



ARCHITECTS PLANNERS DESIGNERS
Llewelyn-Davies Hong Kong Ltd

28 September 2026

The Secretary
Town Planning Board
c/o Planning Department
15/F North Point Government Offices
333 Java Road
Hong Kong

By Hand and By Email

Dear Sir

Section 16 Planning Application for Proposed Mixed-Use Development (Proposed Flat with Permitted Commercial Uses) with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long (Application No. A/HSK/617)

Reference is made to the captioned application submitted to the Town Planning Board (the Board) on 8 June 2026, the Further Information (FI) submitted on 21 August 2026, and the comments received from relevant departments via the Tuen Mun and Yuen Long West District Planning Office in September 2026.

In response to the departmental comments, the Applicant wishes to submit herewith 4 copies of FI for the Board's consideration. The current FI comprises a responses-to-comments table with the support of replacement pages of Sewerage Impact Assessment, Environmental Assessment, Visual Impact Assessment and Traffic Impact Assessment enclosed in **Attachments 1 to 4**. To tally with the Traffic Impact Assessment, minor updates to the annotations for the access connecting to Road L9 have also been made to the Master Layout Plan and the Ground Floor Plan accordingly (**Attachment 5**).

Please note that the current submission is made mainly to provide responses to departmental comments and minor technical clarifications on the previous submissions. There are no changes to the proposed layout and development parameters with no revised calculations or reassessments involved. Accordingly, it should be exempted from the publication and recounting requirements. We sincerely request that the captioned application be considered by the Board as originally scheduled on 9 October 2026.

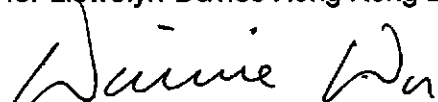
Please also note that the current submission serves to supersede the Further Information submitted on 24 September 2026.

.../2

Town Planning Board
Page 2 of 2
28 September 2026

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at 2957 9602 or our Mr Arnold Koon at 2957 9667 / Mr Jason Chan at 2957 9612.

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd



Winnie Wu
Planning Director

WW/AK/jc
Encl

S:\85206 Kiu Tau Wai (2025)\04. FI\FI 2\20260928 - Kiu Tau Wai FI 2 - Cover Letter.doc

cc

DPO/TMYLW

Attn: Carman Cheung / Charlotte Lam / Karry Lau (by email)

Section 16 Planning Application for Proposed Mixed-Use Development (Proposed Flat with Permitted Commercial Uses) with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long (Application No. A/HSK/617)

Response to Departmental Comments

1.	Civil Engineering and Development Department – West Development Office	Page	1
2.	Development Bureau – Harbour Office	Page	2
3.	Drainage Services Department	Page	3
4.	Environmental Protection Department	Page	5
5.	Highways Department	Page	7
6.	Lands Department	Page	8
7.	Planning Department – Urban Design and Landscape	Page	9
8.	Transport Department	Page	10

Response to Departmental Comments

	Departmental Comments	Responses to Comments
1.	Comments of Civil Engineering and Development Department – West Development Office	
	<u>Comment on Sewerage Impact Assessment (SIA)</u>	
1.1	It is noted that the sewage flow proposed by the project proponent (1,401m ³ /day ADWF) exceeds that under the base case (891m ³ /day ADWF), resulting in additional loading on the existing gravity sewer system, Ha Tsuen Sewage Pumping Station (HTSPS), and San Wai Sewage Treatment Works (SWSTW).	Noted. According to the SIA submitted, the sewage discharged from the Application Site only accounts for less than 1% of the capacity of HTSPS and SWSTW. The impact is insignificant and the proposed development is considered acceptable in sewerage terms.
1.2	Although the SIA concludes that no adverse sewerage impact is anticipated, the hydraulic assessment presented in Annex 2, including the full-bore assumptions adopted for several existing sewers, should be subject to the agreement of DSD and EPD.	Please note that this Application has been circulated to DSD and EPD for comment. Responses to DSD and EPD's comments are provided in Sections 3 and 4 of this RtoC table respectively.
1.3	In view of the above, the project proponent is reminded to seek DSD and EPD's comments on the impact on existing sewers, HTSPS, and SWSTW.	Ditto.
	<u>Other comments</u>	
1.4	No comment on the Drainage Impact Assessment, Water Supply Impact Assessment, TIA and Environmental Assessment subject to the agreement of corresponding Government departments, i.e. DSD, WSD, TD and EPD.	No comment on the assessments is well-noted.

	Departmental Comments	Responses to Comments
2.	Comments of Development Bureau – Harbour Office	
2.1	As shown in the Annex A attached to the Responses-to-Comments (R-to-C) table, there is a future connection at Footbridge 1 to the planned footbridge connecting to the Smart and Green Mass Transit System Station. However, there is no such future connection on the drawings for this section 16 application. Please clarify if such future connection has been allowed in the development.	The indicative Master Layout Plan submitted under the current Section 16 application serves to show the general layout of the development proposal, whereas the details of the proposed footbridges, including the proposed Footbridge 1 and its potential connection to the planned footbridge connecting to the Smart and Green Mass Transit System (SGMTS) station, are provided in the Traffic Impact Assessment (i.e., Attachment 3 of the Further Information submitted on 21 August 2026). It is the Applicant's understanding that the planned footbridge connecting to the SGMTS station will be implemented by the Government in future. In this regard, the Applicant will reserve an opening at Footbridge 1 to allow connection to the planned footbridge, subject to agreement with relevant government departments.
2.2	The alignment of the proposed covered walkway as shown in the Annex A attached to the R-to-C table is different from that as shown in this section 16 application. Please be advised that the latest alignment in this section 16 application is the latest design and please revise the submission under the Facilitating Provision of Pedestrian Links by Private Sector (the Policy) accordingly. This office reserved the comments to the revised alignment of the covered walkway.	Please note that the diagram in Annex A of the previous RtoC is an extract from the previous submission under the Facilitating Provision of Pedestrian Links by Private Sector policy (the Policy). The alignment and design of the proposed covered walkway have been updated in the current Section 16 application. Should the current Section 16 application be approved by the Town Planning Board, the Applicant will make a new submission under the Policy to reflect the updated alignment and design.
2.3	For the possible nullah deck for landscape area subject to agreement by relevant government departments, please clarify if this will be part of the submission under the Policy. It is noted that the proposed nullah deck is outside the site boundary and please be advised that this nullah deck will not be considered as pedestrian links under the Policy.	Noted.

	Departmental Comments	Responses to Comments
3.	Comments of Drainage Services Department	
3.1	<u>Comment on SIA</u> Annex 2: For the hydraulic assessment of sewers, please provide remarks showing the breakdown/estimation of peak flow for completeness.	Noted. Remark nos. (1) and (3) in Annex 2 have been updated to provide clarification of the peak flow estimation. Please refer to the SIA replacement pages under Attachment 1 .
3.2	<u>Comment on Drainage Impact Assessment (DIA)</u> The applicant is required to rectify or modify the drainage system if it is found to be inadequate or ineffective during operation. The applicant shall also be liable for and shall indemnify Government against claims and demands arising from damage or nuisance caused by failure of the system.	Noted.
3.3	The applicant should take all precautionary measures to prevent any disturbance, damage and pollution from the development to any part of the existing drainage facilities in the vicinity of the lot. In the event of any damage to these facilities, the applicant will be held responsible for the cost of all necessary repair works, compensation, and any other consequences arising therefrom.	Noted.
3.4	The proposed development shall not obstruct overland flow or existing flow paths. All existing flow paths as well as runoff falling onto and passing through the site, shall be intercepted and disposed of via proper discharge points. Free-flow conditions in adjacent drains, channels and watercourses should be maintained at all times.	Noted.
3.5	The applicant is required to ensure that no construction debris, silt, sediments, or cementitious materials are discharged into or deposited inside public drains from the site. Any blockage of or damage to public drains arising from the construction works shall be reinstated at the applicant's expense and to this office's satisfaction.	Noted.

	Departmental Comments	Responses to Comments
3.6	The applicant is reminded to comply with “DSD Technical Circular No. 1/2017 Temporary Flow Diversions and Temporary Works Affecting Capacity in Stormwater Drainage Systems” if the proposed works involve the construction of permanent or temporary works within, over or adjacent to DSD’s stormwater drainage systems. In addition, the drainage works related to existing stormwater drainage systems should be carried out during dry season only.	Noted.
3.7	<u>Comments on the overall development</u> It is noted that nullah decking for a landscape area is proposed adjoining the application site, and that the submitted DIA does not cover this nullah deck. Please be reminded that the proposed decking shall not impose adverse drainage impacts on the surrounding area. In this connection, a DIA for the decking should be submitted for our comments. In addition, unless written approval is obtained from DSD, no works (including GI works) will be permitted to be carried out. A non-building area (drainage reserve) will be designated to ensure free and unrestricted access at all times for the construction, repair, and maintenance of the nullah. This reserve area should comprise the extent of the nullah plus a 3-metre zone measured from its outer faces.	Under the Proposed Development, stormwater discharge to the nullah is substantially reduced to around 30% of the pre-development scenario, as most of the catchment will be discharged to the existing public drainage pipes via the terminal manhole. Therefore, it is concluded that the Proposed Development, including the potential nullah decking, will not cause any adverse drainage impact on the surrounding area. Nevertheless, the Applicant is willing to submit a DIA for the nullah decking separately under relevant approval condition/lease condition after the approval of the current S16 application. A written approval for the decking will be further obtained from DSD, and no works will commence before receiving approval from DSD.
3.8	Should there be any changes to the design parameters during the course of the development that materially affect the validity of the DIA or SIA reports, the applicant shall review and revise the reports for submission to the Planning Department and this Division for comment.	Noted.
3.9	The applicant should be reminded that subsequent drainage and sewerage submissions to the Buildings Department shall tally with those presented in the latest DIA and SIA. The applicant shall also implement the drainage provisions on-site in accordance with the approved drainage plans.	Noted.

