Appendix III

Replacement Pages of the Environment Assessment

TABLES

FIGURES

1.4.12 Construction noise is usually generated by using powered mechanical equipment. It will be controlled with reference to relevant technical memorandum. Best Management practice will be adopted where appropriate to suppress the impact.

1.4.13 For water quality aspect, during construction of the Proposed Development, water pollution is likely due to sediments, construction runoff and drainage, sewage effluent and liquid spillage if not mitigated. Best management practice will be adopted. No sewage effluent discharge will be allowed. ProPECC PN2/24 on construction site drainage will be observed and followed.

1.4.14 Waste generation during construction will be sorted and handled in compliance with the Waste Disposal Ordinance and regulations.

1.4.15 With adequate mitigation measures incorporated during construction of the project, no significant construction phase environmental impact is anticipated. Further discussion on construction phase environmental impact is also included in **Section 6**.

Operation Phase Waste Management

1.4.16 During the operation of the project, there will be waste generation from the residential, retail, clubhouse uses, etc. such as glass, metals, plastics, food wastes, textile, wood, household hazardous wastes and others. Adequate waste collection/storage facilities will be provided for collection and storage of sorted recyclable wastes (glass, paper, metal, plastic) to enable recycling. With reference to Plate 2.7 Waste Statistics for 2024, the per capita disposal rates of municipal solid waste, domestic waste, commercial & industrial waste are assumed to be 1.40kg/person/day, 0.86kg/person/day and 0.53kg/person/day respectively. Among domestic and commercial waste, the recovery rates are 22% and 48% respectively (Plate 3.2 of Waste Statistics for 2024).

1.4.17 Based on the Proposed Development with around 2777 residential population and 148 working population, there will be around 3213kg/day of waste generation (i.e. 0.86/(1-22%) x 2777 + 0.53/(1-48%) x 148). With adequate waste collection/storage facilities provided to segregate recyclable and non-recyclable wastes, the burden of waste treatment facilities in Hong Kong will be reduced. In addition, the applicant will explore in detailed design stage to collect food waste alongside these recyclable wastes mentioned above to further reduce waste generation.

1.4.18 Retail facilities are proposed in the development, and chemical waste may be generated from retail operations and maintenance. If chemical wastes are generated, it will be handled in accordance with the Code of Practice on the Packaging, Handling and Storage of Chemical Wastes. All chemical wastes will be collected by a licensed chemical waste collector and disposed of at the Chemical Waste Treatment Centre (CWTC) in Tsing Yi. Moreover, generation of other types of waste (such as clinical waste, etc.) is not anticipated from the Project during operation phase.

1.5 Organization of this Report

1.5.1 The report is structured as follows: -

- **Section 2** is an air quality impact assessment;
- **Section 3** is a road traffic noise impact assessment;
- **Section 4** is a railway noise impact assessment;
- **Section 5** is a fixed noise sources impact assessment;

Type of Road	Buffer Distance	Permitted Uses
Trunk Road (including expressway) and Primary Distributor	< 3 m	Amenity areas
District Distributor	> 10 m	Active and passive recreational uses
	< 10 m	Passive recreational uses
Local Distributor	> 5 m	Active and passive recreational uses
	< 5 m	Passive recreational uses
Under Flyovers	-	Passive recreational uses

Table 2-3 HKPSG's Recommended Minimum Buffer Distance from Industrial Chimneys

Difference in Height between Industrial Chimney Exit and the Site	Buffer Distance	Permitted Uses
< 20 m	> 200 m	Active and passive recreation uses
	5 – 200 m	Passive recreational uses
20 m – 30 m	> 100 m	Active and passive recreational uses
	5 – 100 m	Passive recreational uses
30 m – 40 m	> 50 m	Active and passive recreational uses
	5 – 50 m	Passive recreational uses
> 40 m	> 10 m	Active & Passive recreational uses

2.3 Existing Air Quality at the Application Site

2.3.1 The nearest air quality monitoring station (AQMS) to the Application Site is the Yuen Long Air Quality Monitoring Station (AQMS). The five most recent years of air quality monitoring data, 2021 to 2025, from the Yuen Long Air Quality Monitoring Station (AQMS) are summarized in **Table 2-4**. According to the AQMS monitoring data presented in **Table 2-4**, exceedance in 24-hour average FSP concentration, annual average FSP concentration and 8-hour average O_3 concentration were recorded between Year 2021 and 2025.

2.3.2 As the tentative year of completion of the Proposed Development is 2030, the year of 2030 background concentrations from the PATH v3.0 model has been adopted for the purpose of this assessment, which is considered as a more conservative approach. The data for Year 2030 was extracted from the *Pollutants in the Atmosphere and the Transport over Hong Kong*-model version 3.0 (PATH v3.0) developed and released by EPD in January 2024 (Grid (25,47) and (26,47)). According to **Table 2-4**, except O_3, there would be no exceedance of AQOs for the future background air quality.

Table 2-4 EPD Air Quality Monitoring Data in Yuen Long AQMS and PATH-v3.0 (Grid (25,47) and (26,47))

Pollutant	Averaging time	Parameter	AQO (μg/m³)	Concentration [1] (μg/m³)						
				2021	2022	2023	2024	2025	PATH in Year 2030 (25, 47)	PATH in Year 2030 (26, 47)
RSP (PM_{10})	24-hour	10th highest	75	73	56	59	61	63	54	54
	Annual	Maximum	30	30	25	26	25	26	21	21
FSP ($PM_{2.5}$)	24-hour	19th highest	37.5	36	**38**	34	**38**	37	32	32
	Annual	Maximum	15	**17**	**16**	**16**	**17**	**16**	13	13
NO_2	1-hour	19th highest	200	148	122	130	125	134	77	78
	24-hour	10th highest	120	78	68	67	66	72	33	32
	Annual	Maximum	40	40	37	37	35	36	18	17
SO_2	10-minute	4th highest	500	24	21	20	14	22	21	26
	24-hour	4th highest	40	14	7	10	5	5	7	7
O_3	8-hour	10th highest	160	**178**	**194**	155	**168**	141	**186**	**185**
	Peak Season	Maximum	100	84	95	84	92	84	**120**	**120**
CO	1-Hour	Maximum	30,000	2090	1700	1580	1920	2000	527	527
	8-Hour	Maximum	10,000	1591	1519	1273	1778	1500	493	494
	24-hour	Maximum	4,000	1183	1159	1047	1342	1400	463	462

Notes:
[1] Bolded and underlined values exceed the relevant AQO.

