

**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. 4**

## **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-LTY/502)**

**Further Information No. 4**

Comments	Response
<p><b><u>Comments from the 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><u>RtoC</u></p> <p>1. Please clarify if the applicant intends to address the comments provided by DSD in detailed design stage of the project.</p> <p><u>Architectural Drawings / Layout</u></p> <p><i>Solid Balustrade/ Solid Wall/ Noise Barrier</i></p> <p>2. A noise barrier on 2/F is shown on the proposed diagrammatic section (Drawing SP-43-02B refers). However, such feature is not visible in the floor plan for 2/F. Please clarify.</p> <p>3. In the revised NIA, a 1.5-m high “solid wall” and a 2-m high “solid balustrade” are proposed as mitigation measures on 3/F (Figure 6.1a in NIA refers). However, both features are not presented in the Architectural Drawings. Please clarify.</p> <p><i>Area Beyond the Development Site but within the Application Site</i></p> <p>4. Your response in FI2 submitted on 9.2.2026 refers in which the applicant had previously stated that ‘<i>there is no proposed use nor floor area within the area beyond the Development Site but within</i></p>	<p>Noted. In response to the comments from the Drainage Services Department, a separate submission will be provided in detailed design stage.</p> <p>The section drawing has been updated and the noise barrier has been indicated in 2/F and 3/F layout plan. Please refer to the schematic architectural drawings in <b>Appendix I</b>.</p> <p>Architectural Drawings have been updated and the 1.5m (H) solid wall and 2m (H) solid balustrade have been indicated in the Architectural Drawings. Please refer to the drawings attached in <b>Appendix I</b>.</p> <p>Please be advised that the area falls outside the Development Site but within the area of Site Boundary under lease (which is located under the viaduct) would be proposed for carparking spaces, motorcycle parking</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. 4**

Comments	Response
<p><i>the area of 'Site Boundary under Lease'". It is noted that the concerned area is now partially taken up by proposed visitor carparking space, motorcycle parking spaces, loading/unloading space and bicycle parking spaces. Please clarify if the previous statement in FI2 remains valid and the use(s) without indication within the concerned area in your latest layout.</i></p>	<p>spaces, loading/unloading spaces and bicycle parking spaces as shown in the layout plan (<b>Appendix I</b> refers).</p> <p>The Applicant would be responsible for managing and maintaining under the lease. 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.</p>
<p>5. Please advise if the grave located to the north of the proposed bicycle parking spaces within the application site will be affected by the proposed development.</p>	<p>Please be advised that the grave located to the north of the proposed bicycle parking spaces will not be affected by the Proposed Development. As shown in the layout plan, no structures/ parking spaces would be proposed on the grave area.</p>
<p>6. In the TIA, noted that a 2.5m-wide access route to cycle track is proposed along the northern boundary of the Development Site. In the Landscape Drawings, that same grave was partially removed. Please clarify if the existing grave located at the northwestern corner of the Development Site will be affected.</p>	<p>Noted. It is confirmed that the proposed 2.5m wide access route to the cycle track will not conflict with the existing grave (<b>Appendix I</b> refers). Moreover, relevant plans in the LMP report have been updated to show the locations of the existing graves.</p>
<p><u>VIA</u></p>	
<p>7. The applicant now confirms the 3-storys structure beneath the residential tower is a podium (Paragraph 1(c) in P.7 of the RtoC refers). However, Table 3.1 remains stated that both approved</p>	<p>Noted. <b>Table 3.1</b> has been updated accordingly (<b>Appendix II</b> refers).</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. 4**

Comments	Response
<p>scheme and proposed scheme would not include a podium. Please clarify.</p> <p>8. As the provision of podium, solid wall and solid balustrade are proposed as environmental mitigation measures, please list both design features in Figures 3.2/3.3 where appropriate.</p> <p>9. According to the revised TIA, a sperate access to cycle track is provided at the northeastern part of the site. However, in Figure 3.3 of the VIA, such access is not visible. Please clarify.</p> <p><u>Landscape Drawings</u></p> <p>10. In the revised TIA, a new access route along the eastern portion of the bicycle parking spaces is proposed. However, in Figures 5.3 and 8.1 of the Landscape Drawings, the same area is marked as greening area. Please clarify.</p> <p><u>NIA</u></p> <p>11. Appendix 6.1 refers. The proposed mitigation of a 2-m high solid balustrade is missing.</p>	<p>Noted. The solid wall and solid balustrade have been indicated on both <b>Figures 3.2</b> and <b>3.3</b> where they are visible on the graphic (<b>Appendix II</b> refers).</p> <p>Noted. <b>Figure 3.3</b> has been updated to show the separate access for the cycle track (<b>Appendix II</b> refers).</p> <p>Noted. <b>Figures 5.3</b> and <b>8.1</b> have been updated to show the separate access for the cycle track. Please note the previous iteration of Figure 8.1 (revision B) included an additional 17.5m<sup>2</sup> of countable green coverage (covered area with a reduction factor of 50%). This area was allowed as buffer for actual site conditions. With the removal of the concerned greening area to accommodate the footpath to the cycle parking the green coverage calculation still meets the 470 m<sup>2</sup> (21.4%) figure quoted in <b>Figure 8.1</b>. (<b>Appendix III</b> refers).</p> <p>Noted. <b>Appendix 4.6</b> and <b>Appendix 6.1</b> have been revised accordingly (<b>Appendix IV</b> refers).</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. 4**