	Departmental Comments	Responses to Comments
3.10	The proposed development shall neither obstruct overland flow nor adversely affect any existing natural streams, village drains, ditches, or adjacent areas.	Noted.
3.11	The applicant should consult the District Lands Officer/Yuen Long and obtain consent from the relevant lot owners before commencing any drainage works outside the lot boundary.	Noted.
4.	Comments of Environmental Protection Department	
	<u>Comment on Environmental Assessment</u>	
	<u>Noise Impact</u>	
4.1	Transport Department's agreement on the traffic forecast data is still missing. Please supplement once available for proper record.	Noted. Reply from Transport Department (TD) on the methodology adopted for the traffic forecast and the confirmation letter from traffic consultant on the validity of the traffic data will be provided when available. A detailed noise impact assessment, including road traffic noise, will be conducted in later stage when the actual design layout is available and will be submitted for the purpose to discharge relevant condition. Section 2.3.4 has been updated accordingly. Please refer to the EA replacement pages in Attachment 2 .
4.2	New proposed acoustic window at location without NAP assigned is spotted (between T229 & T2-30). Please clarify and revise. If new window opening is proposed, the relevant noise assessment should be resubmitted for detailed review.	Noted. The irrelevant information has been removed from Figure 2.2 . A detailed noise impact assessment, including road traffic noise, will be conducted in later stage when the actual design layout is available and will be submitted for the purpose to discharge relevant condition. Section 2.10.4 has been updated accordingly. Please refer to the EA replacement pages in Attachment 2 .

	Departmental Comments	Responses to Comments
4.3	According to Figure 3.1, the identified track segments do not covered all the track segments located within the 300m assessment area. Please clarify and provide justification on the omitting track segments and revise as necessary.	It is noted that the omitted track segments to the southwest are located approximately 200m away; given the larger distance and view angle correction, the corresponding railway noise impact is considered insignificant. Furthermore, the omitted track segments to the east fall within the Tin Shui Wai Station area, where train speeds are restricted, and thus the noise impact is also expected to be insignificant. A detailed noise impact assessment, including railway noise, will be conducted at a later stage once the actual design layout is available and will be submitted to discharge the relevant condition. Section 3.12.3 has been updated accordingly. Please refer to the EA replacement pages in Attachment 2 .
4.4	<u>Water Quality Impact</u> S5.4.1 last bullet (R-to-C No. 4.14): Please review if it should be “If wastewater generated from dewatering of the used bentonite slurry is to be disposed of, it should be treated to meet the respective applicable effluent standard...”	Noted. Section 5.4.1 has been updated accordingly. Please refer to the EA replacement pages in Attachment 2 .
4.5	<u>Land Contamination</u> Please include sections for a land contamination review to examine the land contamination potential of the Site.	Noted. A land contamination section has been supplemented in Section 7 . Please refer to the EA replacement pages in Attachment 2 .
4.6	<u>Comment on Sewerage Impact Assessment (SIA)</u> <u>Annex 2</u> There is a duplicate calculation for pipe FMH1008979 – FMH1008978 in Annex 2. Please remove the redundant calculation.	Noted. The redundant calculation has been removed from Annex 2 . Please refer to the SIA replacement pages under Attachment 1 .
4.7	Please check the manhole numbers in Remark (2).	Noted. The remark in Annex 2 has been updated. Please refer to the SIA replacement pages under Attachment 1 .
4.8	The upstream flow from pipe FMH1008980 – FMH1008978 has not been included in the calculation. Please review.	The upstream flow from pipe FMH1008980 – FMH1008978 has been included in the updated hydraulic checking. Please refer to the SIA replacement pages under Attachment 1 .

	Departmental Comments	Responses to Comments
4.9	Please clarify how the peak flow for pipe FMH1008962 – FMH1008961 (i.e. 2.387 m ³ /s) was derived.	Please be clarified that upon the assumption of fullbore condition for the existing upstream 1950mm sewer (FMH1008974 to FMH1008979), a flow split model has been applied to estimate the peak flow of its downstream sewers. All other corresponding downstream inlets have been assumed fullbore condition. The peak flow for pipe FMH1008962 – FMH1008961 is obtained by the sum of the upstream peak flows. Please refer to the updated remark no. (1) in Annex 2 of the SIA replacement pages under Attachment 1 .
4.10	The hydraulic assessment for pipe FMH1008961 – FMH02 should be included in the calculations.	The hydraulic checking for pipe FMH1008961 – FMH02 has been included in the updated Annex 2 . Please refer to the SIA replacement pages under Attachment 1 .
4.11	Pipe FMH1008961 – FMH1008968 is proposed to be split by FMH02. Calculations for this pipe are no longer required and should be removed.	The calculation for this pipe has been removed. Please refer to the SIA replacement pages under Attachment 1 .
4.12	<u>Figures</u> Please ensure all sewers included in the hydraulic checking in Annex 2 are shown in the drawings.	A figure indicating the sewers included in the hydraulic checking has been supplemented. Please refer to the SIA replacement pages under Attachment 1 .
5.	Comments of Highways Department	
5.1	The run-in/out from Kiu Cheong Road to the application site should be constructed and maintained by the applicant. The run-in/out should be removed and the road should be reinstated to the satisfaction of HyD after use.	Noted.
5.2	Adequate drainage measures shall be provided to prevent surface water running from the application site to the nearby public roads and drains.	Noted.

	Departmental Comments	Responses to Comments
6.	Comments of Lands Department	
6.1	With reference to the applicant's response to para. 6.3 of the R-to-C table, there is no guarantee that the proposal of granting additional Government land for provision of Landscape Area (i.e. nullah deck) would be accepted by the Government. Due consideration will be given during the processing of the land applications (if submitted).	Noted.
6.2	As for the potential pedestrian footbridge across Ping Ha Road (i.e. para. 6.6 of the R-to-C table), the applicant is reminded again to obtain consent from all owners of Tin Shing Court if the design would eventually involve an opening in the existing fence of the estate (as indicated in the pre-application submission referred to this office for comments back in March 2026). The above is on the presumption that the footbridge would not encroach onto the lot of Tin Shing Court (i.e. The Remaining Portion of Tin Shui Wai Town Lot No. 17) and the proposal does not have gross floor area implication to the lot. Otherwise, comments are hereby reserved.	Noted.

	Departmental Comments	Responses to Comments
7.	Comments of Planning Department – Urban Design and Landscape	
7.1	For the photomontage of VP 7 (Figure 5.7) in the Visual Impact Assessment, the current submission is yet to fully reflect the scale of the proposed development which appears to be taller and wider, extending beyond the existing tree line and occupying about two-fifth of the photo width.	Upon further review, the photomontages at VP7 have been fine-tuned and are provided in Attachment 3. These photomontages have been prepared with reference to surrounding visual elements, particularly Ping Tai House of Ping Yan Court, which is visible on the left side of the photos. Supplementary details of the photomontages are set out below to justify the perceived size and height of the proposed development from VP7: • The approximate coordinates of VP7 are N = 834181, E = 818093 (HK 1980 Grid Coordinates) at an altitude of about 7mPD. From VP7, the view towards Ping Tai House of Ping Yan Court will not be entirely obstructed by the Proposed Development and will remain visible; • As for building height, Ping Tai House has a BH of about 117mPD and is located approximately 280m from the VP, whereas the proposed residential tower has a BH of 160mPD and is located about 140m (at its western tip) to 180m (at its eastern tip) from the VP. Taking into account their respective BHs and distances from the VP, through extrapolating the height of the Proposed Development, it is estimated that the proposed development will appear slightly more than double the height of Ping Tai House from VP7. Based on our estimations above, the photomontages at VP7 have been fine-tuned and provided in Attachment 3.

	Departmental Comments	Responses to Comments
8.	Comments of Transport Department	
8.1	Figure 3.1 - As the land use of the subject development is proposed to be changed from purely commercial to a mixed development (residential & commercial), the original vehicular access point at Kiu Cheong Road is considered insufficient and not wide enough to cope with the mixed traffic flow. As an alternative, an ingress/egress point at Road L9 should be adopted instead. Given that the current report states this is subject to “further study and detailed design”, the applicant shall confirm such access at Road L9 arrangement in the updated report and corresponding drawings.	Beside the originally approved vehicular access point at Kiu Cheong Road, which has been reflected under the executed land grant of the subject Lot No. 4354 in D.D. 124, in order to allow flexibility in future to implement some possible traffic management measures such as segregation of commercial and residential traffic flows, it is proposed to provide an additional vehicular access to the south of the Proposed Development connecting with the future Road L9. However, the programme of Road L9 is still uncertain and only anticipated to be completed by year 2032, which is beyond the scheduled completion year of the Proposed Development in 2030. As such, implementation of the additional vehicular access would be subject to the completion and commissioning of Road L9, relevant land grant procedures and statutory procedures (if any) associated with the new access road connecting the Proposed Development with Road L9, and further liaison and agreement with relevant Government departments are required. Subsequent to the approval of the subject planning application, the Applicant will further liaise with the relevant Government departments on the implementation arrangement of the said vehicular access connecting with the future Road L9 at next stage. However, provision of this additional southern access is not contingent upon completion of the Proposed Development. Minor updates have been made to the relevant paragraphs and drawings of the TIA accordingly. Please refer to the TIA replacement pages under Attachment 4.
8.2	Please find attached the markup for the suggested M&M responsibility for the proposed access road and footbridge (Appendix I).	Noted. The M&M responsibility for the proposed access road and footbridge would be further liaised and confirmed with the relevant Government departments at later stage.