2.4 Vehicular Emission Impact Assessment

2.4.1 The Application Site is surrounded by carriageways, including Long Yip Street and Yuen Long On Lok Road to its south, Po Yip Street to its east, Keung Yip Street to its northeast and Wang Yip Street East to its northwest. According to the latest Annual Traffic Census (ATC) published by Transport Department (TD) in 2024, Long Yip Street and Yuen Long On Lok Road are classified as Primary Distributor while the road types of Po Yip Street, Keung Yip Street and Wang Yip Street East are not available in the latest ATC.

2.4.2 Po Yip Street, Keung Yip Street and Wang Yip Street East are two-way single-lane carriageways. According to the recommendation from project traffic consultant and reply from TD before (**Appendix 2-2**), it is considered that all these 3 roads are classified as local distributor.

2.4.3 According to the Table 3.1 of the Chapter 9 (Environment) of the Hong Kong Planning Standard and Guideline (HKPSG), minimum horizontal buffer separations of 20m and 5m are recommended for Primary Distributor and Local Distributor respectively.

2.4.4 **Figure 2.1** presents the buffer distance between the carriageways and the air sensitive uses of the Application Site. The shortest separation distance from Long Yip Street and Yuen Long On Lok Road (primary distributor) to the nearest air sensitive uses of the Application Site is 23m which is more than the separation requirement of 20m; and distances from Po Yip Street, Keung Yip Street to the nearest air sensitive uses of the Application Site are 10m, 38m respectively, which can meet the separation requirement of 5m. For Wang Yip Street East, the separation distance to the nearest air sensitive uses of the Application Site is 4m, where a small portion of habitable room falls within the recommended 5m buffer zone. Therefore, fixed glazing is proposed at

these strategic locations such that no air sensitive uses of the Application Site including openable window, fresh air intake and recreational use in open space shall be located within the 5m buffer zone from Wang Yip Street East for the residential towers (see **Figure 2.1**).

2.4.5 The proposed development will also be designed so that all fresh air intake location will be outside the 5m/20mbuffer zone.

2.4.6 It is noted that part of footprint of landscape area would maintain less than 20m from Long Yip Street (primary distributor) and maintain less than 5m from Wang Yip Street (local distributor). The landscape area will be used for planters only (i.e. non air sensitive use). No adverse air quality impact due to vehicular emission is anticipated with the proposed fixed glazing at residential towers.

2.4.7 On the other hand, while the nature of the proposed development is not environmentally polluting in nature, there exists future use such as carpark with mechanical ventilation system that may emit pollutant at all. The design and operation of the proposed car park will comply with the requirements stipulated in EPD's Practice Note for Professional Persons – Control of Air Pollution in Car Parks (ProPECC PN 2/96). With the adoption of appropriate ventilation systems and design measures, the air quality associated with the proposed car park is expected to meet the air quality guidelines set out in ProPECC PN 2/96 as given in **Table 2-5**. To minimize potential air quality impacts, the mechanical ventilation exhaust should be located and directed away from the nearby ASRs as far as practicable. Based on the site survey conducted on 13 August 2026, the Garden located immediate south of the Application Site has no seating or recreational facilities. Therefore, the Garden would not be classified as an ASR as prolonged human activity is not anticipated. The locations of the potential mechanical ventilation exhaust are shown in **Figure 2.2**. In addition, it is noted that vehicle movement within carpark is limited and vehicles in the carpark is stationary with no engine on and emission at most time. The number of parking spaces for different vehicle classes are shown in **Table 2-6**. Only private cars and motorcycles will be served with no parking spaces for heavy goods vehicles or coaches. Emission from mechanical ventilation exhaust of the proposed carpark is expected to be limited. In all circumstances, in detailed design of the development, it is advisable to locate the exhaust away from nearby air sensitive receivers as far as practicably possible.

Table 2-5 Air Quality Guidelines in ProPECC PN 2/96

Air Pollutants	Maximum Concentration		
	Averaging Time	Micrograms Per Cubic Metre ($\mu g/m^3$)	Parts Per Million (ppm)
CO	5 minutes	115,000	100
NO_2	5 minutes	1,800	1

Table 2-6 Proposed Parking Spaces for Different Vehicles

Vehicle Classes	No. of parking spaces
Private Cars	192
Motorcycle	13

2.5 Industrial Emission Impact Assessment

2.5.1 According to the survey map and site survey result (site surveys conducted in Jan & Nov 2020, Feb & Oct 2022 and Feb 2023 (during normal working day between 10:00 and 17:00) and verification survey in Apr and June 2026, there is no designated industrial area and existing and planned chimney/industrial emission identified within 500m assessment area of the Application Site. The area located at northwest of the

Application Site is zoned as Other Specified Uses (OU), which mainly consists of industrial buildings with some vehicle repair workshops at G/F. There is no fluff, odour, dusty, smoke or any other criteria pollutant emission observed at the Application Site and adjacent areas such as from Tung Tai Street Refuse Collection Point on southeast side and the industrial buildings & vehicle repair workshops on northwest side. Therefore, no adverse air quality impact arisen from the industrial buildings and vehicle repair workshops and no adverse industrial/residential (I/R) interface problem are anticipated.

