:</td> </tr> <tr> <td>Year: 2033</td> <td>Job No.: J977.4</td> </tr> <tr> <td colspan="2">Rev.: -</td> </tr> </table> <p align="center">Peak Hour Traffic Flows (pcu/hr)</p> <p>AM (PM)</p> <p>1443(1436) → ← 1942(1396) 316(379) ↓ ↓ 35(105) 390(235) 160(195)</p>	Job Title: Proposed Residential Development at Lots 531RP, 532DRP & 532RP in DD 130 and Adjoining Government Land, Lam Tei, Tuen Mun	Ref. No.: J4D	Junction: Castle Peak Road- Lam Tei/Fuk Hang Tsuen Road	Ref. No.:	Scheme: 2033 Design	Ref. No.:	Year: 2033	Job No.: J977.4	Rev.: -	
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<p>(ii) Please further explain/elaborate your site observation on "there is no fixed MOC". Which MOC stage(s) are you referring to?</p> <p>3. R-to-C table item 8</p> <p>(i) Please state clearly on the drawing that speed reduction measure shall be applied on the access road to control the vehicular speed to 20km/h or below. The public footpath, cycle track and pedestrian crossing shall not fall within the private lot. Please revise and propose the future demarcation line between private lot and government land and mark the run-in/out location.</p>	<p>In the AM peak hour 07:30 – 08:30 during the survey, it is observed 12 stage D were called in 22 cycles which the average cycle time is 163s as shown in Appendix A.</p> <p>In the PM peak hour 17:30 – 18:30 during the survey, it is observed 7 stage D were called in 24 cycles which the average cycle time is 150s as shown in Appendix A.</p> <p>Therefore, a 150s cycle time and 1 pedestrian stage for every 2 cycles are included for a conservative assessment.</p> <p>Noted. Vehicle speed reduction measures like road hump, traffic sign TS460 “Pedestrian On Or Crossing Road Ahead” and road marking RM1141 “SLOW” will be provided at the access road to control the vehicular speed to 20km/h or below, together with the run-in/ out location as shown in revised Figure 2.2 of <i>Appendix II</i> .</p> <p>Noted that the footpath, cycle track and pedestrian crossing shall not fall within private lot(s) and should be managed and maintained by relevant government department(s) upon completion. The area concerned would likely have some specific restrictions under the land lease, e.g. requiring the applicant to construct the aforementioned facilities and hand over to the government upon completion. The demarcation, exact area, terms and conditions will be further liaised with the Lands Department under the land exchange application.</p>

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Comments	Response
<p>(ii) Safety measure shall also be applied near the exit of the proposed access route to cycle track.</p>	<p>Noted. Vehicle speed reduction measures such as road hump, traffic sign TS460 “Pedestrian On Or Crossing Road Ahead” and road marking RM1141 “SLOW” would be provided near the exit of the proposed access route to cycle track as shown in Figure 2.2 of <i>Appendix II</i>.</p>
<p>4. R-to-C table item 10(ii)</p> <p>(i) Please ensure that the width of the proposed access route is sufficient.</p>	<p>A 2.5m wide access route to cycle parking area has been provided as shown in Figure 2.2 of <i>Appendix II</i>.</p>
<p>5. Table 3.1 & Figure 3.2</p> <p>The bus routes as shown under Table 3.1 & Figure 3.2 shall tallied with each other.</p> <p>As for Figure 3.2, it is only indicated with the bus stop at Tsing Lun Road (Northbound), in which KMB Routes 960A and 960X shall not stop by. However, the two routes of 960A and 960X are marked under Table 3.1 for "Lam Tei Interchange".</p> <p>Similar to the presentation format of the bus stops at Castle Peak Road - Lam Tei under Figure 3.2, it is suggested to further indicate the bus stop at Tsing Lun Road (Southbound) that Routes 960A and 960X shall stop by.</p>	<p>Noted. Figure 3.2 has been revised to indicate the bus stop at Tsing Lun Road (Eastbound) for bus routes 960A and 960X to tally with Table 3.1.</p>