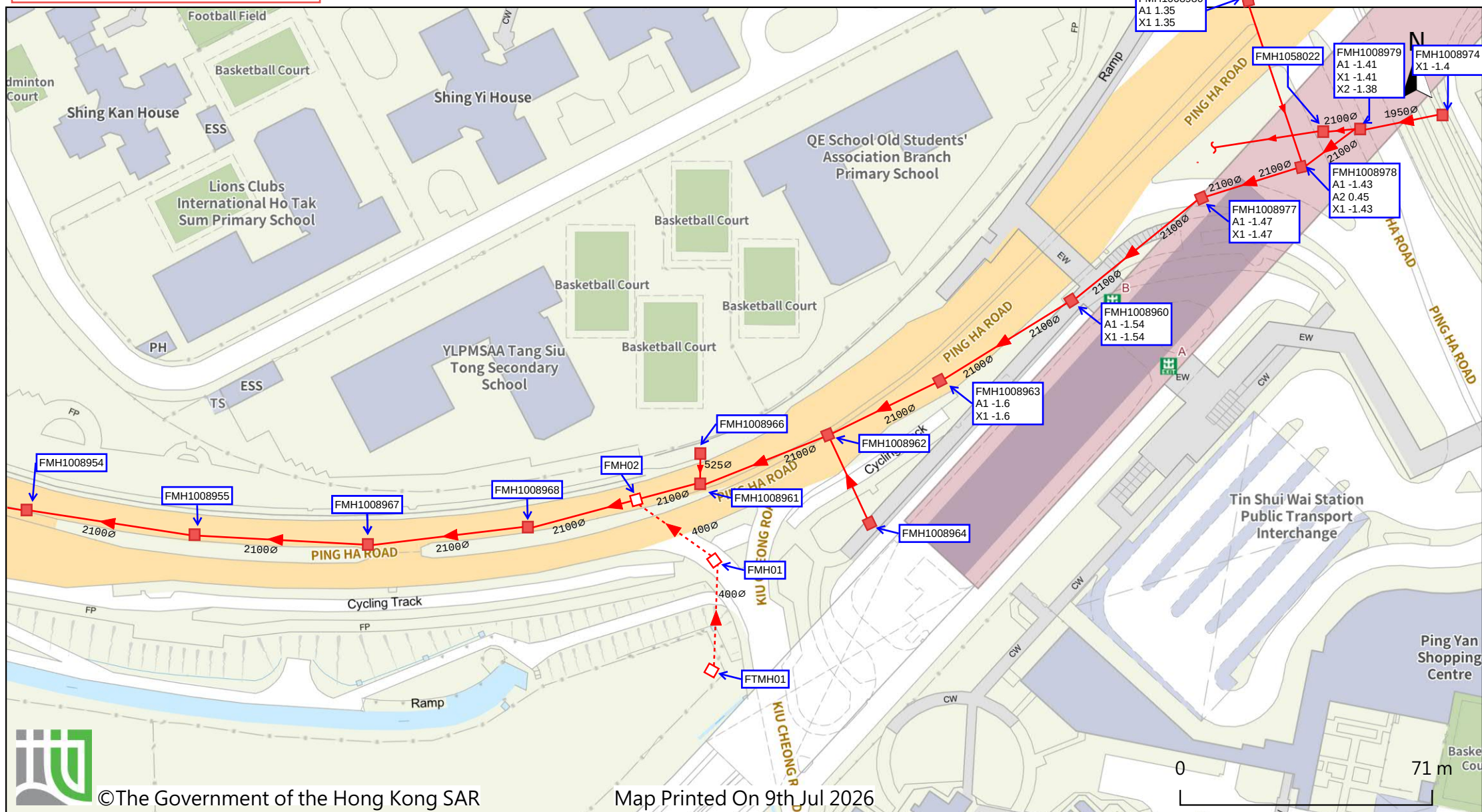
Attachment 1 –

**Replacement Pages of the
Sewerage Impact Assessment**

Annex 2

AECOM		Hydraulic Checking																
Asia Co. Ltd.																		
Manhole		Pipe												Sewage Usage				
U/S	D/S	Size	No. of Pipes	Invert Level		Length	Grad	Material	Condition (Assumed)	k _s	Velocity ⁽²⁾	Time of Flow	Capacity	ADWF	Incl. / Excl. Stormwater Allowance	Peaking Factor	Total Peak Flow	Utilisation Rate
		mm		U/S mPD	D/S mPD	m	1 in			mm	m/s	min	m³/s	m³/day				m³/s
FMH1008974	FMH1008979	1950	1	-1.40	-1.41	23.6	2360	Conc.	Poor	6.0	0.78	0.50	2.34	-	Include	-	2.338	Fullbore ⁽¹⁾
FMH1008979 ⁽²⁾	FMH1058022	2100	1	-1.38	-1.39	10.4	1037	Conc.	Poor	3.0	1.36	0.13	4.70	-	Include	-	1.145	24.3%
FMH1008979 ⁽²⁾	FMH1008978	2100	1	-1.41	-1.43	18.4	921	Conc.	Poor	3.0	1.44	0.21	4.99	-	Include	-	1.193	23.9%
FMH1008980	FMH1008978	225	1	1.35	0.45	61.6	68	Conc.	Poor	3.0	1.24	0.83	0.05	-	Include	-	0.049	Fullbore ⁽¹⁾
FMH1008978	FMH1008977	2100	1	-1.43	-1.47	29.2	728.75	Conc.	Poor	3.0	1.62	0.30	5.61	-	Include	-	1.243	22.1%
FMH1008977	FMH1008960	2100	1	-1.47	-1.54	47.0	671.29	Conc.	Poor	3.0	1.69	0.46	5.85	-	Include	-	1.243	21.2%
FMH1008960	FMH1008963	2100	1	-1.54	-1.60	43.4	723.83	Conc.	Poor	3.0	1.63	0.45	5.63	-	Include	-	1.243	22.1%
FMH1008963	FMH1008962	2100	1	-1.60	-1.66	33.8	564	Conc.	Poor	3.0	1.84	0.31	6.38	-	Include	-	1.243	19.5%
FMH1008964	FMH1008962	375	1	-0.07	-0.18	25.5	231.36	Conc.	Poor	6.0	0.84	0.50	0.09	-	Include	-	0.093	Fullbore ⁽¹⁾
FMH1008962	FMH1008961	2100	1	-1.66	-1.73	38.9	556.14	Conc.	Poor	3.0	1.86	0.35	6.43	-	Include	-	1.336	20.8%
FMH1008966	FMH1008961	525	1	0.41	0.39	4.7	234.00	Conc.	Poor	3.0	1.18	0.07	0.25	-	Include	-	0.255	Fullbore ⁽¹⁾
FTMH01 ⁽³⁾	FMH01	400	1	2.85	2.56	28.0	96.55	PE	Poor	0.3	2.00	0.23	0.22	1401.26	Exclude	4.00	0.065	29.4%
FMH01	FMH02	400	1	2.44	1.97	26.0	55.32	PE	Poor	0.3	2.65	0.16	0.29	1401.26	Exclude	4.00	0.065	22.2%
FMH1008961	FMH02	2100	1	-1.73	-1.77	23.5	643.75	Conc.	Poor	3.0	1.72	0.23	5.97	-	Include	-	1.590	26.6%
FMH02	FMH1008968	2100	1	-1.77	-1.81	28.0	643.75	Conc.	Poor	6.0	1.57	0.30	5.45	-	Include	-	1.655	30.4%
FMH1008968	FMH1008967	2100	1	-1.81	-1.91	47.1	470.9	Conc.	Poor	3.0	2.02	0.39	6.98	-	Include	-	1.655	23.7%
FMH1008967	FMH1008955	2100	1	-1.91	-1.98	49.9	712.86	Conc.	Poor	3.0	1.64	0.51	5.68	-	Include	-	1.655	29.2%
FMH1008955	FMH1008954	2100	1	-1.98	-2.06	49.2	615.25	Conc.	Poor	3.0	1.76	0.47	6.11	-	Include	-	1.655	27.1%
FMH1008954	FMH1008953	2100	1	-2.06	-2.13	50.2	717.14	Conc.	Poor	3.0	1.63	0.51	5.66	-	Include	-	1.655	29.3%
FMH1008953 ⁽⁴⁾	FMH1009549	2100	1	-2.13	-2.15	18.2	912	Conc.	Poor	3.0	1.45	0.21	5.02	-	Include	-	1.655	33.0%
Remarks:																		
⁽¹⁾ Upon the assumption of fullbore condition for the existing upstream 1950mm sewer, a flow split model is applied to estimate the peak flow of its downstream sewers. All other corresponding downstream inlets have been assumed fullbore condition as mentioned above. The peak flow corresponding downstream sewer is obtained by the sum of the upstream peak flows.																		
⁽²⁾ The velocity is estimated using Colebrook-white equation: $-\sqrt{32gRS_f} * \log_{10} \left(\frac{k_s}{14.8R} + \frac{1.255v}{R\sqrt{32gRS_f}} \right)$																		
⁽³⁾ The peak flow generated from the proposed development is obtained by the standard GESF approach, multiplying the estimated ADWF to the peaking factor.																		
⁽⁴⁾ Since no record of the upstream invert level of the pipe flowing from FMH1008953 to FMH1009849 is found, the upstream level of it is assumed to be equal to the downstream level of the pipe flowing from FMH1008954 to FMH1008953.																		

Hydraulic Checking Layout Plan

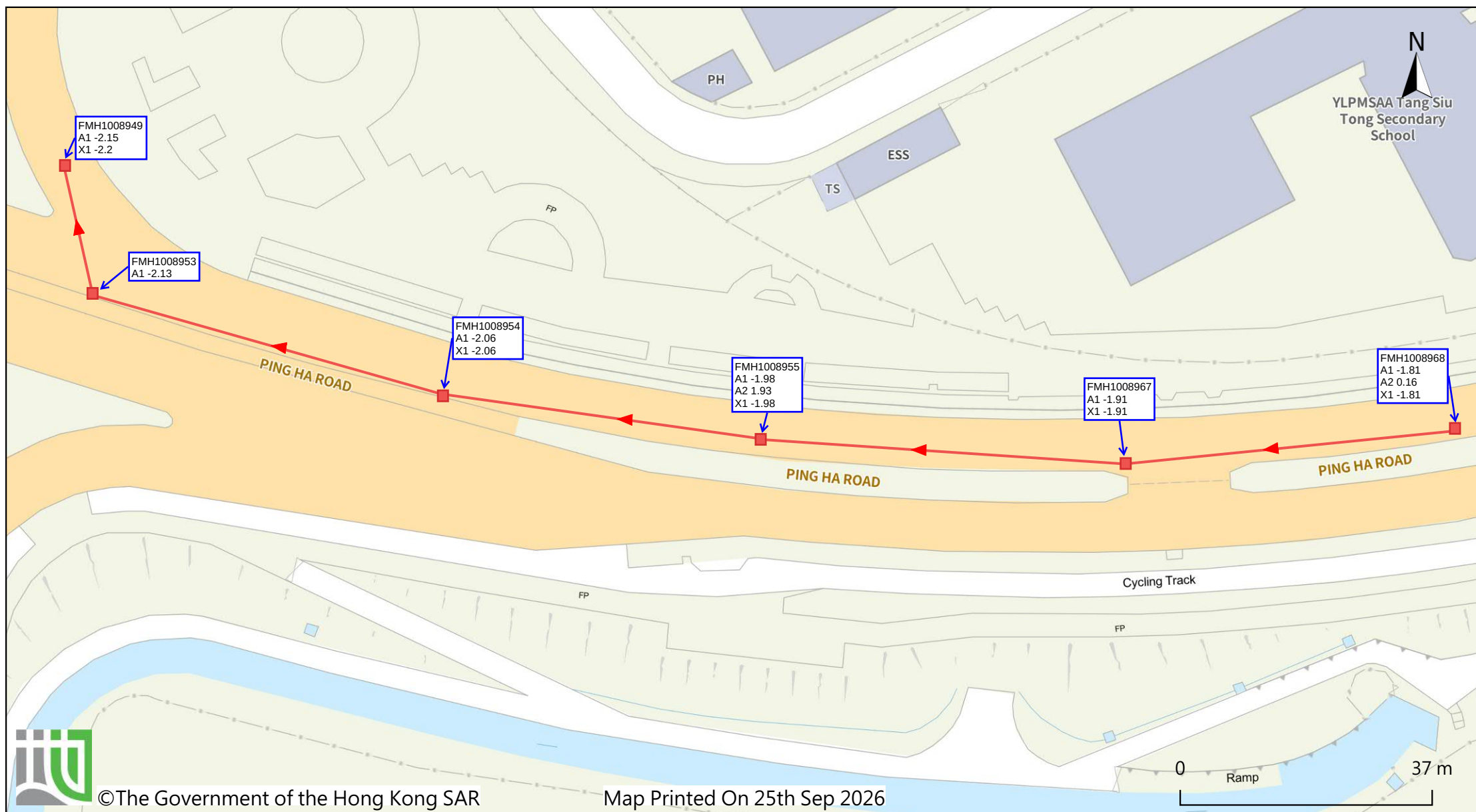


©The Government of the Hong Kong SAR

Map Printed On 9th Jul 2026

Remarks: For Invert levels from FMH1008962 to FMH1008954 can be referred to SIA/Figure 4.

