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By Email and Hand

Date : 23 December 2025
Your Ref.: TPB/A/TM/601
Our Ref. : LDS/PLAN/7145

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

Dear Sir/Madam,

**Application for Planning Permission for
Proposed House at Tuen Mun Town Lot No. 550 (TMTL 550), Tuen Mun, N.T.**
(Application No. A/TM/601)

We refer to the comments from Environmental Protection Department on the captioned application and submit herewith our response in **Table 1** and replacement pages of Environmental Assessment for your consideration.

Should there be any queries, please contact our Ms. Cannis Lee or Ms. Yancy Fung at [REDACTED]

Yours faithfully,
For and on behalf of
Lawson David & Sung Surveyors Limited





Encl.

c.c. DPO/TM&YLW (Attn.: Mr. Aiden Chu) – By Email
Client

Your Assets for Growth

Table 1: S.16 Planning Application No. A/TM/601 - Proposed House at Tuen Mun Town Lot No. 550, Tuen Mun, New Territories.

Response to Comments on Environmental Assessment Report (R8944_2.2)

EPD's Comments		The Consultant's Responses
Noise		
1.1	S.1.4.3 - Add "24 November 2025" as one of the site visits dates.	Site visits were conducted on 27 June and 24 November 2025 to identify whether there is any potential industrial noise source in the vicinity (i.e. 300m) of the Application Site.
1.2	Figure 9 - Correct the spelling of "Tuen Mun Riading School Substation" to "Tuen Mun Riding School Substation."	Figure 9 has been revised.
1.3	Noted that the TD's endorsement on the RTNIA methodology is provided in the Appendix 2. Please record and make reference at the appropriate section in the main text, e.g. S.3.4.2, that TD has no adverse comment on the subject methodology and their reply record is given in Appendix 2. The traffic consultant should also confirm that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast and so the validity of the traffic data.	Transport Department (TD) has no adverse comment on the methodology for the traffic forecast, and the Project Traffic Consultant confirms that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast. The TD endorsed traffic forecast, TD's endorsement and Project Traffic Consultant's confirmation are shown in Appendix 2.
Water Quality		
2.1	S.4.1.1 and Figure 8 – 2.1.1 2.1.1 Please tabulate the WSRs, the table shall include the WSR ID, description, type (natural watercourse, modified watercourse, channelized, pond etc), status (active, abandon) and estimated distance to the site. And, please indicate the WSR in the figure. 2.1.2 For those watercourses in close proximity to the project site, the applicant is recommended to follow standard Recommended Pollution Control Clauses during construction phase and comply with the requirement in ProPECC PN 1/23 during operation. Appropriate additional mitigation measures shall be implemented where necessary.	- Table showing the details of WSR are summarized in Table 4.1, and WSR indication has been provided in Figure 8. - S4.2.2 and S4.3.3 has been updated for those watercourses in close proximity to the project site. S4.2.2 "The Professional Persons Environmental Consultative Committee Practice Note 1/23 Drainage Plans subject to Comment by the Environmental Protection Department (ProPECC PN 1/23) provides guidelines for Drainage Plans of the Proposed Development; whereby domestic sewage should be discharged to a foul water sewer and surface water should be discharged via rainwater pipes to stormwater drains during operation phase."

		<u>Construction works in close proximity to inland watercourses</u> S4.3.3 "Construction activities such as site formation, earthwork and excavation within the Project site have the potential to impact nearby inland watercourses through the release of discharges and runoff laden with suspended solids and other pollutants. Mitigation measures should be devised and implemented for construction work that is in close proximity to natural rivers (i.e. WSR 1) and streams, alternation or diversion of within or in close proximity to the project site would be conducted, in order to reduce the potential for construction site discharges polluting the receiving water quality."
2.2	S.4.3.5 – Please review whether the minimum rate of provision of portable toilet at 1 per 25 workers or 1 per 50 workers would be more appropriate.	In this construction site, portable chemical toilets will be provided. Chemical toilets should be provided at a minimum rate of about 1 per 25 workers.
2.3	S.4.7.1 – 2.1.3 Please supplement the estimated ADWF, and refer the location of the septic tank and soakaway pit (ST/S) in the project site with appropriate figure. 2.1.4 The ST/S shall comply with the requirement delineated in the Appendix D of ProPECC PN 1/23 and shall be duly certified by an Authorized Person that the ST/S should be an acceptable means for sewage collection, treatment and disposal.	Further sewerage treatment arrangement will be submitted to Environmental Protection Department for approval at the detailed design stage. In view of that the development and effluent volume are small in scale(1 residential unit with flow rate of 0.7m ³ per day) and with distance of ~31m between the proposed septic tank and proposed house development (as shown in Figure 10), this system is same as that adopted in the previous approved Holiday Camp application (A/TM/469), all the requirement as delineated in Appendix D of ProPECC PN 1/23 would be followed, and septic tank and soakaway pit (ST/S) shall be duly certified by an Authorized Person that the ST/S should be an acceptable means for sewage collection, treatment and disposal.

Noise

- 1.4.3 Site visits were conducted on 27 June and 24 November 2025 to identify whether there is any potential industrial noise source in the vicinity (i.e. 300m) of the Application Site. No industrial activities are identified in the vicinity.
- 1.4.4 The identified noise source in the vicinity of the Application Site is the road traffic noise from nearby road network. Practical noise mitigation measures should be recommended where required in order to satisfy the requirement of the Hong Kong Planning Standards and Guidelines (HKPSG).

Water Quality

- 1.4.5 For the construction and operation phase, potential water quality impact arising from the Application Site on the Water Sensitive Receiver in the vicinity (i.e. 500m) of the site boundary of Application Site will be discussed in **Section 4**. Practical mitigation measures should be recommended, where necessary, to reduce the potential water quality impacts in order to control the residual impacts to acceptable levels.

Waste Management

- 1.4.6 Potential waste management issues in connection with construction and operation of the Project will be discussed in **Section 5**. It also recommends mitigation measures to alleviate impacts, where necessary.

Land Contamination

- 1.4.7 The historical landuse and existing condition have been studied for the purpose to identify if there is/was any potentially land contaminating activity held onsite, and actions recommended to be taken afterwards. A land contamination appraisal is included in **Section 6**.