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<p>6. Para 5.5.3</p> <p>It was stated as "there are 12 bus routes serving each direction of Castle Peak Road - Lam Tei near the development".</p> <p>With reference to Figure 3.2 and further stocktaking of bus routes along Castle Peak Road - Lam Tei, there are 12 bus routes for Tuen Mun bound, while there are only 11 bus routes for Yuen Long bound (not include KMB Route 258A as it is one-way service).</p> <p>Please suitably revise the sentence accordingly.</p>	<p>Noted. Para. 5.5.3 has been revised to “there are 11 and 12 bus routes serving Castle Peak Road - Lam Tei Yuen Long and Tuen Mun bound respectively”.</p>
<p><u>Comments from the Tuen Mun and Yuen Long West District Planning Office, Planning Department:</u> (Contact Person: Mr Steven Ma, Tel: 2158 6306)</p> <p><u>VIA</u></p> <p>1. Table 3.1 and Figure 3.2: there are inconsistent information regarding the podium ad building height (BH). Clarification should be provided accordingly:</p> <p><u>Podium</u></p> <p>(a) Table 3.1 stated that both approved scheme and proposed scheme would not include a podium and Figure 3.2 described the proposed scheme as “a podium-free scheme”.</p>	<p>Noted.</p> <p>Noted. The relevant labels have been revised (Figure 3.2 of <i>Appendix III</i>).</p>

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<p>(b) However, according to paragraph 2.2.3 of the revised AQIA submitted on 9.2.2026, <i>“in order to minimise the air quality impact from Castle Peak Road – Lam Tei Section, a podium is proposed as a mitigation measure”</i>. Furthermore, RNTPC Paper No. A/TM-LTYT/426A for described the approved scheme will include <i>“a podium structure of 9m high, comprising two storeys for entrance lobby, E&M and clubhouse facilities and a 1.97m thick transfer plate, ... to minimise the adverse air quality impact on the residential floors and to comply with the Air Quality Objectives (AQO) thereat”</i>.</p> <p>(c) Please clarify if the proposed development would include a podium, and if such podium is a proposed environmental mitigation measure.</p> <p><u>BH</u></p> <p>(d) In Table 3.1, it stated the number of storey of the proposed development is 20 while in Figure 3.2 it stated the BH would be 21 storeys. Please clarify.</p> <p>2. Figure 3.2:</p> <p>(a) Please illustrate on the figure on how a 3m – 6m of building setback at ground level are calculated.</p> <p>(b) Please clarify the location of the 2.5m high fence wall and supplement with a section drawing.</p>	<p>Please refer to the response in item (c) below.</p> <p>Please kindly note that the Proposed Development would include a 3-storey podium as one of the proposed environmental mitigation measures.</p> <p>The description of BH in Figure 3.2 has been revised to 20 storeys (<i>Appendix III</i> refers).</p> <p>The 6.8m – 10m of building setback at ground level has been indicated on Figure 3.2 (<i>Appendix III</i> refers).</p> <p>The concerned 2.5m high wall has been removed.</p>

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<p>(c) There is a typo to the label of the basemap. Please revise.</p>	<p>Noted, the typo has been revised.</p>
<p>3. Figure 3.3:</p> <p>(a) The figure included the following statement: “<i>use of single aspect buildings to avoid need for large scale noise barriers which were used in the approved scheme</i>”. However, according to the submitted architectural drawings and Supporting Planning Statement (SPS) on 9.2.2026, the proposed development would include a double-loading configuration design. Please clarify.</p>	<p>Noted, the relevant description has been revised to align with the Proposed Development scheme.</p>
<p>4. Figure 7.1: for the planning development under application No. Y/TM-LTY/10, the proposed main roof level under the indicative scheme is 99.9 mPD instead of 106mPD. Please revise.</p>	<p>The proposed main roof level has been revised to 99.9mPD.</p>
<p><u>Landscape Drawings</u></p>	
<p>1. Figure 5.1: noted some trees are placed on the northwestern corner beyond the Development Boundary but within the Application Boundary (circled in red in the figure below). As noted from the submitted Tree Recommendation Plan (Annex V to the Tree Preservation Proposal) on 9.12.2025, no existing or proposed trees are located in that location. Please clarify if any landscape treatment/tree planting will be proposed at that portion.</p>	<p>Figure 5.1 has been updated to be consistent with Tree Preservation Proposal (<i>Appendix IV</i> refers).</p>