Note: The use of this map is subject to the Terms and Conditions and the IP Rights Notice of GeoInfo Map.



Attachment 2 –

**Replacement Pages of the
Environmental Assessment**

2. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

2.1 Introduction

- 2.1.1 This section is prepared to address road traffic noise impact on the noise sensitive uses of the Proposed Development and to recommend mitigation measures where practicable to attenuate the impact.

2.2 Assessment Criteria

- 2.2.1 Noise standards are recommended in the HKPSG for planning against possible noise impact from road traffic.
- 2.2.2 The Proposed Development includes domestic dwellings and clubhouse. Clubhouse will be provided with centralized air conditioning system with proper insulation and will not rely on openable window for ventilation. Domestic dwellings will rely on openable window for ventilation. According to the guidelines, the maximum noise level from road traffic, measured in terms of L_{10} (1-hr), is recommended to be 70 dB(A) at typical facades of new dwellings.

2.3 Assessment Methodology

- 2.3.1 The methodology involves the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows on existing and future road carriageways in the vicinity of the Proposed Development.
- 2.3.2 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.
- 2.3.3 Based on the tentative completion year of the development (Year 2030), traffic forecast for the Year 2045 on the road carriageways in the vicinity of the Development Site, which has the maximum traffic projection within 15 years from the completion of the Development Site, was provided by the project traffic consultant for prediction of the worst-case traffic noise impact. The projected traffic flows and vehicle composition of the road carriageways provided by the project traffic consultant are shown in Appendix 2.1.

- 2.3.4 Transport Department (TD)'s agreement on the traffic forecast data and the confirmation letter from traffic consultant on the validity of the traffic data will be provided when available.

- 2.3.5 As shown in Appendix 2.2, two sets of the traffic flow (AM peak and PM peak) are provided and the assessment on both set of traffic data have been tested.

2.4 Road Characteristics

- 2.4.1 In this assessment, all roads are assumed as impervious surface with a speed limit of 50km/hr. The information on traffic volume and percentage of heavy vehicle using these roads is shown in Appendix 2.1.

2.5 Noise Sensitive Receivers

- 2.5.1 Residential dwellings with openable windows/ doors for prescribed ventilation purposed, are selected as noise sensitive receivers (NSRs). The assessment points of NSRs are taken 1.2m above the floors and 1m away from the facades of openable windows (which would be used for ventilation purpose). Locations of planned NSRs for the road traffic noise impact assessment are shown in Figure 2.1.

NSR	Room	Floor	Noise Mitigation Measures
T2-17	MBR	4/F- 41/F	AW(BT)-TSW34
T2-18	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-19	BR1	4/F- 41/F	AW(BT)-TSW34
T2-20	BR1	4/F- 41/F	AW(BT)-TSW34
T2-21	MBR	4/F- 41/F	AW(BT)-TSW34
T2-26	BR1	7/F- 13/F	EAW(BT)
T2-27	MBR	8/F- 13/F	AW(BT)-TSW34
T2-28	LIV/DIN	7/F- 18/F	AB(BT)-KT6568
T2-29	BR1	8/F- 14/F	EAW(BT)
T2-30	MBR	4/F- 41/F	Fixed Glazing with/without Maintenance Window

2.10 Conclusion for Road Traffic Noise Impact on Proposed Development

2.10.1 Road traffic noise impact assessment has been carried out for the Proposed Development.

2.10.2 All practical and effective noise mitigation measures have been explored, which include podium, acoustic window and balcony (baffle type), and fixed glazing with/ without maintenance window.

2.10.3 After mitigation, no adverse road traffic noise impact is anticipated for the Proposed Development. Figure 2.2 and Appendix 2.6 show the consolidated noise mitigation measures and schedule.

2.10.4 The detailed road traffic noise impact assessment will be conducted in later stage when the actual design layout is available and will be submitted for the purpose to discharge relevant condition.

3.10 Predicted of Lmax Noise Level

- 3.10.1 According to the onsite measurement noise level, the Lmax of the west rail to Hung Hom (near track) and to Tuen Mun (far track) is 67 dB(A) at ~ 45 m and 65 dB(A) at 57m respectively. The shortest horizontal separation distance between the viaduct noise source and the NSR (N2) is about 37m to the near track and about 57m to the far track. Corrections of distance correction ($10 \times \log(\text{measured distance}/\text{distance to railway segment})$), i.e. $10 \times \log(45/37)$ for near side and $10 \times \log(57/57)$ for far side, façade correction (+2.5 dB(A)) and track deterioration correction (+3 dB(A)) are adopted for Lmax calculation. The predicted Lmax noise level for the NSR is shown in below table.

Table 3.6 Predicted Lmax Noise Level

NSR	Shortest Dist. to the railway segment	Distance correction	Façade Correction	Track Deterioration Correction	L _{max} , dB(A)
N2	37m for near track	+0.9 dB(A)	+2.5 dB(A)	+3 dB(A)	73.4
	57m for far track	0	+2.5 dB(A)	+3 dBA(A)	70.5

- 3.10.2 The predicted Lmax noise level of the nearest NSR is ~ 73 dB(A). Barrier correction and view angle correction are not accounted in the assessment to represent the worst case scenario. For others NSRs, they are further remote from the viaduct and would have even lower Lmax level. Therefore, it is considered that all NSRs can be complied with the criteria.

3.11 Prediction of Leq (24 hours) noise level

- 3.11.1 The difference between calculation of the night-time period and Leq (24 hour) is the correction of the conversion of SEL to Leq (i.e. $10 \times \log(N/T)$ where N is the total number of events and T is the total time in second). According to the latest Environmental Permit for West Rail (Ref.: Environmental Permit No. FEP-24/004/1998/J), there would be 40 trains per hour during 0600-0700 (or 11 trains per direction in 30 minutes for the worst case scenario). Therefore, the worst case scenario 11 trains per direction in 30 minutes is adopted for day-time and night-time. According to the MTRCL's website, the operation hours for Tuen Ma Line is about 20 hours per day. Therefore, the total events of trains are 880 per day. The correction for Leq (24 hours) is $10 \times \log[880/(60 \times 60 \times 24)] = -19.9 \text{ dB(A)}$. There are only 2.2 dB(A) increment for the Leq (24hours) against the Leq(30mins). For the criteria of Leq(24hours) is 10 dB(A) more than the night-time criteria, thus, the slightly increment of correction would not affect the predicted noise level of Leq(24hours) exceed the criteria of 65 dB(A).

3.12 Conclusion

- 3.12.1 The potential noise impact from railway noise has been assessed based on the Proposed Development. The predicted noise level of selected NSR comply with the relevant Noise Control Ordinance standard. Appendix 3.4 show the noise mitigation measures schedule.
- 3.12.2 Mock-up test of Acoustic Window and Enhanced Acoustic Balcony will be carried out at detailed design stage and on-site verification test will be conducted before the occupation of the Proposed Development to verify the targeted railway noise attenuation can be achieved and apply additional mitigation measures if required.

3.12.3 The detailed railway noise impact assessment will be conducted in later stage when the actual design layout is available and will be submitted for the purpose to discharge relevant condition.

- Chemical stores will be contained (enclosed by bunding) to prevent any spills from contact with water bodies. All fuel tanks and/ or storage areas should be provided with locks and be sited on hard surface;
- Chemical waste arising from the Project Site should be properly stored, handled, treated and disposed of in compliance with the requirements stipulated under the Waste Disposal (Chemical Waste) (General) Regulation (Cap.354C);
- Drainage facilities must be adequate for the controlled release of storm flows.
- Vehicle wheel washing facilities should be provided at the site exit such that mud, debris, etc. attached to the vehicle wheels or body can be washed off before the vehicle leaves the work site;
- Section of the road between the wheel washing bay and the public road will be paved to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains.
- Bentonite slurries, if any to be generated, shall be reconditioned and reused as far as practicable. Spent bentonite should be kept in a separate slurry collection system for disposal at a marine spoil grounds subject to obtaining a marine dumping license from EPD. If wastewater generated from dewatering of the used bentonite slurry is to be disposed of, it should be treated to meet the respective applicable effluent standard for discharges into sewers, storm drains or the receiving waters as set out in the “Technical Memorandum on Effluent Standards” (TM) issued under the Water Pollution Control Ordinance (WPCO) (Cap. 358).

5.5 Potential Operation Phase Water Quality Impacts

5.5.1 According to the major operation phase activities in the Proposed Development, the key potential water quality impact is due to the surface runoff and treated effluent discharge (treatment for effluent discharge example as listed in Section 5.5.3 and in ProPECC PN 1/23) from the Proposed Development.

5.5.2 The management and mitigation strategy of the potential water quality impact is addressed below, with appropriate environmental control measures recommended.

5.5.3 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.
- 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.