2.5.2 Since no chimney/industrial emission sources and no heavy industrial operation with emission or dusty use has been identified within the 200m buffer distance of Application Site, the buffer distance requirement under the HKPSG is satisfied. Therefore, it is expected that the ASRs of the proposed development would not be subject to adverse air quality impact from chimney/industrial emission and I/R interface problem.

2.6 Odour Impact Assessment

2.6.1 Shan Pui River, nallahs, Yuen Long Kau Hui Sewage Pumping Station, Ping Shun Street Refuse Collection Point, Sewage Treatment Work under Sol City, Tai Kiu Refuse Collection Point, Tung Tai Street Refuse Collection Point, Tai Wong Temple, Yuen Kwan Yi Tai Temple and Tin Hau Temple have been identified as the potential odour sources within 500m assessment area from the Application Site (shown in **Figure 2.3**). No potential odour emission source (e.g. on-site SPS, refuse collection points, etc.) is proposed within the Application Site. Apart from nullahs and Tung Tai Street Refuse Collection Point, there is no other potential odour source within the 200m odour buffer zone. As nullahs and Tung Tai Street Refuse Collection Point fall within the 200m odour buffer distance requirement stipulated under HKPSG, site survey was conducted to identify any odour impact arising from identified odour sources within 200m buffer distance from the Application Site.

2.6.2 According to the observation during the site surveys on 19 June 2026 (at 2pm; Temperature: ~32°C; Relative Humidity: 75%) and 13 August 2026 (at 3pm; Temperature: ~33°C; Relative Humidity: 67%), no odour impact was observed near the nullahs and Tung Tai Street Refuse Collection Point within 200m from the Application Site. The enquires on the odour related complaints against the odour sources within 500m assessment area have been made to EPD. According to the reply from EPD, there are altogether 18 complaints received in year 2021 to 2025. In 2020, EPD reived highest number of complaints (8 nos.) where in recent 2025, EPD received 1 complaint. All these complaint cases were already settled, and it implies that there is no persistently adverse odour impact. The relevant correspondences with EPD are shown in **Appendix 2-1**. Therefore, it is anticipated that no adverse odour impact would be arisen from the potential odour sources on the air sensitive receivers of the Application Site based on site survey.

2.7 Conclusion

2.7.1 As confirmed in site survey, there is no chimney and no heavy industrial operation with emission or dusty use identified within 200m from the Application Site so that the buffer separation requirement can be fulfilled. At the same time, the air sensitive uses in the MLP including fresh air intake location, openable window and recreational uses in open space are designed to meet the buffer separation requirement with respect to the existing/ future carriageways. Hence, it is envisaged that the proposed development at the Application Site would not be subject to adverse air quality impact.

6. CONSTRUCTION PHASE IMPACTS

6.1 Introduction

6.1.1 During the construction phase of the Proposed Development, there may be potential air, noise and water quality impacts upon the nearby sensitive receivers such as villages. Practicable environmental mitigation measures are recommended to reduce these impacts to acceptable ranges. Nearest noise and air sensitive receivers are summarised below and **Figure 6.1**. Among these uses, Tung Tau Industrial Area Playground and Kwan Lok Sun Chuen to the north and east are sited nearest to the Application Site.

Table 6-1 Surrounding Noise and Air Sensitive Receivers

ID	(N)oise/(A)ir Sensitive Receivers	Horizontal Separation from Site Boundary
SR01	Tung Tau Industrial Area Playground (A)	about 45m to the north
SR02	One Regent Place (N)(A)	about 136m to the northeast
SR03	Cumberland Presbyterian Church Yao Dao Secondary School (N)(A)	about 212m to the northeast
SR04	Kwan Lok Sun Chuen (N)(A)	about 51m to the east
SR05	Tai Hang Building (N)(A)	about 129m to the south
SR06	Long Ching Estate (N)(A)	about 95m to the south
SR07	Keader Centre (A)	about 59m to the south
SR08	Yuccie Square (N)(A)	about 123m to the southwest
SR09	Tai Kiu Tsuen (N)(A)	about 245m to the southwest
SR10	The Spectra (N)(A)	about 168m to the west
SR11	Wang Fu Court (N)(A)	about 202m to the northwest
SR12	After The Rain (N)(A)	about 192m to the northwest
SR13	Hing Wah Industrial Building (A)	about 17m to the northwest
SR14	Fu Wah Industrial Building (A)	about 18m to the northwest
SR15	Annking Industrial Building (A)	about 17m to the northwest
SR16	Keung Yip Street Rest Garden (A)	about 3m to the north
SR17	Wang Yip Centre (A)	about 56m to the north
SR18	Po Leung Kuk Energetic Youth Club (A)	about 21m to the west
SR19	Wang Yip Street South Rest Garden (A)	about 38m to the west
SR20	On Lok Industrial Building (A)	about 59m to the south
SR21	Flourish Food Manufactory Centre (A)	about 85m to the south
SR22	Pok Yip Street Sitting-out Area (A)	about 31m to the east

6.2 Fugitive Dust Emission

6.2.1 The existing Lai Sun Yuen Long Centre will be demolished for the proposed development. The major air quality impact of concern during the demolition and construction phase will be the potential fugitive dust emission. The major dust emission sources during the construction phase of the Proposed Development are expected to arise from construction activities during site formation stage such as:

- Demolition of existing building structures;
- Earthworks (minor excavation and backfilling activities;
- Wind effect on material stockpiling; and

- Vehicle movements on haul roads and over the construction site.

6.2.2 It is estimated that the size of works area is approximately 3100m^2. For the demolition of existing building, C&D materials generated is estimated to be around 11,6700m^3. Assuming a demolition period of around 1 year, there will be around 12 truckloads of materials generated per day. During the superstructure construction, it is estimated that 5,140m^3 construction waste will be generated. Assuming a period of 3 years for superstructure construction, there will be about 2 truckloads of construction waste generated per day. Therefore, necessary mitigation measures are recommended and will be implemented in order to control the construction air quality impact.