Comments	Response
<p><u>Others</u></p> <p>12. The applicant is reminded to revise/update the supporting planning statement to include all changes/revision made across different assessments.</p>	<p>A Consolidated Supporting Planning Statement will be provided to reflect all changes/revisions made across different assessments in due course.</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> <p><u>EPD Noise Comments</u></p> <p>1. As previously mentioned, we have conducted a rough on-site measurement. The measurement result indicates the SEL of structure-reradiated noise at ~8m from the TML enclosed viaduct was ~78 dB, and is over 75 dB when corrected to 25m. The overall noise level differs by several decibels from the noise level predicted by CadnaA at the representative NSRs, suggesting a potential underestimation of structure-reradiated noise, and consequently, potential underestimation of the overall noise impact in the current model.</p> <p>2. We recommend (1) to conduct an on-site measurement, especially to assess the structure-reradiated noise from the enclosed viaduct; and (2) to supplement the rail noise impact assessment with manual</p>	<p>It is confirmed that on-site noise measurement for obtaining the rail noise source term and assumptions (especially for the enclosed viaduct) will be conducted at the level of first-floor or second-floor residential unit as early as practicable in the next stage (i.e. the construction period). As such, the measured rail noise source term and assumptions will be adopted in the upcoming NIA report for supporting the building layout of the Proposed Development in the next stage. Should the measured data of the future on-site measurements reveal deviations from the predicted noise level, a contingency plan of implementation of additional noise mitigation measures such as acoustic fins and sound absorption material, acoustic window (baffle type) or enhanced acoustic balcony (baffle type), etc. will be reviewed and considered in the next stage. Please refer to <b>S4.8.1</b> accordingly (<b>Appendix IV</b> refers).</p> <p>As mentioned above, on-site noise measurement will be conducted as early as practicable during the construction period to supplement the rail noise impact assessment in the upcoming NIA report in the next stage. It</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. 4**

Comments	Response
<p>calculation using Excel spreadsheet, following the CRN methodology.</p> <p>Re. our previous comments on the revised NIA report (version dated 15 April 2026).</p> <p>3. As discussed with applicant's consultant / Ramboll who prepared the NIA report, we understand that a comprehensive on-site rail noise measurement at this stage seems infeasible due to the site constraints and limitations. Therefore, <u>the applicant shall commit in the EA to carrying out on-site noise measurement at approximate level of first-floor residential unit to support the layout of the Proposed Development as early as practicable during the construction period, and should future on-site measurements reveal deviations from the predicted noise level, a contingency plan for implementation of additional noise mitigation measures (NMMs), such as acoustic fins and sound absorption material, acoustic windows, or enhanced acoustic balconies etc. will be reviewed and considered in the next stage.</u></p> <p>4. For acceptance of the EA report, the applicant and their consultant please address the following key elements to ensure technical completeness and compliance:</p> <p>(i) Please further elaborate in the EA report the <b>contingency of implementation of additional NMMs</b>. As previously advised (RtC#16b, EPD's comments), the consultant shall</p>	<p>is clarified that the CRN methodology is being adopted in the current noise model. Nevertheless, the use of manual calculation using Excel spreadsheet will be reviewed in the upcoming NIA report.</p> <p>As mentioned above, it is confirmed that on-site noise measurement for obtaining the rail noise source term and assumptions (especially for the enclosed viaduct) will be conducted at the level of first-floor or second-floor residential as early as practicable during the construction period.</p> <p>Noted.</p> <p>Noted. Please refer to <b>S4.8.1</b> of the NIA report accordingly (<b>Appendix IV</b> refers).</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. 4**