5.6 Surface Runoff Discharge/ Stormwater Discharge

5.6.1 During operation, the irrigation runoff and surface runoff during rainfall events, which is known as non-point source of pollution, may be the cause of 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

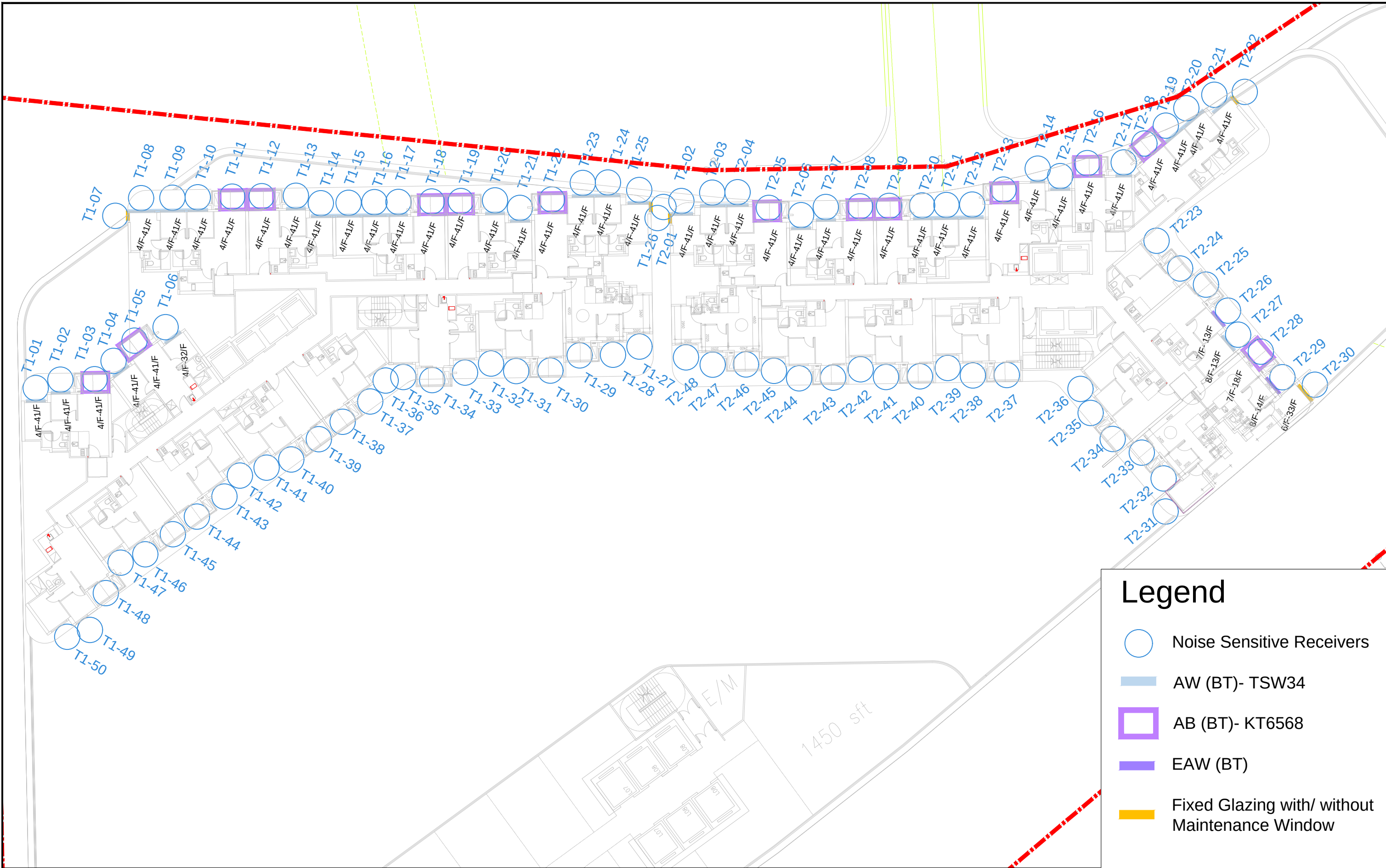
7. LAND CONTAMINATION REVIEW

7.1 Discussion and Conclusion

7.1.1 The Subject Site is located in Kiu Tau Wai. The surrounding area to the west and south is mostly zoned "C (2)" or "Other Specified Uses (Mixed Use)" ("OU(MU)"), with the Tuen Ma Line viaduct situated in between. Immediately abutting the north of the Subject Site is Ping Ha Road, beyond which lies Tin Shing Court, an existing residential development. Based on a preliminary historical review, the Subject Site comprised fishponds prior to 1990 and was subsequently converted to open storage use from 1990 to 2021. The Subject Site is currently vacant.

7.1.2 According to the approved EIA Report for the Hung Shui Kiu New Development Area (HSK NDA), land contamination was previously identified at the Subject Site arising from its former use as open storage, where recycling activities and storage of shipping containers were observed. Potentially contaminating activities may have included the loading, unloading, and storage of goods; storage and processing of waste materials; storage and transfer of chemicals and fuels; waste disposal; and equipment and vehicle maintenance. Information provided by the Fire Services Department (FSD) and Environmental Protection Department (EPD) indicates no recorded incidents or spillages involving Dangerous Goods, though active chemical waste producer records exist for the site.

7.1.3 In view of the site's industrial land use history, further environmental site investigation (SI) is required for future development to evaluate potential contamination risks. A detailed land contamination assessment—including the preparation of a Contamination Assessment Plan (CAP), execution of site investigation (SI), and formulation of a Contamination Assessment Report (CAR) (and Remediation Action Plan/Remediation Report, if necessary)—shall be undertaken at a later stage if required to determine the presence and extent of contamination at the Subject Site.



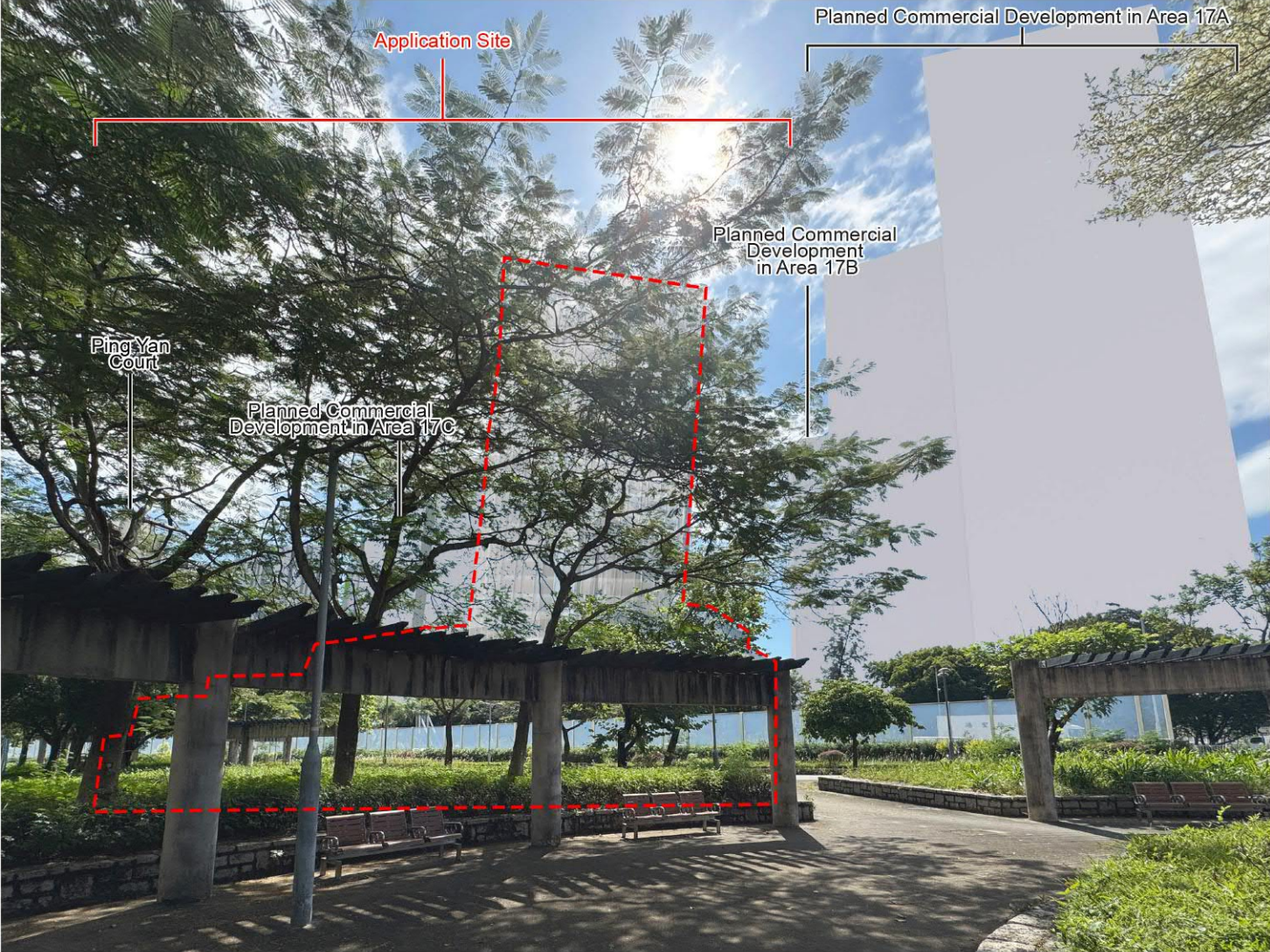
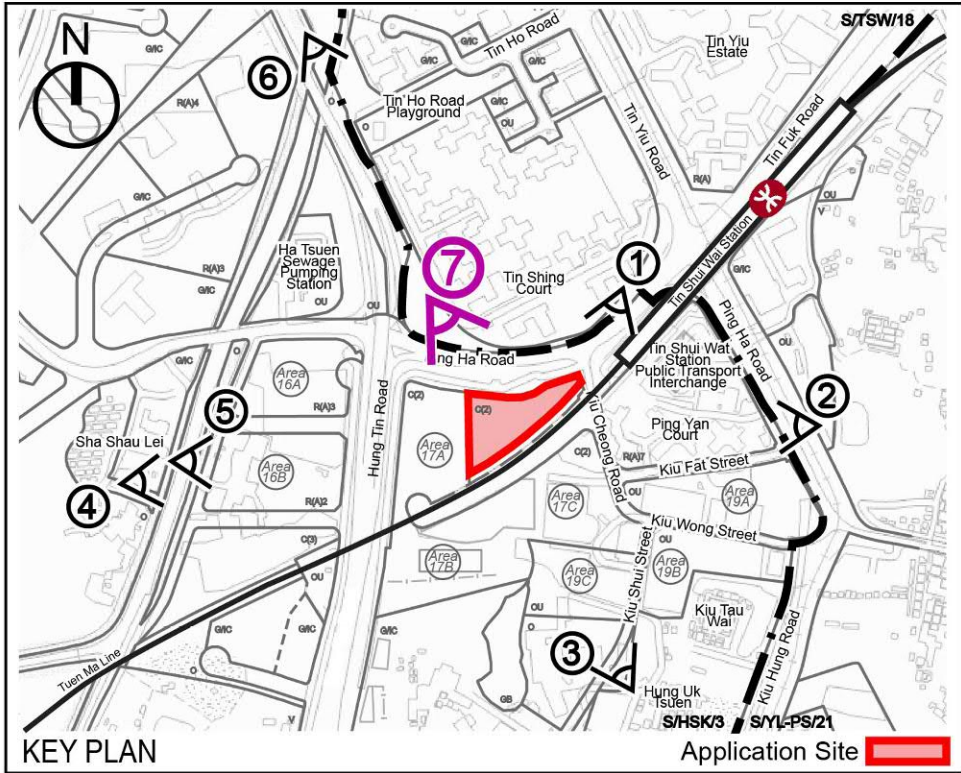
Legend