3.4.2 Assessment Methodology

3.4.2.1 The methodology involves the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from road traffic of the existing and future road carriageways in the 300m assessment area. The 300m assessment area is shown in **Figure 6**.

3.4.2.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" was applied to predict the hourly L_{10} noise level generated from road traffic at selected representative facades (NSRs) of the Proposed Development. The predicted noise levels were then compared with the HKPSG noise criterion for assessing the impact.

3.4.2.3 Based on the tentative completion year of Proposed Development (Year 2031), traffic forecast for the Year 2046 on the road carriageways in the vicinity of the Proposed Development, which has the maximum traffic projection within 15 years from the completion of the Proposed Development, was provided by CKM (the project traffic consultant) for prediction of the worst-case traffic noise impact. Transport Department (TD) has no adverse comment on the methodology for the traffic forecast, and the Project Traffic Consultant confirms that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast. The TD endorsed traffic forecast, TD's endorsement and Project Traffic Consultant's confirmation are shown in **Appendix 2**.

3.4.3 Road Characteristics

3.4.3.1 All roads surrounding the Application Site are assumed with a speed limit of 50km/hr with an impervious surface.

3.4.4 Noise Sensitive Receivers

3.4.4.1 The representative facades with openable windows/doors were identified as NSRs in the assessment. Locations of proposed NSRs are shown in **Figure 7**. The assessment points are taken at 1.2 m above the floors of the selected storey and 1m away from the facades of openable windows.

3.4.5 Review of Road Traffic Noise Impact for Proposed Development

3.4.5.1 A road traffic noise impact assessment has been prepared to estimate the traffic noise level at all representative NSRs.

3.4.6 The assessment results show that full compliance rate is achieved. Maximum predicted traffic noise level is 70 dB(A), which complies with the 70 dB(A) noise criterion as listed in HKPSG for residential units. Therefore, no adverse road traffic noise impact is anticipated at the proposed NSRs.

3.4.6.1 The predicted road traffic noise result is summarised in **Appendix 3**.

4. WATER QUALITY ASSESSMENT

4.1 Introduction

4.1.1 This section presents the water quality impact assessment for the construction and operational phases of the Project. Potential impacts have been identified and their significance on the Water Sensitive Receivers (WSRs) evaluated. The location of these WSRs can be referred to **Figure 8**. Appropriate mitigation measures and good site practices are recommended, where necessary, to reduce the potential water quality impacts in order to control the residual impacts to acceptable levels.

4.1.2 The details of the WSR are summarized in **Table 4.1**.

Table 4.1 Details of the WSR

WSR ID	Description	Type	Status	Estimated Distance (m)
WSR 1	Natural River	Natural Watercourse	Active	4m
WSR 2	Pond	Pond	Active	259m
WSR 3	Pond	Pond	Active	157m
WSR 4	nullah	Channelized watercourse	Active	286m
WSR 5	Natural Meander	Natural Watercourse	Active	367m
WSR 6	Natural Meander	Natural Watercourse	Active	317m
WSR 7	Natural Meander	Natural Watercourse	Active	232m
WSR 8	Natural River	Natural Watercourse	Active	102m
WSR 9	nullah	Channelized watercourse	Active	122m
WSR 10	nullah	Channelized watercourse	Active	415m

4.2 Environmental Legislation, Standards and Guidelines on Construction Phase Water Quality Impact

4.2.1 Construction activities may induce potential water quality impact due to the discharge of the effluent generated from the construction site. Effluent discharges from construction site are subject to control under the Water Pollution Control Ordinance and the Technical Memorandum Standards for Effluents Discharged in Drainage and Sewerage Systems, Inland and Coastal Water issued by EPD. Information in the ProPECC PN2/24 Construction Site Drainage will also be considered to provide some

basic environmental guidelines for handling and disposal of construction site discharges.

4.2.2 The Professional Persons Environmental Consultative Committee Practice Note 1/23 Drainage Plans subject to Comment by the Environmental Protection Department (ProPECC PN 1/23) provides guidelines for Drainage Plans of the Proposed Development; whereby domestic sewage should be discharged to a foul water sewer and surface water should be discharged via rainwater pipes to stormwater drains during operation phase.

4.3 Construction Phase Water Quality Impacts

4.3.1 Site construction activities will inevitably have the potential to generate wastewater. As such works should be carried out in such a manner as to minimize potential impacts on the water quality. Pollution sources could include:

- General construction activities;
- Construction works in close proximity to inland watercourses;
- Construction runoff and drainage;
- Sewage effluent from construction site; and
- Liquid spillage, e.g. oil, diesel and solvents etc.

General Construction Activities

4.3.2 Debris and rubbish generated on site shall be collected, handled and disposed of properly. All fuel tanks shall be provided with locks and be sited on sealed areas, within bunds of a capacity equal to 110% of the storage capacity of the largest tank. Open storm water drains and culverts near the works area shall be covered to block the entrance of large debris and refuse.

Construction works in close proximity to inland watercourses

4.3.3 Construction activities such as site formation, earthwork and excavation within the Project site have the potential to impact nearby inland watercourses through the release of discharges and runoff laden with suspended solids and other pollutants. Mitigation measures should be devised and implemented for construction work that is in close proximity to natural rivers (i.e. WSR 1) and streams, alternation or diversion of within or in close proximity to the project site would be conducted, in order to reduce the potential for construction site discharges polluting the receiving water quality.

Construction Runoff and Drainage

4.3.4 Construction runoff contains increased loads of sediments, other suspended solids and contaminants. Potential sources of pollution include runoff and erosion from the site surfaces, drainage channels; bentonite slurries and other grouting materials, concrete washout and drainage from dust suppression sprays, fuel, oil and lubricants from construction vehicles and other equipment.

4.3.5 Sufficient silt removal facilities should be installed to settle out sediment prior to discharge. Such facilities shall be properly designed in accordance with guidelines from the Civil Engineering and Development Department (CEDD) to achieve the desired mitigating effect. Typically, a detention time not less than 5 minutes for maximum design flow of inlet should achieve adequate sediment removal. Channels or earth berm or sand bag barriers should be provided on site to properly direct surface runoff to such silt removal facilities. Sediment traps, channels and manholes should be

maintained and the deposited silt and grit should be removed on regular basis so that potential impacts on WSR can be minimized.