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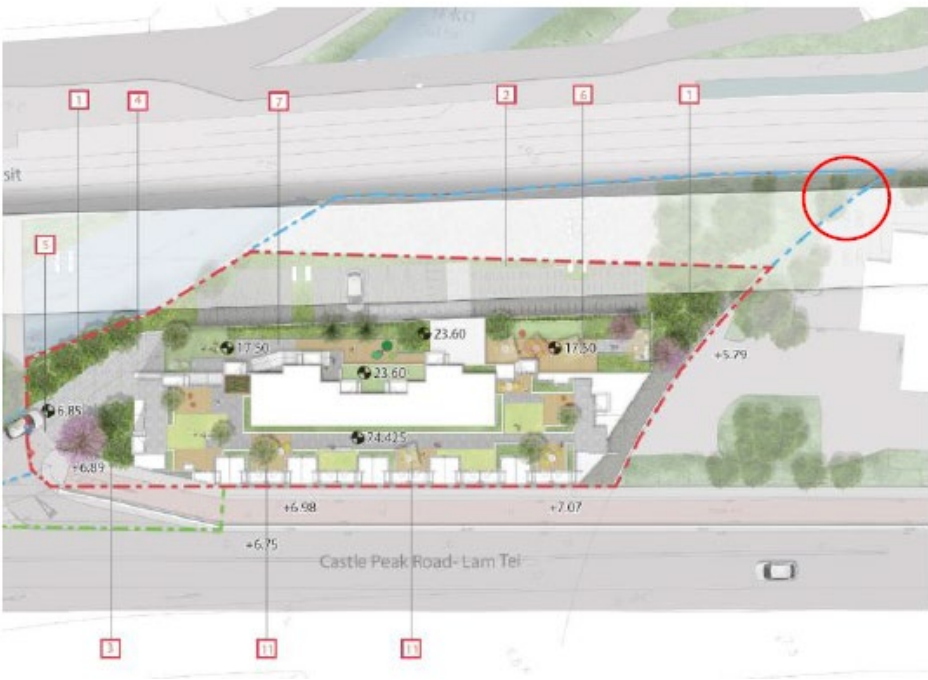

Comments	Response
 <p>The landscape drawing shows a site plan with various elevation markers and a red circle highlighting a specific area. The drawing includes a road labeled 'Castle Peak Road - Lam Tei' at the bottom. Elevation markers include +6.85, +6.89, +6.58, +6.75, +7.07, +5.79, +17.50, +23.60, and +24.45. A red dashed line outlines the site boundary, and a blue dashed line indicates a specific path or boundary. A red circle highlights a small area in the upper right corner of the site plan.</p>	

Figure 5.1 from Landscape Drawings

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Comments	Response
 <p><i>Tree Recommendation Plan from the Tree Preservation Proposal</i></p>	
<p><u>Comments from the Environmental Protection Department:</u> (Contact Person: Miss Tiffany CHAN, Tel: 2835 1600) <u>Air Quality</u></p> <p>1. Section 1.3: The chapter titles are inconsistent with those for the subsequent chapters.</p>	<p>The chapter titles have been revised to match with the subsequent chapters (<i>Appendix V</i> refers).</p>

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<p>2. Section 4.1.2:</p> <p>(i) Please remove “limited” in Line 3 and add “be” after “will” in Line 4.</p> <p>(ii) Please remove the second sentence, as it duplicates the meaning already conveyed in the preceding sentence.</p>	<p>Noted and revised accordingly.</p> <p>Noted and removed accordingly (<i>Appendix V</i> refers).</p>
<p>3. Section 4.1.5, RtoC#8: The stated maximum number of mechanical equipment to be deployed is inconsistent.</p>	<p>Please be clarified that the inconsistency was due to a version-alignment issue. The maximum number of on-site diesel/petroleum-fuelled mechanical equipment to be deployed is confirmed as ~5 units.</p>
<p>4. Section 5.2.1: Please follow up and provide TD’s endorsement on the traffic data once available.</p>	<p>Noted. TD’s endorsement will be provided once available.</p>
<p>5. Section 5.3.1: Please revise “Fu Tai Estate Public Transport Interchange” in Line 3 to “Fu Tai Estate Bus Terminus”. Same comment is applied to subsequent sections.</p>	<p>Noted and revised accordingly (<i>Appendix V</i> refers).</p>
<p>6. Section 5.6.14:</p> <p>(i) Please remove “limited” in Line 3 and add “be” after “will” in Line 4.</p> <p>(ii) Please provide the starting and ending times of the traffic surveys conducted on 11 and 12 Sep 2025 and confirm that (i) the surveys covered a continuous period of 24 hours or longer and (ii) no overnight parking activities were observed during the survey period.</p>	<p>Please be confirmed that traffic surveys have been conducted at both PTIs and bus terminus identified. Section 5.6.14 has been revised accordingly (<i>Appendix V</i> refers).</p> <p>Noted. The starting and ending times has been provided in the revised Section 5.6.14.</p> <p>(i) The surveys covered a continuous period of 24 hours.</p>