- Noise Sensitive Receivers
- AW (BT)- TSW34
- AB (BT)- KT6568
- EAW (BT)
- Fixed Glazing with/ without Maintenance Window

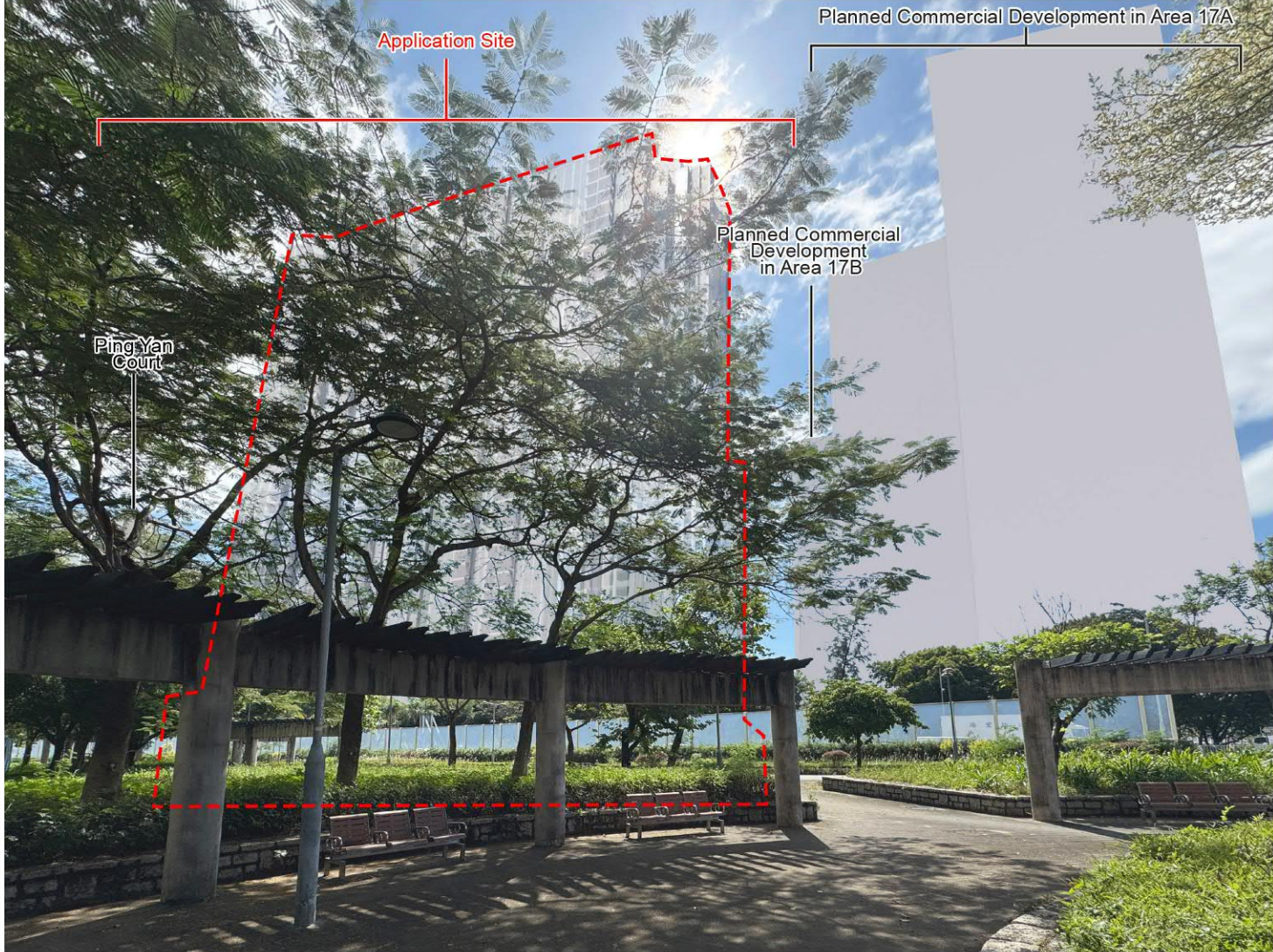
Figure: 2.2	RAMBOLL
Title: Propose Road Traffic Noise Mitigation Measures	Drawn by: KK
Project: Section 16 Planning Application For Proposed Comprehensive Development At Lot No 4354 In Dd 124, Kiu Tau Wai, Ping Shan, Yuen Long	Checked by: TC
	Rev.: 1.2
	Date: Aug 2026

Attachment 3 –

**Replacement Page of the
Visual Impact Assessment**



Baseline Scheme



Proposed Scheme

**llewelyn
davies**

Title

Photomontages – Viewing from VP7

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2026
Scale	Figure 5.7		

Attachment 4 –

**Replacement Pages of the
Traffic Impact Assessment**

3 PROPOSED DEVELOPMENT

3.1 Proposed Development Schedule & Vehicular Access

3.1.1 In the Baseline Scheme, the Application Site is planned for non-domestic uses only. In the Proposed Scheme, the Application Site is planned for mixed domestic and non-domestic uses. The total GFA will remain the same and would provide 1,140 residential units with an average flat size of about 45.3m². Both the development schedules of Baseline Scheme and Proposed Scheme are summarised in **Table 3.1**.

Table 3.1 Development Schedule of the Baseline and Proposed Development Schemes

Type		Baseline Scheme	Proposed Scheme
		Total	Total
Development Site Area		9,946m ²	9,946m ²
Domestic	GFA	Nil	51,697m ²
	No. of Blocks		2
	No. of Units		1,140
	Average Flat Size		45.3m ²
	Population		3,192
Non-domestic	Retail	46,500m ²	9,290m ²
	Office	33,068m ²	18,581m ²

3.1.2 The master layout plan (MLP) of the Proposed Scheme is shown in **Figure 3.1**. As shown in **Figure 3.1**, the vehicular access in the form of run in/out is proposed to be located at Kiu Cheong Road frontage, which is the same location in the Baseline Scheme.

3.1.3 In view of a new Road L9 located to the south of the subject site connecting Kiu Cheong Road which would be constructed by the CEDD under Hung Shui Kiu / Ha Tsuen NDA project, in order to allow flexibility in future to implement some possible traffic management measures such as segregation of commercial and residential traffic flows, it is proposed to provide an additional vehicular access point at the south of the subject site to connect to the new Road L9. The proposed location of the additional vehicular access point is illustrated in **Figure 3.1**.

3.1.4 However, the Road L9 is still uncertain and only anticipated to be completed by year 2032, which is later than the completion of the subject site in 2030. As such, the implementation of the additional vehicular access would be subjected to:

- the completion and implementation of Road L9;
- relevant land grant procedure, statutory procedure for the construction / implementation of the access road connecting the new proposed access point and Road L9; and
- further liaison and agreement with relevant departments.

Hence, provision of this additional southern access is not contingent upon completion of the Proposed Development.

3.2 Internal Transport Facilities

3.2.1 The internal transport facilities provision for the Proposed Scheme will follow the requirements as given in the Hong Kong Planning Standards and Guidelines (HKPSG). The required parking provision as given in the Proposed Scheme under HKPSG are summarized in **Table 3.2**.

Table 3.2 Parking Provision in the Proposed Scheme

Component		HKPSG Requirements	No. of Units / Blocks / GFA	Proposed Scheme	
				Required	Proposed Provision
Residential					
Private Car Parking Spaces	Residents	Global Parking Standard (GPS) x R1 x R2 x R3 = 1 car space per 4-7 flats x R1 (0.5 or 1.2) x 0.75 x 0.9	1,140	123 - 214 ⁽¹⁾	143 ⁽¹⁾⁽²⁾
	Visitors	5 spaces per residential block	2	10	10
Total:				133 - 224	153
Motorcycle Parking Spaces	1 space per 100-150 flats		1,140	8 - 12	8 ⁽³⁾
Loading/Unloading Bay for Goods Vehicles	Min. 1 bay for each block		2	2	2
Bicycle Parking Spaces	1 space per every 15 flats		1,140	76	76
Office					
Private Car Parking Spaces	First 15,000m ² , 1 space per 150 – 200m ²		15,000	75 – 100	75 ⁽⁴⁾
Private Car Parking Spaces	Above 15,000m ² , 1 space per 200 - 300m ²		3,581	12 - 18	12 ⁽⁵⁾
Loading/Unloading Bay for Goods Vehicles	1 bay for every 2,000-3,000m ² GFA		18,581	7 - 10	7 ⁽⁶⁾
Lay-by for Taxis/Private Car	At least 5,000m ² net site area, 1 lay-by for every 20,000m ²		18,581	1	1
Retail					
Private Car Parking Spaces	1 car park space per 150-300m ² GFA		9,290	31 – 62	47 ⁽⁷⁾
Loading/Unloading Bay for Goods Vehicles	1 bay for every 800-1,200m ² GFA		9,290	8 – 12	8 ⁽⁸⁾
Motorcycle Parking (for Office + Retail)					
Motorcycle Parking Spaces	5-10% of Total Provision for Private Car Parking		134	7 - 14	7 ⁽⁹⁾

Notes:

- | | |
|--|---|
| (1) There are 152 units of flat sizes (FS) ≤ 40m ² and 988 units of 40m ² < FS ≤ 70m ² . 0.5 and 1.2 are taken as R1 respectively according to HKPSG. | (5) 1 space per 300m ² GFA is adopted. |
| (2) Global Parking Standard (GPS) of 6 is adopted, i.e., 1 car park space per 6 flats. | (6) 1 bay per 3000m ² GFA is adopted. |
| (3) 1 space per 150 flats is adopted. | (7) 1 space per 200m ² GFA is adopted. |
| (4) 1 space per 200m ² GFA is adopted. | (8) 1 space per 1200m ² GFA is adopted. |
| | (9) 5% of total provision for private car parking is adopted. |

3.2.2 As shown in **Table 3.2**, the provision of private car parking spaces for office uses and retail uses in the Proposed Scheme are 87 and 47 respectively, which correspond to a total of 7 motorcycle parking spaces, complying with HKPSG. There will be a provision of 7 loading/unloading bays for office uses and 8 loading/unloading bays for retail uses.