Sewage Effluent from Construction Site

- 4.3.6 Water pollution due to site facilities e.g. toilets could be source of pollution if appropriate measures are not implemented properly in respect of storage and discharge.
- 4.3.7 In this construction site, portable chemical toilets will be provided. Chemical toilets should be provided at a minimum rate of about 1 per 25 workers. The facility should be serviced and cleaned by a specialist contractor at regular intervals. Sewage generated from the construction workforce will be contained in chemical toilets and be tanked away. Therefore, no adverse water quality impact is anticipated on WSR.

Liquid Spillage

- 4.3.8 To prevent spillage of fuel oils or other polluting fluids at sources, it is recommended that all the stocks should be stored inside proper containers and sited on sealed areas, preferably surrounded by bunds.
- 4.3.9 "Recommended Pollution Control Clauses for Construction Contracts" (RPCC) also recommends appropriate wastewater control measures to be implemented at the construction site by the contractor. The RPCC is available on EPD website.
- 4.3.10 The quality of the discharge wastewater should meet the standards specified in the Technical Memorandum – Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters. The above proposed mitigation measures and control measures should be implemented and an environmental monitoring and audit should be carried out to ensure the effectiveness of the proposed mitigation measures and subsequently ensure the water quality of the nearby water sensitive receivers would not be adversely affected by the construction of the project.

4.4 Best Management Practices (BMPs) for Stormwater Discharge

- 4.4.1 The BMPs given in the ProPECC PN 2/24 shall be implemented in controlling water pollution during the whole construction phase to minimize the impact on WSR. The main practices provided in the above-mentioned document (i.e. ProPECC PN 2/24) are also summarized in the following paragraphs which should be implemented by the contractor during the construction phase, where practicable:
- High loading of suspended solids (SS) in construction site runoff will be prevented through proper site management by the contractor;
 - The boundary of critical work areas will be surrounded by ditches or embankment. Accidental release of soil or refuse into the adjoining lands should be prevented by the provision of site hoarding or earth bunds, etc. at the site boundary. These facilities should be constructed in advance of the site formation works and roadworks;
 - Consideration will be given to plan construction activities to allow the use of natural topography of the Project Site as a barrier to minimize uncontrolled non-point discharge of construction runoff;
 - Temporary ditches, earth bunds should be provided to facilitate controlled discharge of runoff into storm drains via sand/ silt removal facilities such as sand traps and sedimentation basins. Oil and grease removal facilities should also be provided where appropriate, for example, in area near plant workshop/ maintenance areas;

- 4.5.2 The management and mitigation strategy of the potential water quality impact is addressed below, with appropriate environmental control measures recommended.
- 4.5.3 Best practices as stated in ProPECC PN 1/23 "Drainage Plans Subject to Comment by the Environmental Protection Department" shall be followed. It states out the handling, treatment and disposal of various effluent discharges to stormwater drains and foul sewers during the operation phase. Some examples of the recommendations listed in the ProPECC PN 1/23 are as below.
- Drainage in covered car parks should be connected to foul sewers via petrol interceptors;
 - Disposal of commercial and industrial wastewater by injection into the ground (e.g. by soakaway pits) is normally not allowed; and
 - All wastewater collected from a restaurant kitchen, including that from basins, sinks and floor drains, should be discharged via a grease trap capable of providing at least 20 minutes retention during peak flow.

4.6 Surface Runoff Discharge/ Stormwater Discharge

- 4.6.1 During operation, the irrigation runoff and surface runoff during rainfall events, which is known as non-point source of pollution, may be the cause potential water quality impact. Fallen leaves, particles, litter from open areas, which is a source of organic and nutrient pollutants, can be washed into the drainage system during heavy rainfall if it is not properly controlled. Pollutants, contributed by non-point source are often bound or adsorbed onto particles, thus an effective stormwater management system will be required for the removal of pollution sources prior to rainstorm and the provision of degritting/screening facilities will be required for sediment collection. As the particles settle out, the associated pollutants will also settle out and removed from stormwater.
- 4.6.2 Under normal condition, runoff carrying pollutants will not be generated in low rainfall intensity, but increased runoff may occur during heavy rainfall condition. The first flush flow would carry most of the pollutants and the subsequent overland flow generated from rainstorms is expected to be uncontaminated. Thus, prevention of "first flush" pollution in stormwater runoff will be an effective way in controlling pollution at source and to abate pollutants.
- 4.6.3 Relevant assessment on the total peak flow of stormwater of the Proposed Development and the capacity of proposed drainage system are provided in a separate Drainage Proposal.

4.7 Sewage Effluent from Proposed Development

- 4.7.1 At present, there is no existing or planned public sewer for connections in the vicinity of the Application Site. Given that the development is small in scale. All sewage and wastewater generated from the proposed development would be treated by the proposed underground septic tank and treated effluent would be percolated to surrounding subsoil in the soakaway pit. In view of that the development and effluent volume are small in scale (1 residential unit with flow rate of 0.7m³ per day) and with distance of ~31m between the proposed septic tank and proposed house development (as shown in **Figure 10**), this system is same as that adopted in the previous approved Holiday Camp application (A/TM/469), all the requirement as delineated in Appendix D of ProPECC PN 1/23 would be followed, and septic tank and soakaway pit (ST/S) shall be duly certified by an Authorized Person that the ST/S should be an acceptable means for sewage collection, treatment and disposal. It is expected that the operation of the proposed development would not cause operational phase water quality impact.
- 4.7.2 There will not be any greywater recycling activities planned due to hygienic considerations.