6.2.3 On the other hand, the planned developments under Approved Planning Applications Nos. Y/YL/21, A/YL/275, A/YL-NSW/334 and A/YL-NSW/282 are located approximately 225m, 395m, 430m and 430m from the Application Site respectively. These projects and their construction works are considered concurrent projects. However, the contribution to the cumulative fugitive dust impact assuming there are concurrent dusty activities is not considered significant by considering the fairly long separation distance from the Application Site. The locations of the potential concurrent projects are shown in **Figure 6.2**. It is reasonable to anticipate that mitigation measures for fugitive dust and gaseous emission would be implemented at these construction sites as well to reduce the impact generated. In all circumstances, it is believed that best management practice will be implemented for all concurrent projects. Moreover, the contractors of all the concurrent projects should have close liaison to avoid any heavy or dusty activities to be taken in place at the same time or at locations nearby to minimise the cumulative air quality impact.

6.2.4 Fugitive dust emission arising from construction activities can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses with reference to EPD's Recommended Pollution Control Clauses for Construction Contracts, where applicable, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulation for demolition and construction of the project. With the adoption of the above measures, it is expected that emission of construction dust can be controlled.

Construction Gaseous Emission Impact

6.2.5 There will be potential impacts from the criteria pollutants (e.g. nitrogen oxides (NOx), sulphur dioxide (SO_2), and carbon monoxide (CO)). Emission from diesel trucks for the haulage of materials and construction plants will contain high percentage of smoke particulate and unburned hydrocarbons in comparison with petrol driven vehicles. Ultra-low sulphur diesel (ULSD) with sulphur content not exceeding 0.001% by weight will be used as fuel to minimize SO_2 emission. In all circumstances, the contractor will be required to observe all relevant regulations and maintain all equipment in good condition to avoid any excessive emission. Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, excavator, crawler crane, bulldozer and etc.) with a proper label are allowed to be used in the construction site. With reference to other similar scale projects, the number of on-site diesel/ petroleum fuelled machinery (~5 machineries) to be used for construction works is limited due to the small size of the work site.

6.2.6 In addition, availability of electricity supply during construction of the project will be explored and such requirement will be specified in future contract. If available, contractor should maximise use of electricity and with least reliance of diesel fuelled equipment (e.g. for electricity powered stationary equipment such as pump instead of using generator).

7. OVERALL SUMMARY

7.1.1 An environmental assessment has been conducted for the proposed redevelopment to address the potential air quality, environmental noise, construction phase environmental impact and sewerage impact.

7.1.2 There is no air sensitive uses including openable window, fresh air intake and recreational uses within the recommended buffer zone from HKPSG with the proposed fixed glazing in place. Therefore, no adverse air quality impact due to traffic is anticipated. Chimney stacks are not identified within 200m of the Application Site, hence it is unlikely to have industrial emission impact.

7.1.3 Road Traffic Noise Impact Assessment has been carried out for the proposed redevelopment. With noise mitigation measures incorporated, including acoustic window (baffle type), enhanced acoustic balcony (baffle type), vertical acoustic fin, fixed glazing with or without maintenance window and door with auto-closing mechanism, the proposed redevelopment would not be subject to adverse road traffic noise impact.

7.1.4 Railway noise impact from open track section has been assessed. With building re-entrant design and vertical acoustic fins incorporated in the design, no unacceptable railway noise impact is anticipated. The predicted railway noise level would comply with the relevant criteria stipulated in the Noise Control Ordinance and Hong Kong Planning Standards and Guidelines.

7.1.5 Fixed Noise Impact Assessment has also been conducted. Single aspect building design, fixed glazing with or without maintenance window and noise barrier on top of retail building with sound absorptive material are proposed and incorporated at strategic locations. With the aforementioned noise mitigation measures in place, the predicted noise levels of all NSRs from all identified fixed noise sources within 300m study area comply with the criteria as stipulated in NCO. It can be concluded that the proposed redevelopment would not be subject to adverse fixed noise impact.