3.2.3 As for residential uses, there will be a total provision of 153 private car parking spaces including 10 visitor spaces, which Global Parking Standard (GPS) = 6, i.e. 1 car space per 6 flats are adopted. There will be a provision of 2 loading/unloading bays for residential uses.

3.3 Proposed Transport Facilities

3.3.1 Two footbridges (Footbridges 1 – 2) are also proposed to enhance the pedestrian connectivity and walkability of the neighbourhood. The bus laybys at Ping Ha Road westbound are connected to the Application Site via Footbridge 2 across the existing nullah, as shown in **Figure 3.2**.

3.3.2 The construction of Footbridge 1 commences after the demolition of the existing pedestrian ramp. Pedestrian diversion routes for the interim scheme (i.e. before the completion of Footbridge 1 and after the demolition of the ramp) and the permanent scheme (i.e. after the completion of Footbridge 1) are shown in **Figure 3.3** and **Figure 3.4** respectively.

6 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 The Application Site is located at Lot No. 4354 in D.D. 124, Kiu Tau Wai in Tin Shui Wai as indicated in **Figure 1.1**. It falls within the boundary of the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3 and is currently zoned "Commercial" ("C(2)"). The Application Site is subject to an approved Section 16 Application No. A/YL-PS/520 for proposed commercial development (hereinafter referred to as "Baseline Scheme").
- 6.1.2 The Applicant proposes to develop the site with a domestic plot ratio of 5.2 which comprises 1,140 nos. of residential units with an average flat size of about 45.3m². Furthermore, a non-domestic plot ratio of 2.8 is also proposed for the site (hereinafter referred to as "Proposed Scheme"). In this Proposed Scheme, the total plot ratio would be 8.0, which would not exceed the maximum plot ratio 8 under the current Outline Zoning Plan.
- 6.1.3 A total of 7 existing critical junctions were identified for assessment in this TIA. Manual classified traffic counts were carried out on a typical weekday in September 2025 to establish the current traffic condition in the vicinity. The surveys were undertaken during 7:30am – 9:30am and 5:00pm – 7:00pm at the critical junctions. The identified AM and PM peak hours are 7:30am – 8:30am and 5:45pm – 6:45pm respectively.
- 6.1.4 The result of junction performance shows that all assessed junctions are currently operating within capacity during the AM and PM peak hours in year 2025.
- 6.1.5 The master layout plan (MLP) of the Proposed Scheme is shown in **Figure 3.1**. As shown in **Figure 3.1**, the vehicular access in the form of run in/out is proposed to be located at Kiu Cheong Road frontage, which is the same location in the Baseline Scheme.
- 6.1.6 In view of a new Road L9 located to the south of the subject site connecting Kiu Cheong Road which would be constructed by the CEDD under Hung Shui Kiu / Ha Tsuen NDA project, in order to allow flexibility in future to implement some possible traffic management measures such as segregation of commercial and residential traffic flows, it is proposed to provide an additional vehicular access point at the south of the subject site to connect to the new Road L9. The proposed location of the additional vehicular access point is illustrated in **Figure 3.1**.

6.1.7 However, the Road L9 is still uncertain and only anticipated to be completed by year 2032, which is later than the completion of the subject site in 2030. As such, the implementation of the additional vehicular access would be subjected to:

- the completion and implementation of Road L9;
- relevant land grant procedure, statutory procedure for the construction / implementation of the access road connecting the new proposed access point and Road L9; and
- further liaison and agreement with relevant departments.

Hence, provision of this additional southern access is not contingent upon completion of the Proposed Development.

6.1.8 The internal transport facilities provision for the Proposed Scheme will follow the requirements as given in the Hong Kong Planning Standards and Guidelines (HKPSG). The provision of private car parking spaces for office uses and retail uses in the Proposed Scheme are 87 and 47 respectively, which correspond to a total of 7 motorcycle parking spaces, complying with HKPSG. There will be a provision of 7 loading/unloading bays for office uses and 8 loading/unloading bays for retail uses. As for residential uses, there will be a total provision of 153 private car parking spaces including 10 visitor spaces, which Global Parking Standard (GPS) = 6, i.e. 1 car space per 6 flats is adopted.

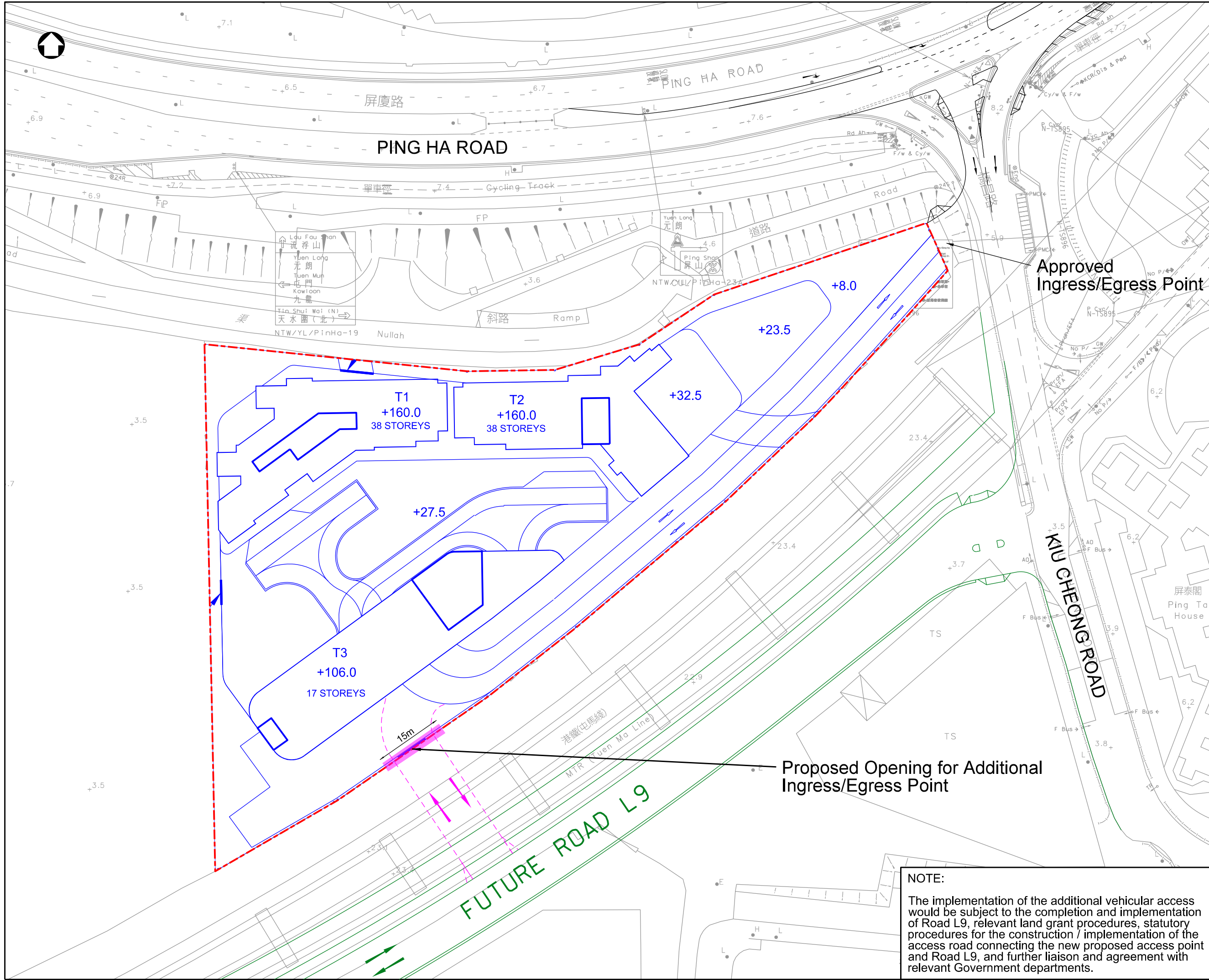
6.1.9 Two footbridges (Footbridges 1 – 2) are also proposed to enhance the pedestrian connectivity and walkability of the neighbourhood. The bus laybys at Ping Ha Road westbound are connected to the Application Site via Footbridge 2 across the existing nullah, as shown in **Figure 3.2**.

6.1.10 The Proposed Scheme would result in a reduction of traffic to the road network in the vicinity of the Application Site as compared to the Baseline Scheme. Therefore, the Proposed Scheme would be acceptable in traffic terms.

6.1.11 A sensitivity test has been carried out to hypothetically assess “what-if” some mixed-use developments are pursued at surrounding commercial sites. The hypothetical scenarios are assessment for demonstration purposes only. The sensitive scenario would result in a reduction of traffic to the road network in the vicinity of the Application Site as compared to the reference scenario for each identified commercial site. Therefore, there is no significant traffic impact for the sensitivity test.

6.2 Conclusion

6.2.1 In light of the findings of this TIA, it is concluded that the Proposed Scheme would induce no significant traffic impacts on the surrounding local road network. Therefore, the Proposed Scheme is considered acceptable from traffic point of view.