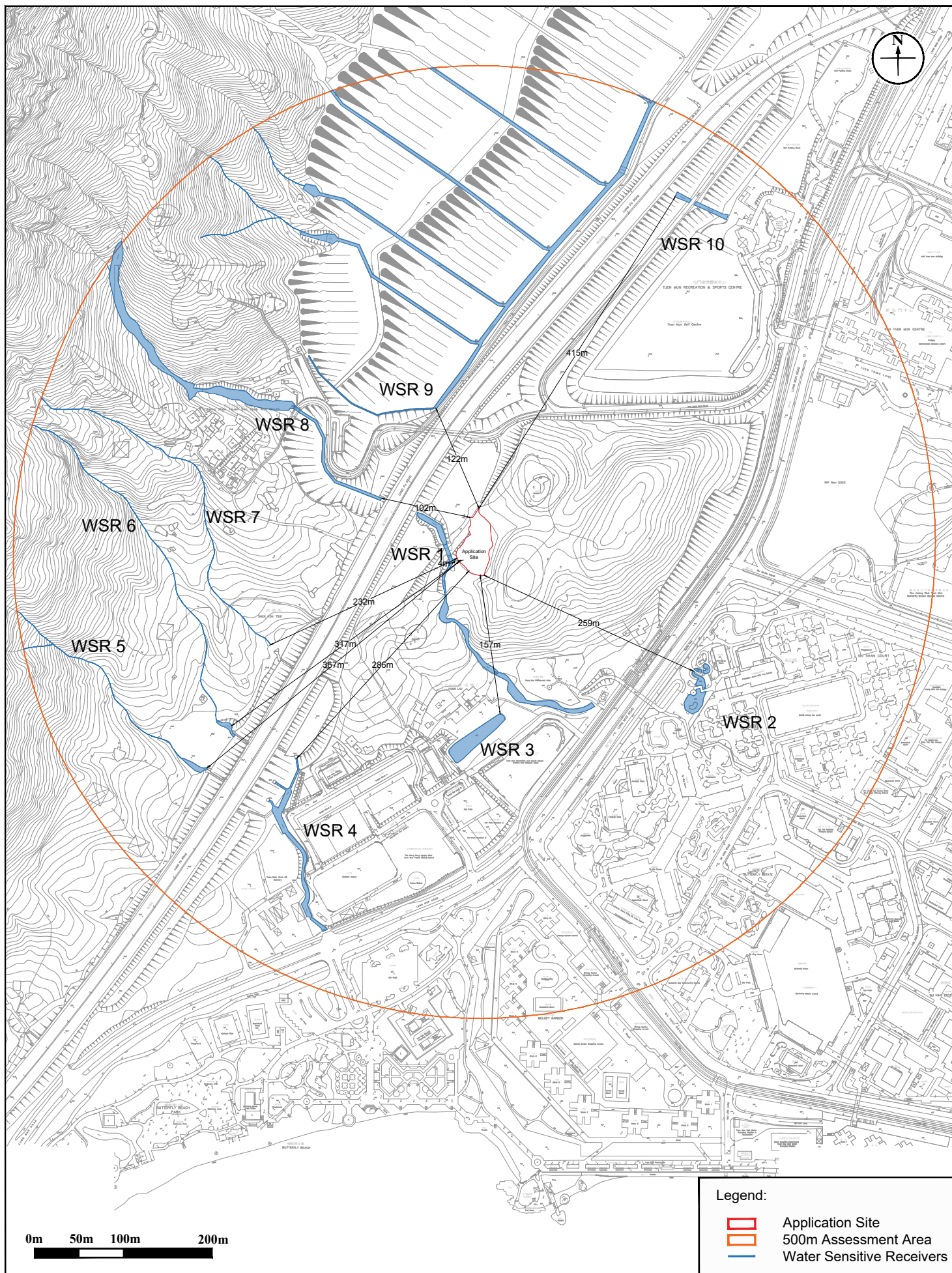


Figure: 8

Title: Locations of Representative Water Sensitive Receivers

Project: Proposed House Development at T.M.T.L. 550, Tuen Mun, New Territories

RAMBOLL

Drawn by: TL

Checked by: TC

Rev.: 2.2

Date: Dec 2025

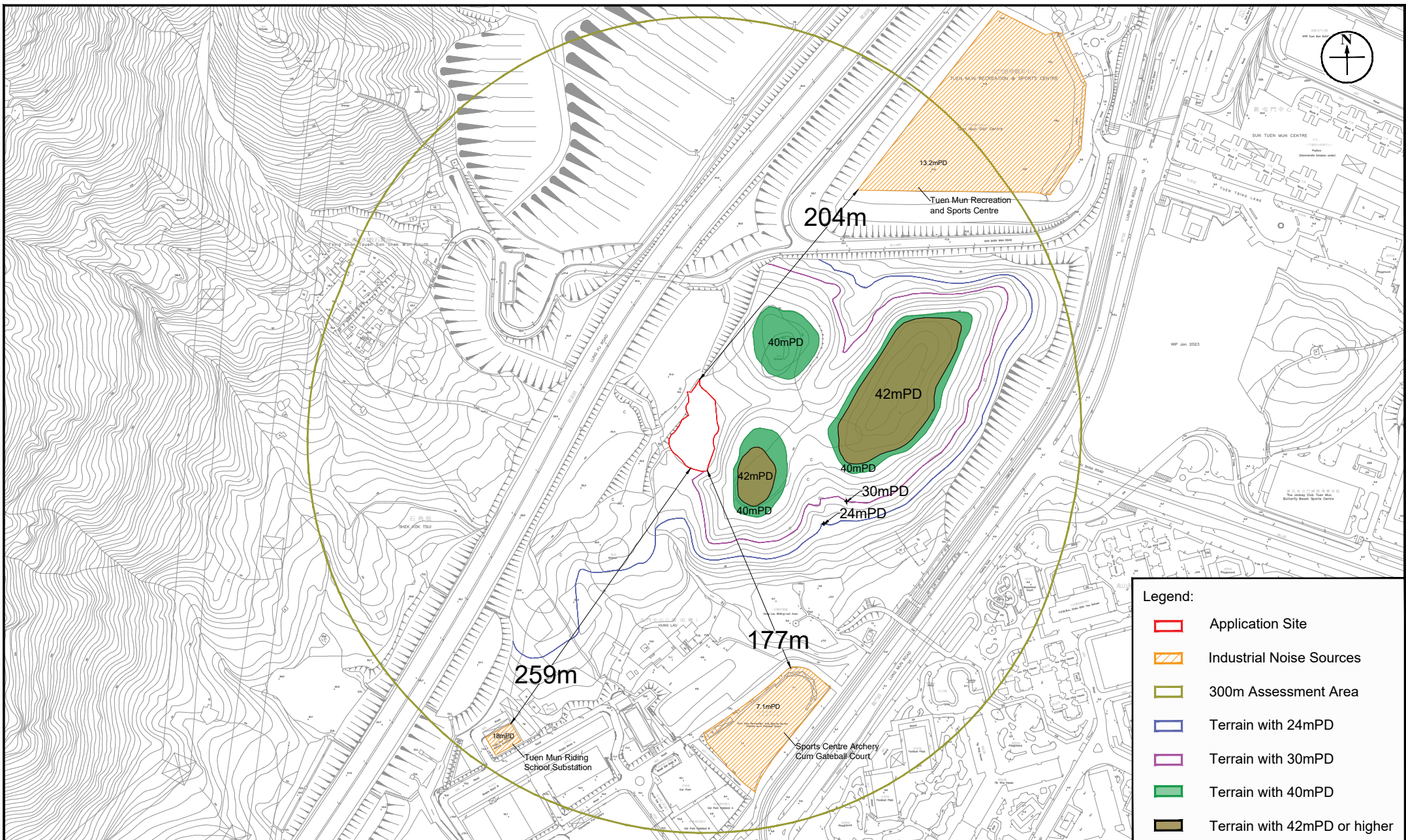


Figure: 9

Title: Location of Industrial Noise Sources and Separation Distances from the Application Site

Project: Proposed Residential Development at T.M.T.L. 550, Tuen Mun, New Territories

RAMBOLL

Drawn by: TL

Checked by: TC

Rev.: 2.2

Date: Nov 2025

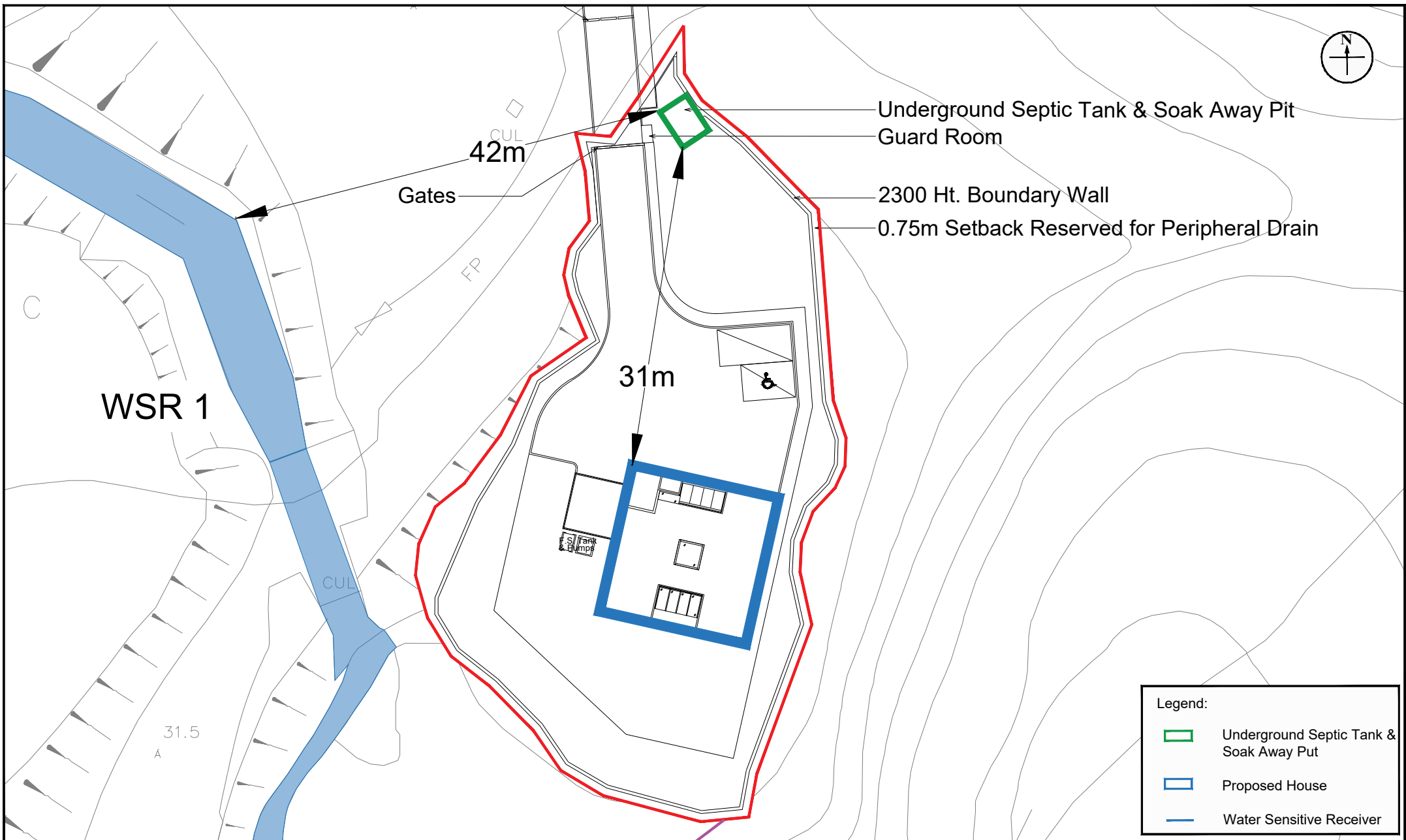


Figure: 10

Title: Location of Underground Septic Tank & Soak Away Pit

Project: Proposed House Development at T.M.T.L. 550, Tuen Mun, New Territories

RAMBOLL

Drawn by: TL

Checked by: TC

Rev.: 2.3

Date: Dec 2025

Appendix 2 Traffic Forecast



Our Ref: J7406/4

22 December 2025



Attn: Mr Tony Ling

Dear Mr. Ling,

Section 16 Planning Application –
Proposed House Development at Tuen Mun Town Lot No. 550 (TMTL 550),
Tuen Mun, N.T. (TPB ref.: A/TM/601)

Traffic Forecast for Noise Impact Assessment (NIA)

We refer to the following correspondences pertaining to the traffic forecast in support of NIA for the captioned project:

- i. Letter dated 10 November 2025 (CKM ref: J7406/3) to Transport Department with the traffic forecasting methodology and traffic forecast; and
- ii. Fax record dated 3 December 2025 from Transport Department with ***“no objection in principle”*** to the methodology of the traffic forecast for NIA.

We would like to confirm that the traffic forecast for NIA enclosed in our Letter (CKM ref.: J7406/3) is produced strictly in accordance to the traffic forecasting methodology agreed by Transport Department.