Comments	Response
<p>supplement the assumed performance of the proposed acoustic windows and enhanced acoustic balconies by referencing comparable planning case(s), such as the Residential Development at Kam Sheung Road Station. Appropriate correction should be applied to the referenced case results to account for differences in room size and configuration specific to this Development.</p> <p>(ii) The EA report shall also commit to conduct on-site rail noise measurement at the level of first or second residential floors to obtain the rail noise source term and assumptions used for calculation of rail noise for upcoming NIA submission. Should mitigation measures of acoustic windows and enhanced acoustic balconies are required, laboratory or mock-up test shall also be conducted to prove the effectiveness of such measures. A verification noise measurement shall also be carried out <b><u>upon completion of the residential units</u></b> to verify the effectiveness of the noise mitigation measures.</p>	<p>Noted. Please refer to <b>S4.8.1</b> of the NIA report accordingly (<b>Appendix IV</b> refers).</p>
<p><b><u>Comments from the Urban Design Unit, Urban Design &amp; Landscape Section, Planning Department:</u></b> <b>(Contact Person: Mr. Jason KO, Tel: 3565 3941)</b></p> <p>1. We have no adverse comments on the application from urban design and visual perspectives;</p>	<p>Noted.</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-LTYT/502)**

**Further Information No. 4**

<b>Comments</b>	<b>Response</b>
<b><u>Urban Design</u></b>	
2. The subject site (the Site) is located to the north of Tuen Mun New Town. It is sandwiched by Castle Peak Road – Lam Tei to its east and MTR Tuen Ma Line and Light Rail to its west. The surrounding areas are 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 or one storey as compared to the last approved application No. A/TM-LTYT/426) is considered not incompatible with the surrounding developments in the wider context in terms of BH;	Noted.
3. 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 building setbacks, and landscaping/greening measures), which are considered to have urban design merits; and	Noted.
<b><u>Visual</u></b>	
4. A Visual Impact Assessment (VIA) has been submitted by the applicant which concludes that significant adverse visual impacts are not anticipated. Based on the findings of the VIA, we have no adverse comments on the application from visual perspective	Noted.
5. For the replacement pages of VIA, some observations/ comments are provided below:	Noted.

**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. 4**

Comments	Response
<p>(i) Table 3.1 – under ‘podium’ row, the description should be “<b><u>3-storey podium</u></b>” instead of “<u>no podium</u>”;</p> <p>(ii) Table 3.1 - for the proposed setbacks, the measurements should be from “<b><u>development boundary</u></b>” instead of “<u>application site boundary</u>”;</p> <p>6. Regarding the Section Plan in Figure SP-43-02B, the residential tower facing Castle Peak Road - Lam Tei should be align with the podium façade below. The Consultant should review and rectify the drawing accordingly.</p>	<p>Noted. The text has been updated accordingly (<b>Appendix II</b> refers).</p> <p>Noted. The text has been updated accordingly (<b>Appendix II</b> refers).</p> <p>Noted. Please be clarified that the Section Plan is for indicative purpose only. To avoid confusion, the building line has been supplemented.</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> <p><u>Air Quality comments</u></p> <p>1. Section 5.2.1: Please continue to follow up and provide TD’s endorsement on the traffic data once available.</p> <p>2. Section 5.11.1 Please supplement the time that the on-site odour survey was carried out on 31 October 2025 and 22 January 2026, whether the roast pig factory was in operation by that time.</p> <p>3. Appendices: Please revise “Fu Tai Estate Public Transport Interchange” to “Fu Tai Estate Bus Terminus” accordingly.</p>	<p>Noted. TD’s endorsement has been provided in <b>Appendix 5.7</b> and it is confirmed that the traffic forecasts for the assessment have been produced strictly in accordance with the methodology (<b>Appendix V</b> refers).</p> <p>Noted. It is confirmed that the on-site odour surveys were conducted on 31 October 2025 at 2pm and 22 January 2026 at 10am, both during normal working hours on workdays. No odour arisen from the roast pig factory was observed during operational periods.</p> <p>Noted and revised accordingly.</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. 4**

<b>Comments</b>	<b>Response</b>

Consolidated by: **KTA Planning Limited**

Date: **7 May 2026**

**List of Appendices**

- Appendix I** Updated Architectural Drawings
- Appendix II** Replacement Pages of the Visual Impact Assessment
- Appendix III** Updated Landscape Drawings
- Appendix IV** Replacement Pages of the Noise Impact Assessment
- Appendix V** Replacement Pages of the Air Quality Impact Assessment
- Appendix VI** Replacement Pages of the Traffic Impact Assessment
- Appendix VII** Replacement Pages of the Supporting Planning Statement