7.1.6 A consolidated figure showing all noise mitigation measures is presented in **Figure 7.1**.

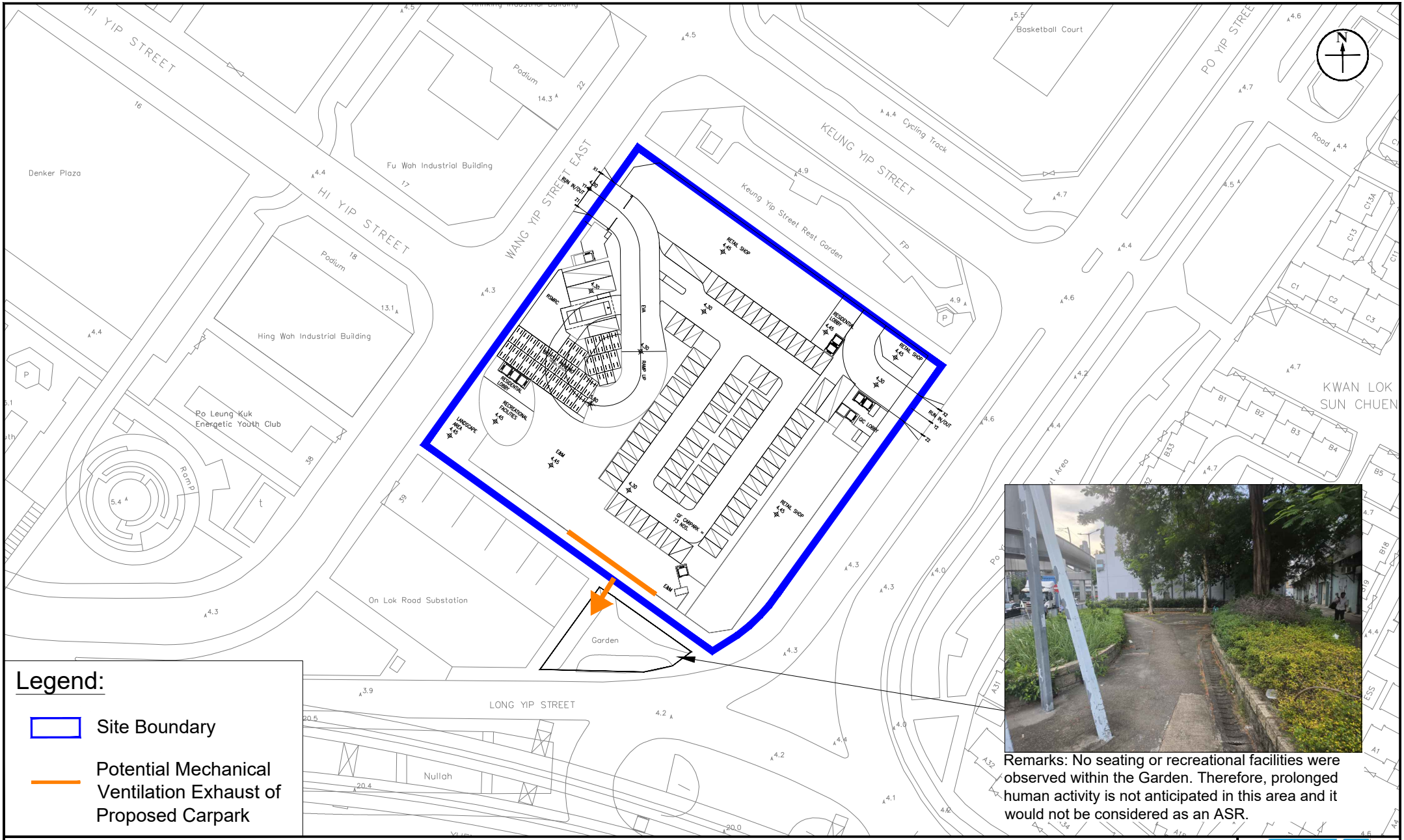
7.1.7 Detailed noise impact assessment (NIA) will be conducted in the detailed design stage according to the actual building plan to confirm the location and extent of at-receiver noise mitigation measures, and the implementation of such mitigation measures.

7.1.8 Environmental implication during construction (including demolition) of the project has been appraised. With best management practice and relevant environmental mitigation measures implemented, no adverse construction phase environmental impact is anticipated.

7.1.9 No insurmountable environmental noise, air quality and construction phase environmental impact is anticipated with the recommended environmental mitigation measures properly implemented. The environmental acceptability of the proposed redevelopment is demonstrated in this study.

7.1.10 The Application Site was used for industrial purpose. A Land Contamination Assessment Plan was submitted in December 2021 under the approved S16 Planning Application No. A/YL/259 for the same Application Site. The applicant commits to conduct/update the land contamination assessment in later stage where necessary to ensure that remediation work, if required, should be properly implemented in prior to the commencement of construction work of the proposed development under the subject application. Relevant prevailing guidelines will be followed for all assessment and remediation works.

Figure



Legend:

- Site Boundary
- Potential Mechanical Ventilation Exhaust of Proposed Carpark

Remarks: No seating or recreational facilities were observed within the Garden. Therefore, prolonged human activity is not anticipated in this area and it would not be considered as an ASR.

Figure: 2.2a

Title: Locations of Potential Mechanical Ventilation Exhaust of Proposed Carpark (G/F)

Project: Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	4.2
Date:	Aug 2026

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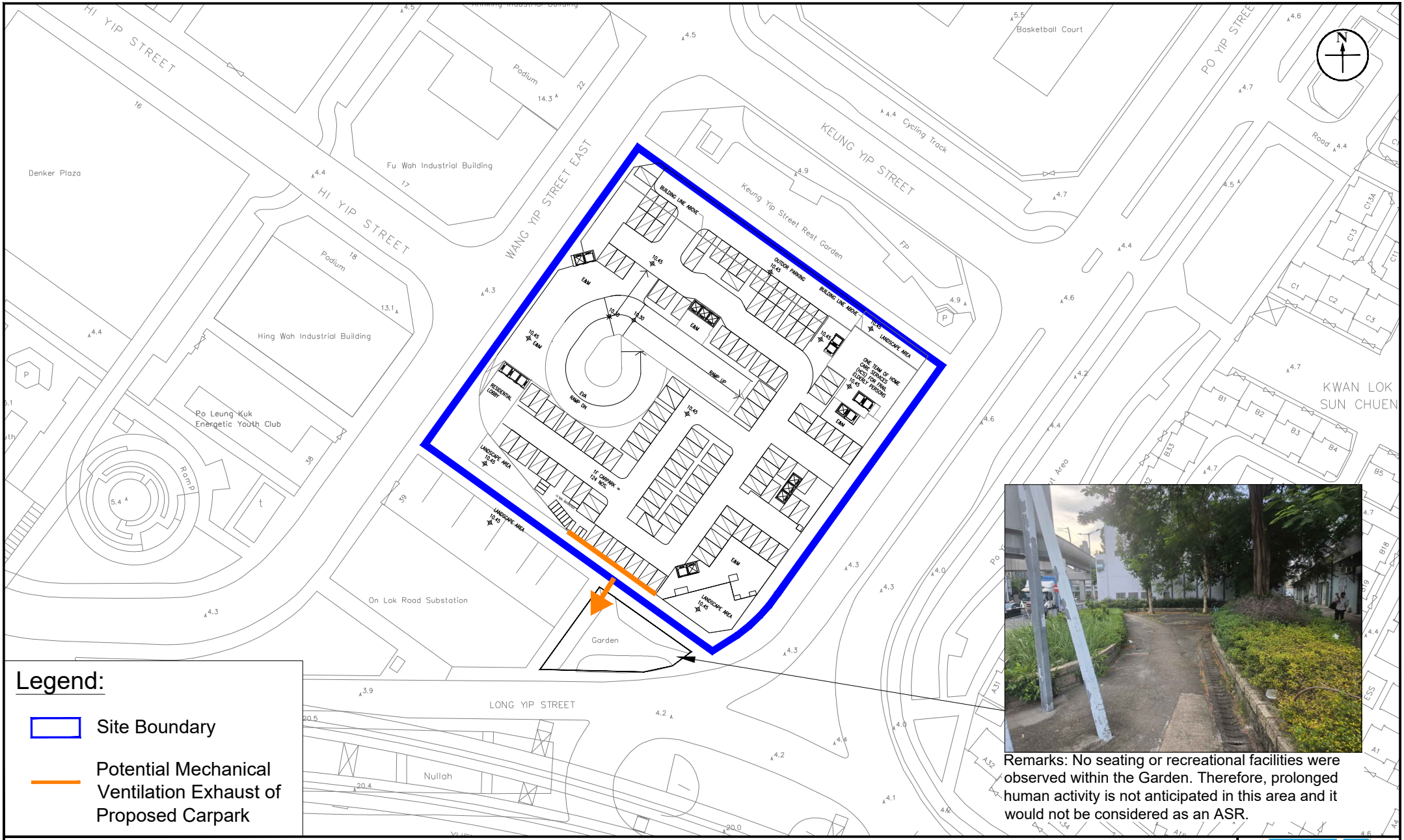