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<p>(iii) Please replace the second-to-last sentence with text specifying the assumptions adopted for distributing emissions among the ventilation exhaust louvre, openings, egress and ingress of the Fu Tai Estate Bus Terminus.</p>	<p>(ii) After the Project Traffic Consultant has checked and reviewed the information, it can be confirmed that overnight parking activities were observed. The traffic data has been revised accordingly.</p> <p>The assumptions adopted for distributing emissions among the ventilation exhaust louvre, openings egress and ingress have been mentioned in second bullet point of Section 5.6.17 (<i>Appendix V</i> refers).</p>
<p>7. Section 5.6.18, Figure 5.4: Please review whether there is a HGV carpark located at Ng Lau Road near San Hing Tsuen Public Toilet, and discuss whether its associated emissions can be addressed using the broad-brush approach.</p>	<p>Noted. The HGV carpark located at Ng Lau Road near San Hing Tsuen Public Toilet has been included in the revised Figure 5.4 and discussed in Section 5.6.18. Since the carpark is about 95m away from the Development Site boundary and the HGVs will travel away from the Proposed Development along Ng Lau Road after exiting the carpark, the broad-brush approach has been adopted to assess its impact.</p>
<p>8. Section 5.7.25: Please replace “the estimated % of VKT for local and rural roads is agreed with EPD” with RtoC#20.</p>	<p>Noted and replaced accordingly (<i>Appendix V</i> refers).</p>
<p>9. Please include a map showing all roads identified within the 500 m assessment area and review whether Fu Shing Street and Fu Hang Road are missing from the emission calculations.</p>	<p>Noted. The index map showing the roads identified within the 500m assessment area has been provided in Appendix 5.7 of the latest revised AQIA report.</p> <p>As advised by the Project Traffic Consultant, the traffic flows of Fu Shing Street and Fu Hang Road are very low. The road traffic impact on the ASRs of the Proposed Development should be dominated by Castle Peak Road – Lam Tei and Yuen Long Highway. Therefore, it is considered not necessary to include Fu Shing Street and Fu Hang Road in emission</p>

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<p>10. Appendix 5.8: In accordance with “Good Practices on Report and Model Submission” released by EPD, the start emission profiles and road segments in exported templates from SAMP should be presented in the report.</p>	<p>calculations. 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).</p> <p>The start emission profiles and road segments from SAMP have been presented in the report.</p>
<p>11. Appendix 5.9, PDF Page 234: Please adjust the column width to ensure the row heading is properly displayed.</p>	<p>Noted. The column width has been adjusted to show the row heading.</p>
<p>12. Excel file “PTI Assessment_LT_v1.0”, spreadsheet “IdlingEFs_Q1-Q4”, Cell E47: The cold-idling NOx emission factor for NFB7 Euro V is lower than that for Euro VI. Please review whether this is reasonable.</p>	<p>Noted. The cold-idling NOx emission factor for NFB7 Euro V has been revised and assumed the same as Euro V NFB 8, with reference to the approved Aberdeen Typhoon Shelter EIA report (Register No.: AEIAR-267/2025).</p>
<p>13. Excel file “LT_AQIA_v1.0”: Please remove spreadsheet “SHSN_PLB(Outside)_Q1- Q4” if no PLB start emissions are applicable outside the Siu Hong Station (North) Public Transport Interchange.</p>	<p>Noted. Spreadsheet “SHSN_PLB(Outside)_Q1- Q4” has been removed in “LT_AQIA_v1.0”. Since the spreadsheets are removed, the related sources “SE601” has also been removed from the AERMOD model to avoid confusion.</p>
<p>14. SAMP output summary files show that the TLRN portal length is set at 30.1 m (the portion falling within the assessment area). However, the full portal length should be considered for emission estimations. Please review.</p>	<p>It is clarified that the total length of the full-enclosure noise barrier is less than 30m (shown in Figure 5.3). The total length of the air jet has been assumed to be 30m (not the portion falling within the assessment area), with referenced to the Approved EIA report for Development at San Hing Road and Hong Po Road (AEIAR-227/2020). Detailed explanation has been provided in Section 5.6.10 to avoid confusion (<i>Appendix V</i> refers).</p>