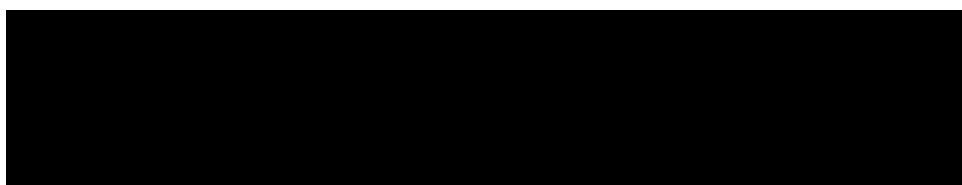
Thank you for your attention.

Yours sincerely

Tommy Law
Senior Traffic Engineer

Encl. 2 attachments

KIMLCH



Item i –
Letter dated 10 November 2025
to Transport Department



Our Ref: J7406/3

10 November 2025

Transport Department
NT Regional Office
Traffic Engineering (NTW) Division
Tuen Mun Section
7/F, Mongkok Government Offices,
30 Luen Wan Street, Mongkok, Kowloon.

Attn: Ms. LEE Po Fong, Bobo (Engr/Tuen Mun West)
(BY POST & EMAIL: pofonglee@td.gov.hk)

Dear Ms. Lee,

Section 16 Planning Application -
Proposed House Development at Tuen Mun Town Lot No. 550 (TMTL 550),
Tuen Mun, N.T. (TPB ref: A/TM/601)

Traffic Forecast for Traffic Noise Impact Assessment

CKM Asia Limited, a traffic and transportation planning consultancy firm, is engaged by the Owner of the captioned lot to produce the year 2046 traffic data for the purpose of conducting the Traffic Noise Impact Assessment ("TNIA") by the project Environmental Consultant.

In connection, we write to submit attached Technical Note on Traffic Forecast Methodology for your office review and comment. It is highly appreciated if you can provide your feedback on the traffic forecast methodology to produce year 2046 traffic data, which are solely used for the TNIA at your earliest convenience.

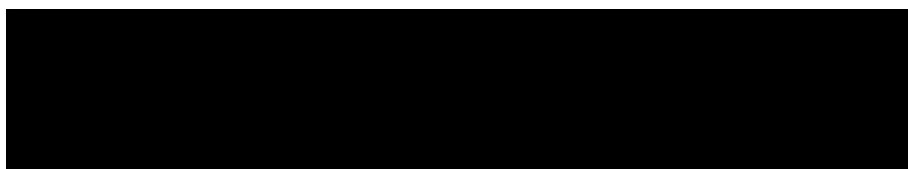
Should you have any queries, please do not hesitate to contact the undersigned.

Thank you for your attention.

Yours sincerely,

Tommy Law
Senior Traffic Engineer
Encl.

KIMLCH



Technical Note on Traffic Forecast Methodology for Traffic Noise Impact Assessment

1. BACKGROUND

The Subject Site located at T.M.T.L. 550 near San Shek Wan Road in Tuen Mun. The Owner has the intention to build one 2-storey house with some 370m² GFA, at the Subject Site (the “Proposed Development”).

The location of the Subject Site is shown in **Figure NIA1**.

CKM Asia Limited is the Traffic Consultant engaged by the Owner to produce year 2046 traffic data for the Environmental Consultant to conduct the Traffic Noise Impact Assessment (“TNIA”). This Technical Note summarises the traffic forecast methodology, and the details are presented in paragraphs below.

2. TRAFFIC FORECASTING METHODOLOGY

The 2046 traffic data is produced to suit the requirements of the TNIA, as follows:

- the road sections where traffic data is required are located within 300m of the Proposed Development – please refer to **Figure NIA1**
- the 2046 traffic data is classified into 2 categories, including:
 - i. Light Vehicles (including motorcycle, private car and taxi)
 - ii. Heavy Vehicles (including light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus)

The road sections which are located in Tuen Mun and Yuen Long are covered by the “NTW1” Base District Traffic Model (“BDTM”). The BDTM has traffic forecasts up to year 2031, and to produce the 2046 traffic data, the traffic flows are estimated with reference to the following:

- (a) 2031 traffic flows derived based on the NTW1 BDTM;
- (b) estimated traffic growth from 2031 to 2046 based on the higher of:
 - (i) 2021 – based Territorial Population and Employment Data Matrix (“TPEDM”) data for Tuen Mun District produced by Planning Department;
 - (ii) Hong Kong Population Projections 2022 – 2046, published by Census and Statistics Department; and
 - (iii) Annual Traffic Census (“ATC”) published by Transport Department
- (c) other developments in the vicinity of the Proposed Development; and
- (d) Traffic generated by the Proposed Development.

Details on Items (b), (c) and (d) are found in the paragraphs below.

Item (b) Estimated Growth Rate from 2031 to 2046

(i) 2021-based TPEDM

Table 1 summarises the population and employment data for Tuen Mun District which shows the highest annual growth rate for population is +**1.93%** per annum and for employment is +**2.88%** per annum.

TABLE 1 2021-BASED TPEDM DATA FOR TUEN MUN DISTRICT

Item	TPEDM Estimation / Projection			Annual Growth Rate		
	2021	2026	2031	2021 to 2026	2026 to 2031	2021 to 2031
Population	506,900	557,650	586,200	1.93%	1.00%	1.46%
Employment	133,400	132,450	152,650	-0.14%	2.88%	1.36%

(ii) *Hong Kong Population Projections 2022 – 2046*

Table 2 shows that the annual growth rate from 2031 to 2046 is **0.31%**.

TABLE 2 HONG KONG POPULATION PROJECTIONS 2022 – 2046

Whole Territory Population		Annual Growth Rate
Year 2031	Year 2046	2031 to 2046
7,820,200	8,190,400	0.31%

(iii) *ATC*

Table 3 shows the historical annual average daily traffic of ATC stations located in the vicinity of the Subject Site, which has an overall average annual growth rate of **0.90%**.