Remarks: No seating or recreational facilities were observed within the Garden. Therefore, prolonged human activity is not anticipated in this area and it would not be considered as an ASR.

Figure: 2.2b	RAMBOLL
Title: Locations of Potential Mechanical Ventilation Exhaust of Proposed Carpark (1/F)	Drawn by: AW Checked by: CC
Project: Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362	Rev.: 4.2 Date: Aug 2026

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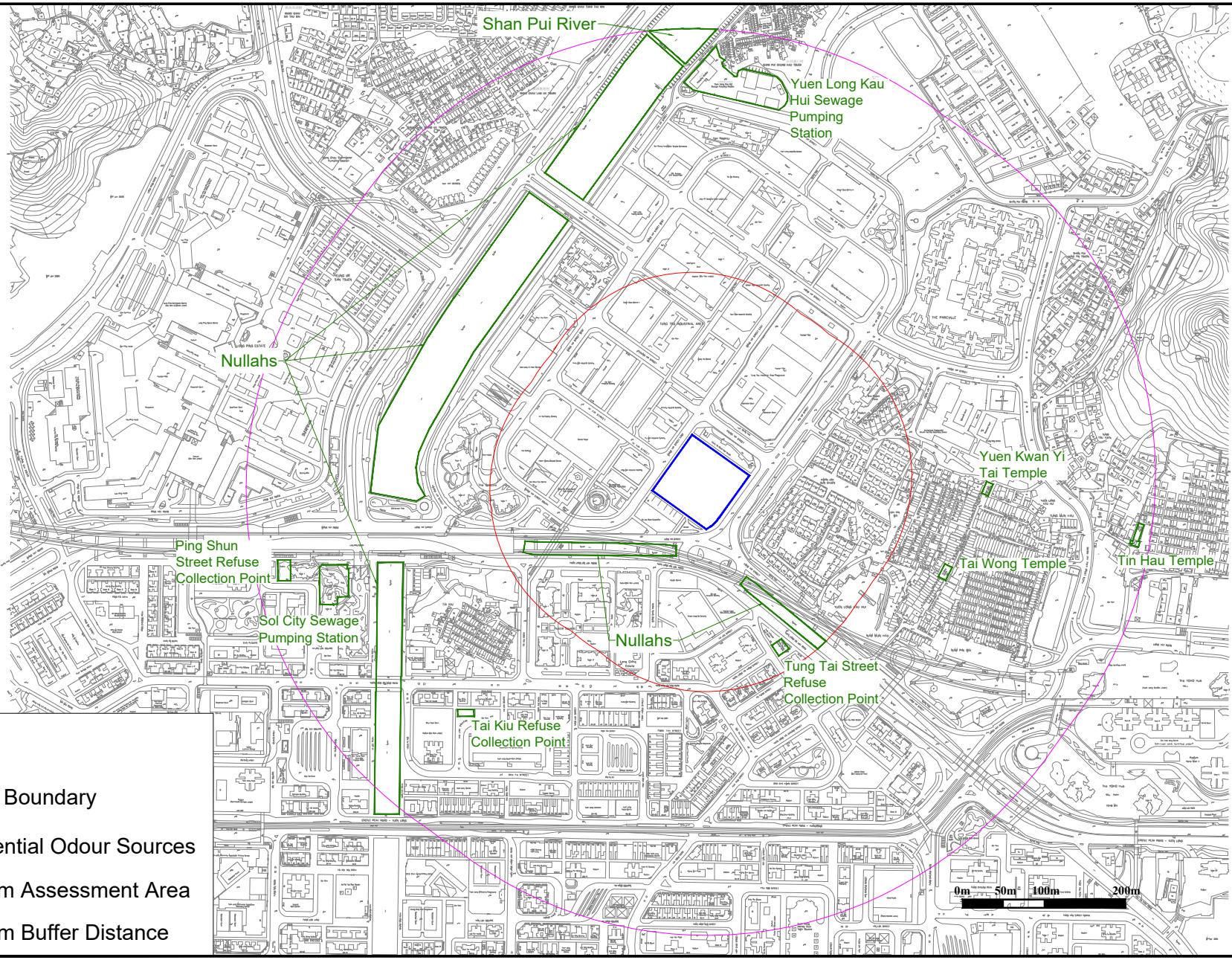