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<p>15. RtoC#28(ii): Please provide the approved rezoning application (Application No. Y/TM-LTY/11) for documentation purposes.</p> <p><u>Noise Impact Assessment</u></p>	<p>The relevant report of the approved rezoning application (Application No. Y/TM-LTY/11) will be provided separately.</p>
<p>16. Below are the salient points concerning noise impacts from Tuen Ma Line (TML) that would require the applicant and their consultant to follow up in supporting the s.16 planning application.</p> <p>a. The Consultant shall re-examine the input parameters for the rail noise model, particular those affecting NAPs R1-51 to R1-54 and R1-58 to R1-61, where exceedances are indicated. The source(s) of these exceedances shall be clearly identified.</p> <p>b. The Consultant shall supplement the assumed performance of the proposed acoustic windows and balconies by clearly indicated the reference(s) in the NIA, where applicable, e.g. Residential Development at Kam Sheung Road Station, etc. Appropriate correction should also be made to the reference case results against the room sizes and configurations of acoustic windows and balconies to be adopted in this Development.</p> <p>c. Due to the complexity of noise source(s), i.e. rolling noise cum reradiated noise from the structural segment and from the noise enclosure of TML, on-site noise measurement should be conducted to assess the actual noise impacts affecting the proposed residential development. Further noise tests should</p>	<p>Noted, please refer to the responses below.</p> <p>Noted. The updated information from MTR has been incorporated into the rail noise model. The input parameters for the rail noise model have been reviewed and updated (<i>Appendix VI</i> refers).</p> <p>According to the updated rail noise model, the use of acoustic window and balconies are not necessary. When suitable building design and acoustic fins are adopted, all NSRs will comply with rail noise standards.</p> <p>Noted. On-site noise measurement will be conducted to assess the actual noise impacts affecting the Proposed Residential Development (i.e. the lowest residential floor) at the construction period as early as practicable.</p>

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Comments	Response
<p>also be conducted to validate the performance of the proposed acoustic windows and balconies in mitigating the concerned noise source(s). Both the on-site noise measurement and the noise test should be conducted as early as practicable, and no later than the finalization of the GBP/MLP to allow flexibility for additional mitigation measures if required. Therefore, the forthcoming submission shall advise the programme of those measurements and tests, and supplement any additional measures that can be adopted if the measurement/test results cannot demonstrate full compliance with respective noise standards.</p>	
<p>17. In addition to the comments we raised during the meeting, please find below some further comments for tidying up the subject NIA.</p>	Noted.
<p><u>Road Traffic Noise Impact Assessment</u></p>	
<p>18. Re. RtC Item 1 - Understood that a TD's endorsed traffic forecast and a written certification from the traffic consultant will be provided in the future NIA under the planning approval condition.</p>	Noted.
<p>19. Re. RtC Item 2 - According to Appendix 3.6, SAM is applied to the facade of N1-10, but this is not shown in Figure 3.2a and Figure 3.2b. Please review and update.</p>	Noted and revised accordingly (<i>Appendix VI</i> refers).
<p>20. Noise Model - Please review the location of the noise barrier near Ng Lau Road that a portion of the noise barrier appears redundant.</p>	Noted and revised accordingly (<i>Appendix VI</i> refers).
<p><u>Rail Noise Impact Assessment</u></p>	