TABLE 3 AADT OF THE STATION IN THE VICINITY OF THE SUBJECT SITE

Station	5640	5654	5839	6633	Overall
Road	Lung Mun Road	Wu Shan Road	Lung Mun Road	Wu Chui Road	
From	Wu Shan Road	Lung Mun Road	Wong Chu Road	Lung Mun Road	
To	Wu Chui Road	Wu King Road	Wu Shan Road	Wu Shan Road	
2011	12,420	6,410	17,210	8,580	44,620
2012	12,340	6,370	14,530	8,480	41,720
2013	12,440	6,420	14,650	8,060	41,570
2014	12,310	6,350	14,500	7,350	40,510
2015	12,410	6,350	14,380	8,190	41,330
2016	12,090	6,860	17,860	8,340	45,150
2017	11,900	6,750	18,360	8,100	45,110
2018	12,190	6,920	18,810	8,540	46,460
2019	12,100	6,870	18,670	8,710	46,350
2020	12,230	7,100	17,900	7,130	44,360
2021	12,990	7,610	18,940	7,670	47,210
2022	12,600	7,380	19,530	8,190	47,700
2023	12,890	7,550	19,990	9,280	49,710
Average Annual Growth					0.90%

To be conservative, the growth rate of **+2.88%** per annum is adopted for the traffic growth between 2031 and 2046.

Item (c) Other Development in the Vicinity of the Proposed Development

The major planned development in the vicinity of the Proposed Development are summarized in **Table 4**, and are included in the traffic forecast.

TABLE 4 DETAILS OF MAJOR PLANNED DEVELOPMENT

Site	Planning Application No.	Address	Use
1	A/TM/565	Government Land in D.D. 138 and D.D. 300, Tuen Mun	Proposed Bus Depots with Ancillary Public Utility Installation (Electricity Substation)

In addition, the infrastructure and road network considered in the traffic model include the following:

- Wu Shan Road Public Housing Development
- New Lung Fu Road slip road northbound
- New Lung Fu Road slip road southbound
- New slip road from Tuen Mun Road northbound to Hoi Wing Road westbound
- New Tuen Mun Swimming Pool

Item (d) Traffic Generated by the Proposed Development

Traffic generation associated with the Proposed Development is calculated based on the trip rates from the Transport Planning and Design Manual published by Transport Department and is presented in **Table 5**.

TABLE 5 TRAFFIC GENERATION OF THE PROPOSED DEVELOPMENT

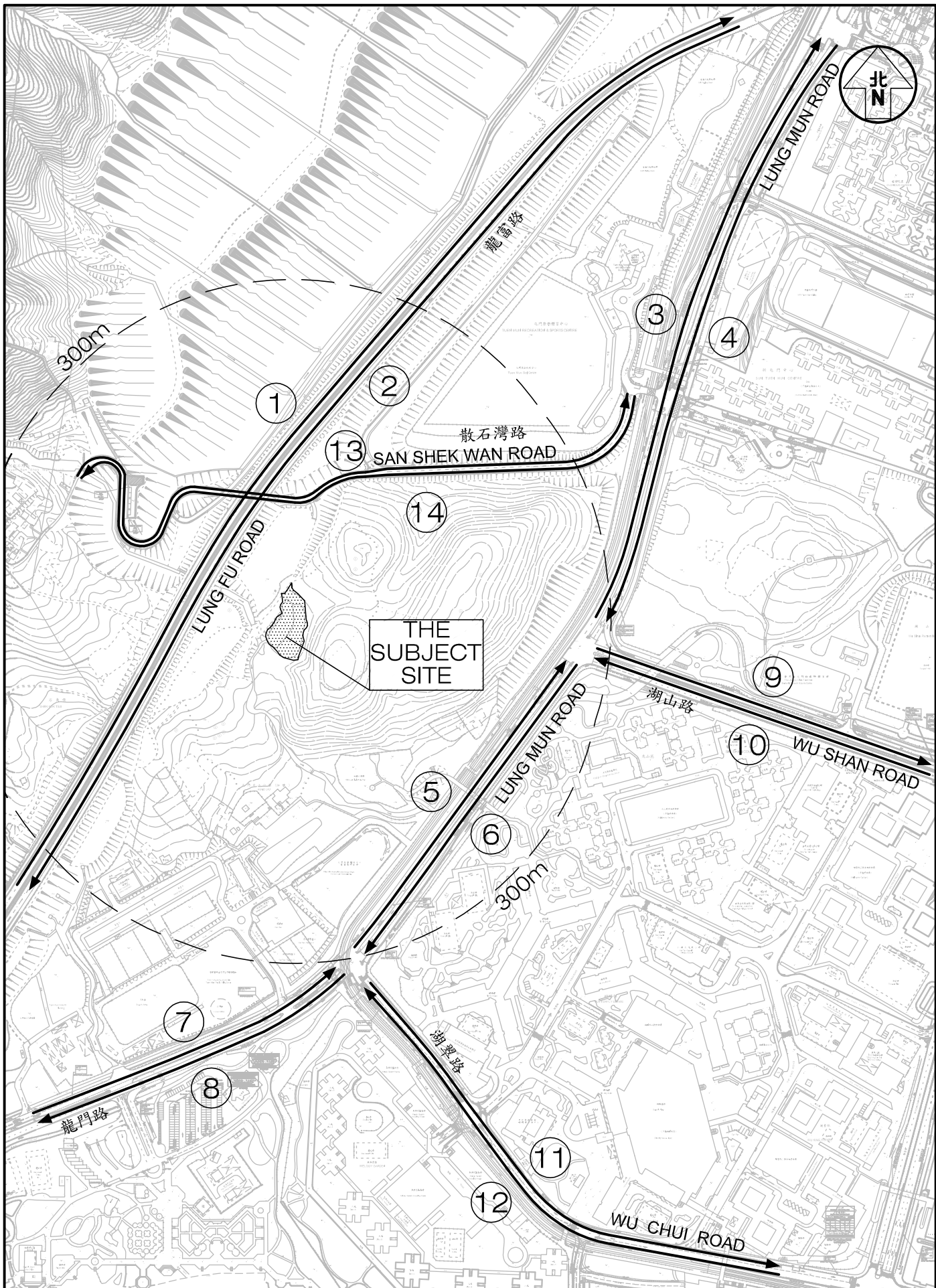
Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for residential use (pcu/hour/flat)⁽¹⁾						
Private Housing: low-density / R(C) with an average flat size of 300m ²	0.2609	0.3252	NA	0.4074	0.2835	NA
Traffic Generation of Proposed Development (pcu/hour)						
Residential Use: 1 house [a]	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>2</u>

Note: ⁽¹⁾ Mean rates taken from the Transport Planning and Design Manual.