Figure: 2.3

Title: Locations of Identified Potential Odour Sources

Project: Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	4.1
Date:	Jun 2026

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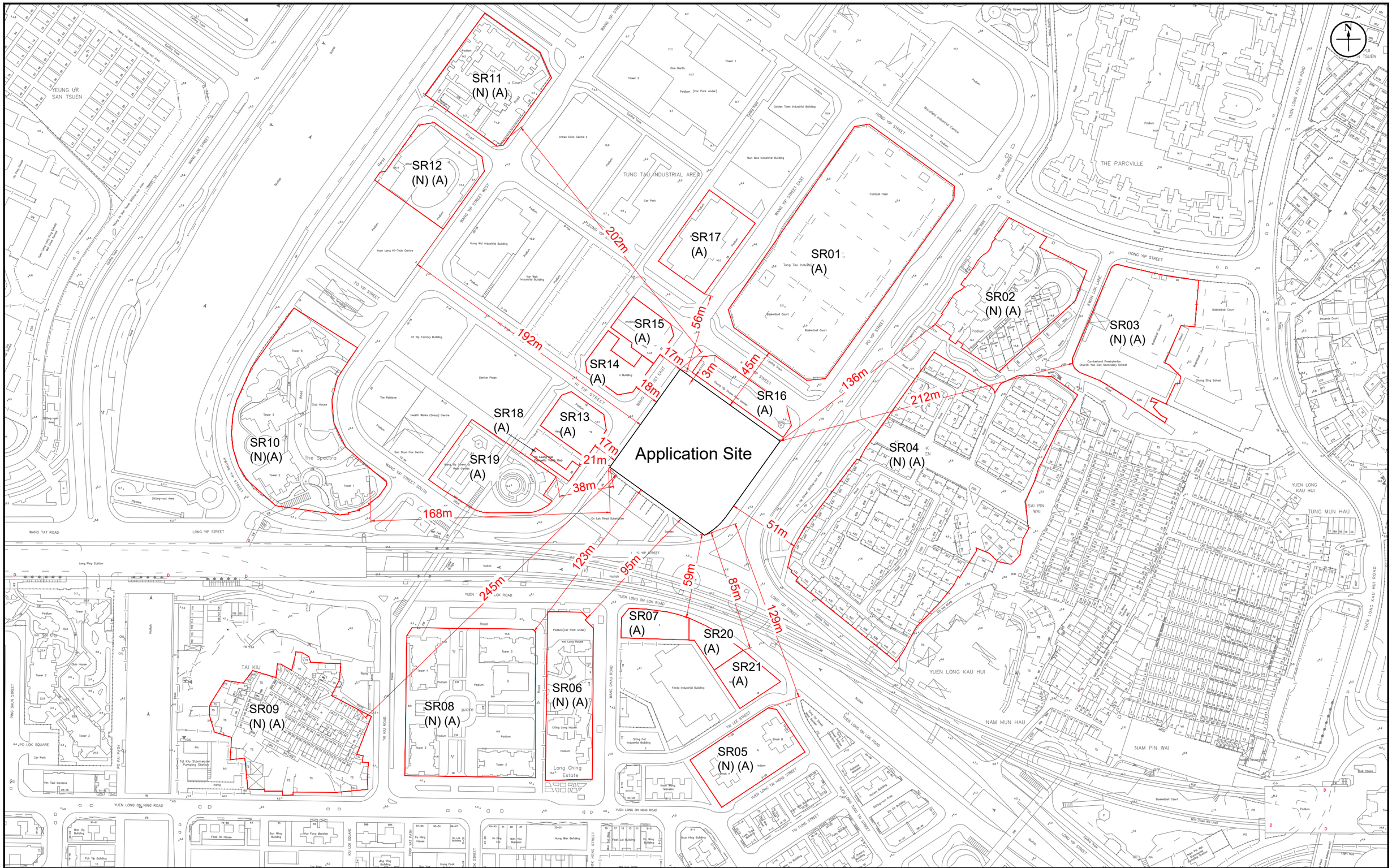

Figure: 6.1	RAMBOLL
Title: Location of Surrounding Noise and Air Sensitive Receivers during Construction Phase	Drawn by: MW
	Checked by: CC
Project: Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362	Rev.: 4.2
	Date: Aug 2026