**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-LTY/502)

Further Information No. 3

Comments	Response
<p>21. Appendix 4.6 and Figure 4.4b - The noise mitigation measures of R1-64 (as described in Appendix 4.6) are inconsistent with Figure 4.4b. Please review and update.</p>	<p>Noted. Figure 4.4b in <i>Appendix VI</i> has been revised.</p>
<p>22. Excel Table for "SELref" and Appendix 4.1 - The corrected Lmax of LS5-LS9 have been incorrectly input in the excel table (worksheet: SELref). Please review and update.</p>	<p>Noted and revised accordingly (<i>Appendix VI</i> refers).</p>
<p><u>Fixed Noise Source Impact Assessment</u></p>	
<p>23. Appendix 5.1 and 5.3 - The SWL of S1 & S1a in Appendix 5.3 do not match those in Appendix 5.1. Please review and update.</p>	<p>The records of on-site surveys in Appendix 5.2 have been checked and revised. According to the on-site surveys, Tin Lung no longer exist. Therefore, the fixed noise sources have been updated and only the fixed noise source – S1 would be included for the assessment. Appendix 5.3 has been revised to remove the fixed noise source – S1a.</p> <p>It is clarified the SWL of S1 in Appendix 5.3 is the sum of the SWLs of tyre pumping and car cleansing.</p>
<p><u>Air Quality Impact Assessment</u></p>	
<p>24. Appendix 5.5, PDF Pages 127, 130, 133 and 136: Please review whether the second "SE703" should be revised to "SE704".</p>	<p>Noted. The second "SE703" should be "SE704". Appendix 5.5 has been revised accordingly (<i>Appendix V</i> refers).</p>

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Further Information No. 3

Comments	Response
<p><u>Comments from the Lands Department:</u> (Contact Person: Ms Angel NG, Tel: 2451 3222 / Mr Ivan Wong, Tel: 2451 3185)</p> <p><u>Further Information (1) (“FI (1)”) submitted on 23.1.2026</u></p> <ol style="list-style-type: none"> 1. FI (1) comprises submission of responses-to-comments table (“1st R-to-C”), revised traffic impact assessment (“TIA”), revised visual impact assessment (“VIA”) and revised ground floor plan. 2. For the 1st R-to-C (which does not contain the response to DLO/TM’s comments), TIA and VIA, they are all technical in nature and this office does not possess relevant knowledge to comment. However, all mitigation measures, if any, proposed under the aforesaid technical assessments shall be confined to within the Development Site. 3. In respect of revised ground floor plan, it was noted that its design was further revised in the submission of Further Information (2) mentioned below and hence, no comment would be given by this office on this revised design. 4. FI (2) comprises submission of responses-to-comments table (“2nd R-to-C”), revised Air Quality Impact Assessment (“AQIA”), revised Sewerage Impact Assessment (“SIA”), revised Noise Impact Assessment (“NIA”), revised Drainage Impact Assessment (“DIA”) and replacement pages of the supporting planning statement with revised drawings (“SPS”). 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

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Comments	Response
5. For the AQIA, SIA, NIA and DIA, they are all technical in nature and this office does not possess relevant knowledge to comment. However, all mitigation measures, if any, proposed under the aforesaid technical assessments shall be confined to within the Development Site.	Noted.
6. Regarding the 2 nd R-to-C, it is noted that the applicant provided responses to our comments. It is also noted that minor amendments (including textual amendments and revision of diagrams and architectural drawings) have been made on the SPS. Despite that, please be advised that our comments given on 12.1.2026 remain fully valid.	Noted.

List of Appendices

- Appendix I Revised Schematic Architectural Drawings
- Appendix II Replacement Pages of Traffic Impact Assessment
- Appendix III Replacement Pages of Visual Impact Assessment
- Appendix IV Replacement Pages of Landscape Drawings
- Appendix V Revised Air Quality Impact Assessment
- Appendix VI Revised Noise Impact Assessment

Consolidated by: **KTA Planning Limited**

Date: **31 March 2026**

Appendix A

Observed MOC stage changes in 2025

Cycle No.	AM	PM
1	ABCD	ABC
2	ABC	ABC
3	ABC	ABC
4	ABCD	ABC
5	ABC	ABC
6	ABCD	ABC
7	ABCD	ABCD
8	ABC	ABCD
9	ABC	ABC
10	ABCD	ABCD
11	ABCD	ABC
12	ABCD	ABCD
13	ABCD	ABCD
14	ABCD	ABC
15	ABCD	ABC
16	ABC	ABC
17	ABC	ABC
18	ABC	ABC
19	ABCD	ABCD
20	ABCD	ABC
21	ABC	ABC
22	ABC	ABCD
23		ABC
24		ABC