3. OUTPUTS OF TRAFFIC FORECAST

After applying the above derived traffic growths to the 2031 BDTM, the 2046 matrices are produced. These 2046 matrices are used for the traffic model assignment in order to produce the 2046 traffic flow which is presented in **Appendix A**.

Figure



Project Title	SECTION 16 PLANNING APPLICATION FOR HOUSE DEVELOPMENT AT T.M.T.L. 550, TUEN MUN, NEW TERRITORIES	Job No.	Figure No.			Scale in A4
		J7406	NIA1			1 : 5000
Figure Title	LOCATION OF TRAFFIC DATA	Designed by	Drawn by	Checked by	Revision	Date
		L C H	N C M	K C	A	15 AUG 2025
		CKM Asia Limited				

Appendix A
Year 2046 Traffic Forecast

YEAR 2046 TRAFFIC FORECAST
Date: 31 JULY 2025
Job No.: J7406

No.	Road	From	To	2046 AM Peak Hour Traffic Flows			
				Veh/hr	Vehicle Type for Noise Assessment (%)		
					LV	HV	Total
L001	Lung Fu Road NB	Wong Chu Road	Lung Mun Road	1100	66%	34%	100%
L002	Lung Fu Road SB	Wong Chu Road	Lung Mun Road	1250	63%	37%	100%
L003	Lung Mun Road NB	Tuen Tsing Lane	Wu Shan Road	1000	74%	26%	100%
L004	Lung Mun Road SB	Tuen Tsing Lane	Wu Shan Road	1050	64%	36%	100%
L005	Lung Mun Road NB	Wu Shan Road	Wu Chui Road	700	77%	23%	100%
L006	Lung Mun Road SB	Wu Shan Road	Wu Chui Road	1150	63%	37%	100%
L007	Lung Mun Road NB	Wu Chui Road	Lung Fu Road	450	83%	17%	100%
L008	Lung Mun Road SB	Wu Chui Road	Lung Fu Road	750	62%	38%	100%
L009	Wu Shan Road EB	Lung Mun Road	Wu King Road	400	78%	22%	100%
L010	Wu Shan Road WB	Lung Mun Road	Wu King Road	800	72%	28%	100%
L011	Wu Chui Road EB	Lung Mun Road	Tip King Road	400	66%	34%	100%
L012	Wu Chui Road WB	Lung Mun Road	Tip King Road	300	67%	33%	100%
L013	San Shek Wan Road EB	San Shek Wan San Tsuen	Lung Mun Road	50	86%	14%	100%
L014	San Shek Wan Road WB	Lung Mun Road	San Shek Wan San Tsuen	50	83%	17%	100%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

YEAR 2046 TRAFFIC FORECAST
Date: 31 JULY 2025
Job No.: J7406

No.	Road	From	To	2046 PM Peak Hour Traffic Flows			
				Veh/hr	Vehicle Type for Noise Assessment (%)		
					LV	HV	Total
L001	Lung Fu Road NB	Wong Chu Road	Lung Mun Road	1400	63%	37%	100%
L002	Lung Fu Road SB	Wong Chu Road	Lung Mun Road	1100	63%	37%	100%
L003	Lung Mun Road NB	Tuen Tsing Lane	Wu Shan Road	950	59%	41%	100%
L004	Lung Mun Road SB	Tuen Tsing Lane	Wu Shan Road	950	71%	29%	100%
L005	Lung Mun Road NB	Wu Shan Road	Wu Chui Road	1100	65%	35%	100%
L006	Lung Mun Road SB	Wu Shan Road	Wu Chui Road	800	69%	31%	100%
L007	Lung Mun Road NB	Wu Chui Road	Lung Fu Road	850	65%	35%	100%
L008	Lung Mun Road SB	Wu Chui Road	Lung Fu Road	250	65%	35%	100%
L009	Wu Shan Road EB	Lung Mun Road	Wu King Road	600	80%	20%	100%
L010	Wu Shan Road WB	Lung Mun Road	Wu King Road	350	69%	31%	100%
L011	Wu Chui Road EB	Lung Mun Road	Tip King Road	550	71%	29%	100%
L012	Wu Chui Road WB	Lung Mun Road	Tip King Road	250	63%	37%	100%
L013	San Shek Wan Road EB	San Shek Wan San Tsuen	Lung Mun Road	50	91%	9%	100%
L014	San Shek Wan Road WB	Lung Mun Road	San Shek Wan San Tsuen	50	80%	20%	100%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

Item ii –
Fax record dated 3 December 2025
from Transport Department

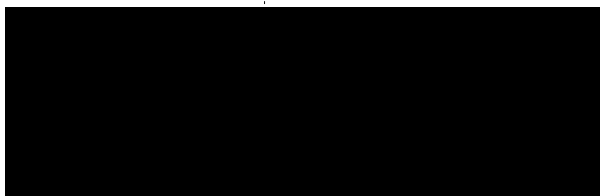
By Fax
(Fax No.: 2528 6343)



運輸署
Transport Department

本署檔案 Our Ref. : (00LG6) in 010-160-574-NR-TM-044
來函檔號 Your Ref. : J7406/3
電話 Tel. : 2399 2261
圖文傳真 Fax : 2381 3799
電郵 Email :

3 December 2025



Dear Mr. CHIN,

**Section 16 Planning Application -
Proposed Housing Development at Tuen Mun Town Lot No. 550 (TMTL 550),
Tuen Mun, New Territories (TPB ref: A/TM/601)**

I refer to your letter under reference dated 10 November 2025 regarding the caption.

Please note that the Noise Impact Assessment is not under our purview. We are not in a position to provide comments on the traffic figures tailor-made for the environmental assessment purposes.

Notwithstanding the above, please note that we would have no objection in principle to the methodology for traffic forecast if it is the same as that adopted in the traffic impact assessment for the captioned project and the base year observed traffic data and road descriptions tally with those for traffic impact assessment. For example, 2024 ATC should be adopted in Table 3.

Should there be any discrepancy in the traffic data and the methodology for traffic forecast between traffic impact assessment and the subject assessment, please highlight for our consideration.

Yours faithfully,

(Bobo LEE)

for Commissioner for Transport

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