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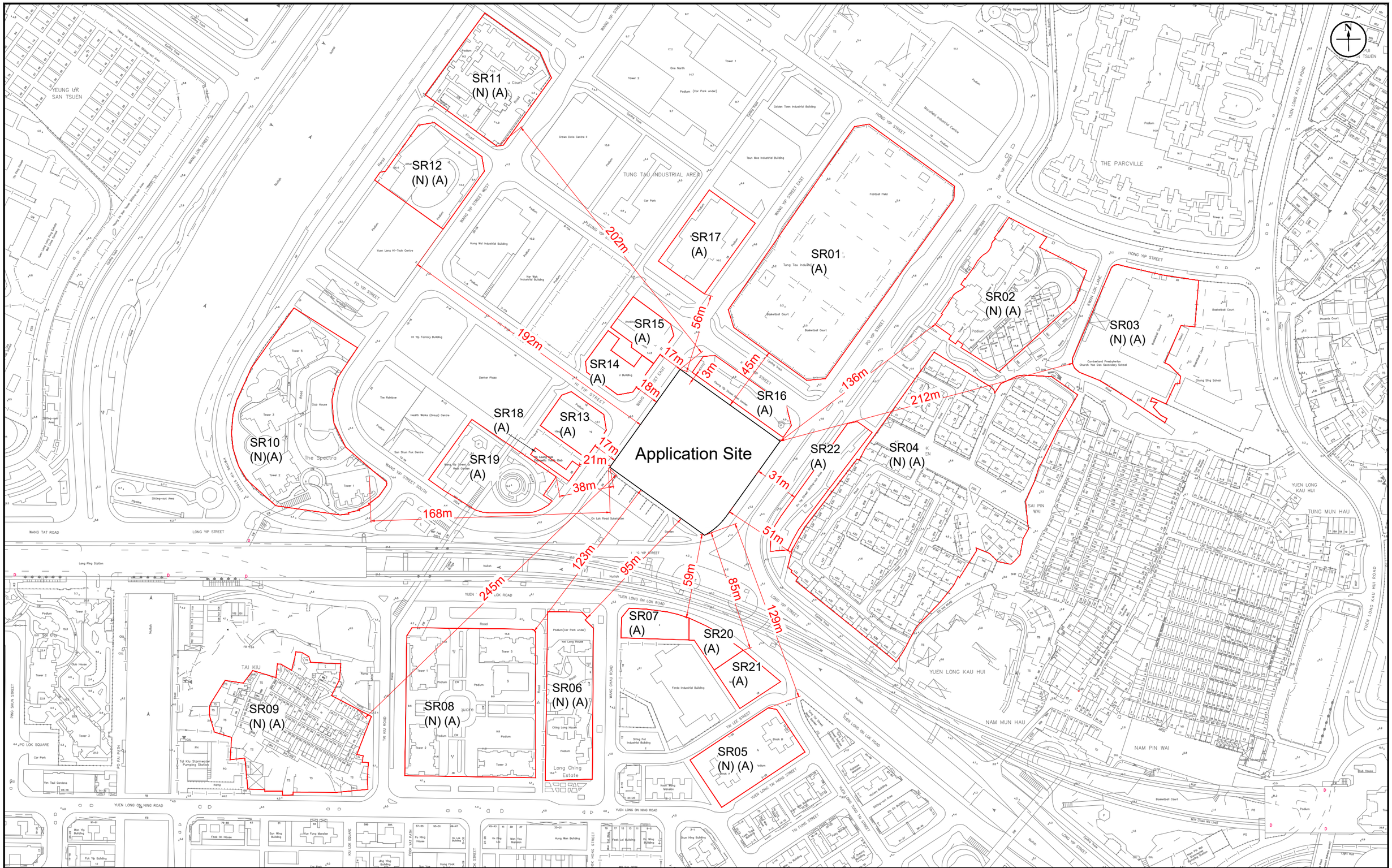

Figure: 6.1	RAMBOLL
Title: Location of Surrounding Noise and Air Sensitive Receivers during Construction Phase	Drawn by: MW Checked by: CC
Project: Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362	Rev.: 4.2 Date: Aug 2026

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Appendix 4-1 Correspondence from MTRC

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

Ramboll Hong Kong Limited
[redacted]

Our ref: T&ESD/E&IC/ES/EnvE/L1331

Date: 23 JUL 2026

Attention: Mr. Calvin CHIU

By Post and Fax
(Fax no.: [redacted])

Dear Mr. Chiu,

Re: New S16 Planning Application at 21-35 Wang Yip Street East in Yuen Long (Redeveloping of Lai Sun Yuen Long Centre) - Request for Operation Mode and Conditions of Tuen Ma Line

We refer to your letter (ref.: GYULSYLCEI00_0_0007L.26) dated 16 June 2026 requesting information regarding Tuen Ma Line (TML).

Operational Information for TML *(between Long Ping Station and Yuen Long Station)*

- The operating hours are from 05:30 – 01:15 hours, including both revenue and non-revenue trains.
- There are currently 8 cars per train for the operation condition of TML. However, according to the latest Environmental Permit (EP) for West Rail, the ultimate maximum train cars would be 9 cars.
- The future ultimate daily peak operating train frequency during the period of 07:00-23:00 hours is about 28 trains per hour per direction.
- For the future ultimate daily peak operating train frequency during the period of 23:00-07:00 hours, please refer to the latest EP for West Rail available via the EPD website.

Train Speed

The current maximum train speed for the track sections between Yuen Long Station and Long Ping Station is about 70 km/h for both directions.

Trackform

The concerned track sections of TML are in floating slab trackform.

Noise Mitigation Measures

There are no trackside noise barriers or enclosures along the concerned track sections of TML. Also, the Corporation does not have any plan on providing additional trackside noise barriers or enclosures along the concerned track sections of TML.

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MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

Our ref: T&ESD/E&IC/ES/EnvE/L1331
Date: 23 JUL 2026

Datum Level and Location of Joints

Please note that there are no rail crossing along the concerned track sections of TML. Your organization may contact us to arrange the checking of the respective drawings on the requested information suitable for your study, if needed.

We would like to take this opportunity to caution that the proposed development can be sensitive to air-borne noise, especially the noise emitted from the nearby curved tracks of TML. It is recommended that your organisation conduct noise measurements to obtain site-specific and representative noise source data for the noise assessment, and analyse the tonal characteristics of the noise so that appropriate corrections can be applied in the assessment where necessary. Like many other property development projects in close proximity to the railway, it is crucial for the development proponent and its consultant to ensure that any proposed noise mitigation measures are fit-for-purpose and capable of satisfactorily addressing both train noise issues. Potential mitigation measures may include:

- Incorporating self-protecting building designs,
- Optimizing building disposition to reduce noise reflection,
- Conducting noise verification tests for acoustic windows, and
- Specifying appropriate sound insulation properties for fixed glazing.

These measures are indicative only and non-exhaustive, and the development proponent and its consultants remain responsible for identifying and implementing all necessary mitigation measures to ensure compliance with applicable noise requirements.

Please be reminded that any information that may come to your knowledge or come into your possession from MTR Corporation Limited shall only be used solely as reference for this captioned project. Further distribution and/or publication of the above information for purposes not connected with the captioned project are strictly prohibited without the prior consent of MTR Corporation Limited. Please also note that any such information is subject to change without prior notification.

Should you have any additional enquiries, please feel free to contact Ms. Priscilla Chan at [redacted]

Yours sincerely,

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