

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



Submission Number:  
TPB/R/S/K15/28-S2

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

Our ref: T&ESD/E&IC/ES/EnvE/L1306

Representation Number:  
TPB/R/S/K15/28-R2

Date: 30 DEC 2025

By Post and Fax  
(Fax no.: 2877 0245 / 2522 8426)

Dear Sir/Madam,

**Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/28 –  
Notice of Representation  
Railway Noise Concern**

The Corporation has, in general, no objection to the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/28 as gazetted by the Town Planning Board on 31 October 2025. However, we noted that Amendment Item A involves the rezoning of a site at the junction of Cha Kwo Ling Road and Shing Yip Street from “Commercial” to “Residential (Group A)10” with building height restriction of 140mPD. Given the proximity of the proposed development to the MTR Kwun Tong Line (KTL), noise from the rail operations could potentially impact future occupants.

We noted from the Planning Report of the feasibility study for the proposed development that the applicant has conducted a Railway Noise Impact Assessment (RNIA), which concluded that, with mitigation measures such as acoustic windows and fixed glazing, no unacceptable railway noise impacts from the KTL are anticipated. While we acknowledge these findings, we have some concerns regarding the identification of representative noise-sensitive receivers (NSRs) for Tower 1. The current approach may not fully capture the overall rail noise impact. Specifically, it appears that no assessment point has been assigned to the northwestern façades above the landscaped podium of Tower 1, which have a direct line of sight to the KTL viaduct at upper floors. This omission introduces uncertainty in compliance, especially as the designated assessment point farther from the viaduct (e.g., T1-38) is only marginally within the noise limit. We therefore recommend that clarification and supplementary assessment be provided to ensure that all relevant façades of NSRs for Tower 1 are properly considered, and that the proposed development achieves full compliance with statutory noise requirements.

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We also wish to caution that the proposed development may be sensitive to air-borne noise from KTL, especially the noise emitted from the nearby rail turnout infrastructures, which could result in adverse noise impact to the future occupants. We recommend that the development proponent conduct a detailed RNIA by adopting relevant correction factors for rail crossings to get a more accurate estimate of the railway noise impact. Regarding the correction factors for the rail crossings to be adopted in the noise assessment, reference may be made to the recent environmental impact assessment reports approved by the EPD.

We respectfully urge the Town Planning Board to give due consideration to our concerns and impose relevant requirements through planning briefs, statutory plans and/or land administration documents. The development proponents should also ensure that the future residents of the developments will not be exposed to noise impacts exceeding relevant noise limits by implementing any necessary noise mitigation measures, at their own cost and to the satisfaction of the Director of Environmental Protection.

Thank you for your attention. Should you have any queries, please feel free to contact our Lead Environmental Manager, Ms. Catherine Leung at [REDACTED]

Yours faithfully,

Chan Hing Keung

Chief of Operations Engineering Service & Innovation

c.c Mr. TAM Cheuk Wai, Gary	- Assistant Director of EPD (Environmental Assessment)
Dr. LAW Chi Wing	- Principal Environmental Protection Officer (Assessment & Noise)