- LEGEND:
- SITE BOUNDARY
 - PLANNED IMPROVEMENT SCHEME
 - SITE MASTER LAYOUT
 - PROPOSED LAYOUT
 - FUTURE ROAD TO BE CONSTRUCTED BY OTHERS

C	SEP 2026	AN	RESPONSE TO COMMENTS	AM	SW
B	AUG 2026	AN	RESPONSE TO COMMENTS	AM	SW
A	MAY 2026	AN	MINOR AMENDMENT	AM	SW
-	JAN 2026	AN	FIRST ISSUE	AM	SW
Rev.	Date	Drawn	Description	Checked	Approved

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

MASTER LAYOUT PLAN



Designed	-	Checked	AM
Drawn	AN	Approved	SW
Scale	A3	Status	Rev
1 : 750	DESIGN DRAWING		C

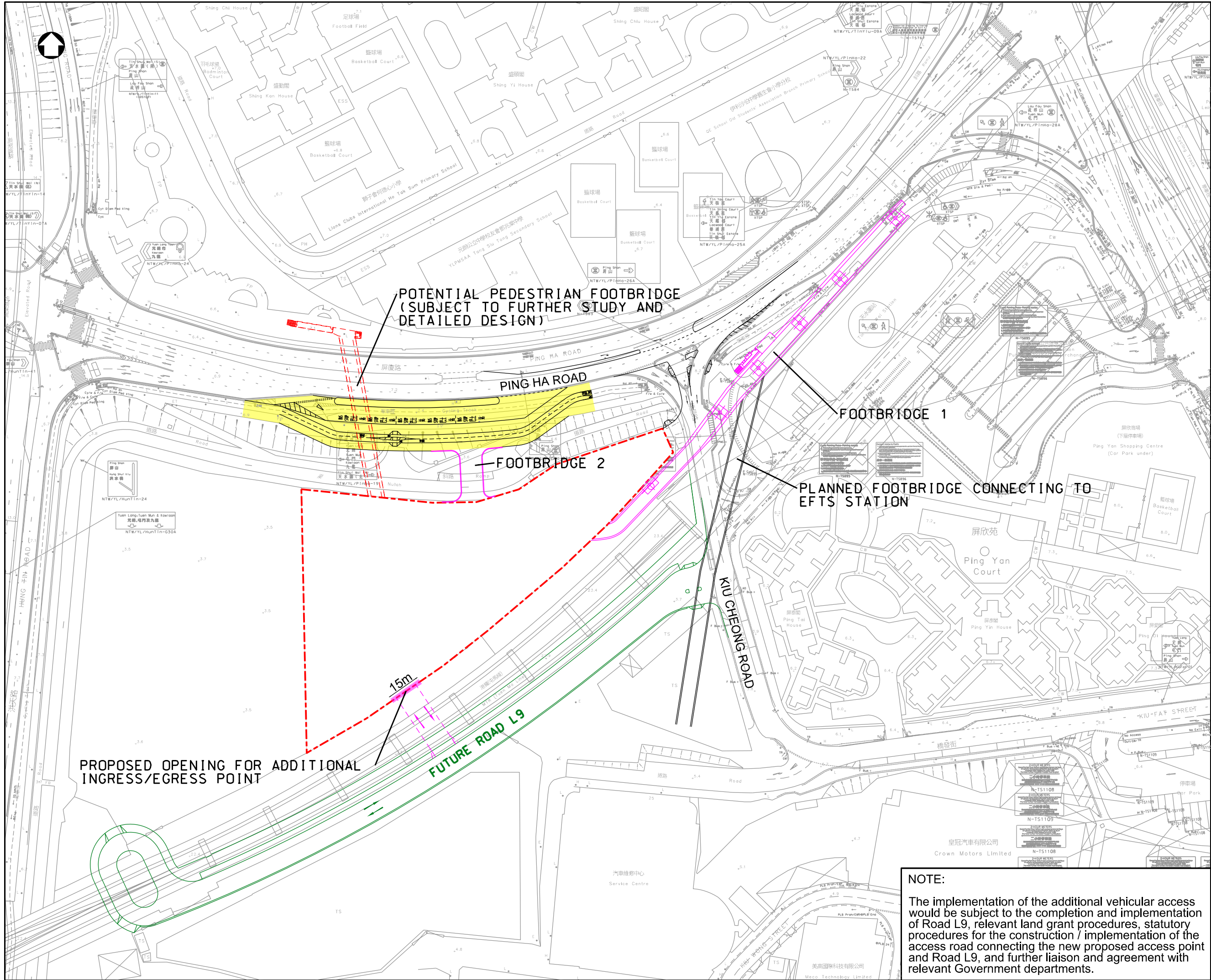
Drawing No.

FIGURE 3.1

© Copyright reserved

NOTE:

The implementation of the additional vehicular access would be subject to the completion and implementation of Road L9, relevant land grant procedures, statutory procedures for the construction / implementation of the access road connecting the new proposed access point and Road L9, and further liaison and agreement with relevant Government departments.



- LEGEND:
- SITE BOUNDARY
 - PLANNED IMPROVEMENT SCHEME
 - PROPOSED LAYOUT
 - POTENTIAL LAYOUT
 - FUTURE ROAD TO BE CONSTRUCTED BY OTHERS
 - TRAFFIC FACILITIES TO BE HANDED OVER TO THE GOVERNMENT

C	SEP 2026	AN	RESPONSE TO COMMENTS	AM	SW
B	AUG 2026	AN	RESPONSE TO COMMENTS	AM	SW
A	MAY 2026	AN	RESPONSE TO COMMENTS	AM	SW
-	JAN 2026	AN	FIRST ISSUE	AM	SW

Rev.	Date	Drawn	Description	Checked	Approved
------	------	-------	-------------	---------	----------

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

PROPOSED TRANSPORT FACILITIES

Consultant



Designed	-	Checked	AM
Drawn	AN	Approved	SW
Scale	A3	Status	Rev
1 : 1500	DESIGN DRAWING		C

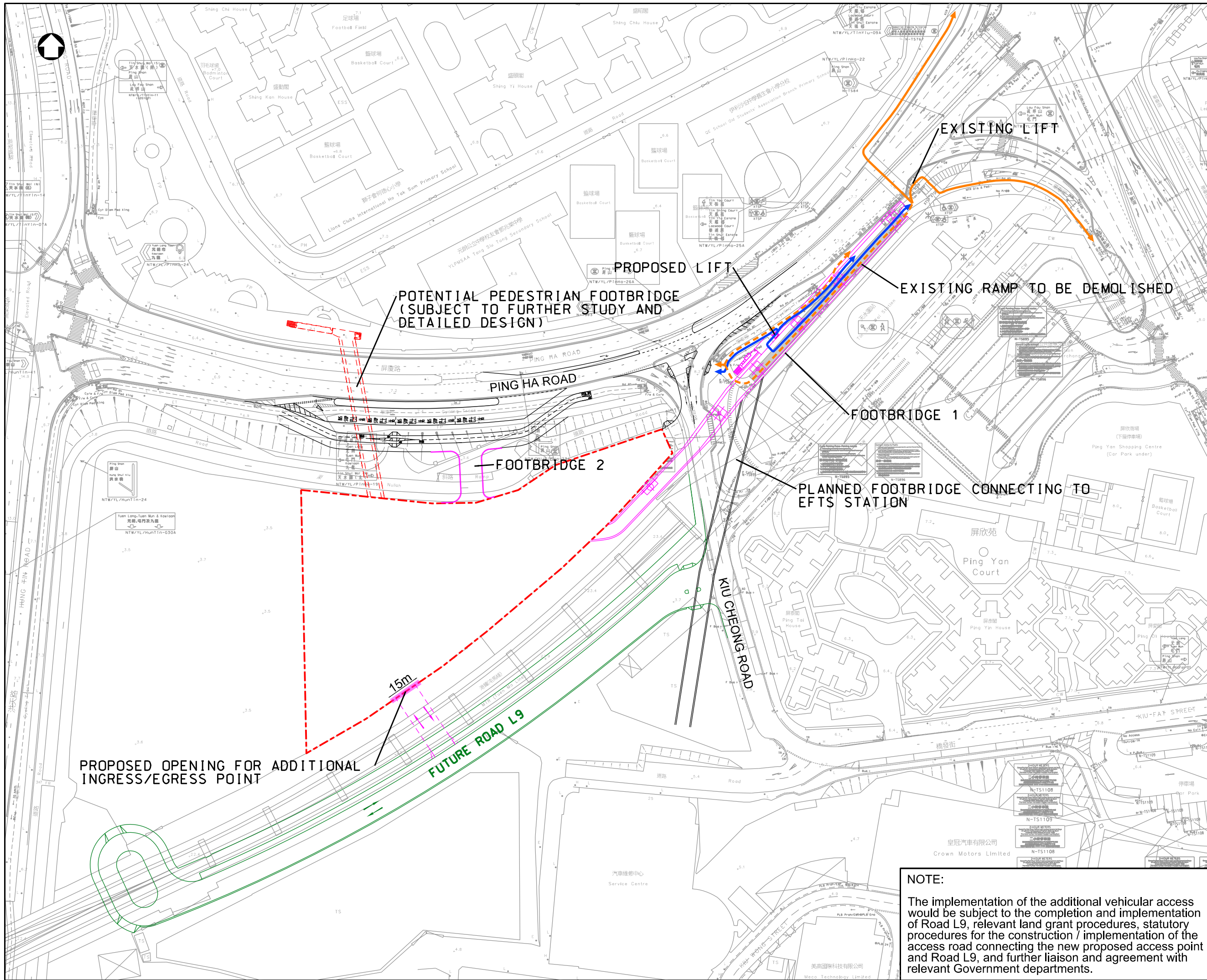
Drawing No.

FIGURE 3.2

© Copyright reserved

NOTE:

The implementation of the additional vehicular access would be subject to the completion and implementation of Road L9, relevant land grant procedures, statutory procedures for the construction / implementation of the access road connecting the new proposed access point and Road L9, and further liaison and agreement with relevant Government departments.



- LEGEND:
- SITE BOUNDARY
 - PLANNED IMPROVEMENT SCHEME
 - PROPOSED LAYOUT
 - POTENTIAL LAYOUT
 - FUTURE ROAD TO BE CONSTRUCTED BY OTHERS
 - EXISTING PEDESTRIAN ROUTE
 - DIVERTED PEDESTRIAN ROUTE TO BE DIVERTED
 - PEDESTRIAN DIVERSION ROUTE

A	SEP 2026	AN	RESPONSE TO COMMENTS	AM	SW
-	AUG 2026	AN	RESPONSE TO COMMENTS	AM	SW
Rev.	Date	Drawn	Description	Checked	Approved

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

PEDESTRIAN DIVERSION ROUTE - PERMANENT SCHEME



Designed	-	Checked	AM
Drawn	AN	Approved	SW
Scale	A3	Status	Rev
1 : 1500	DESIGN DRAWING		A

Drawing No.

FIGURE 3.4

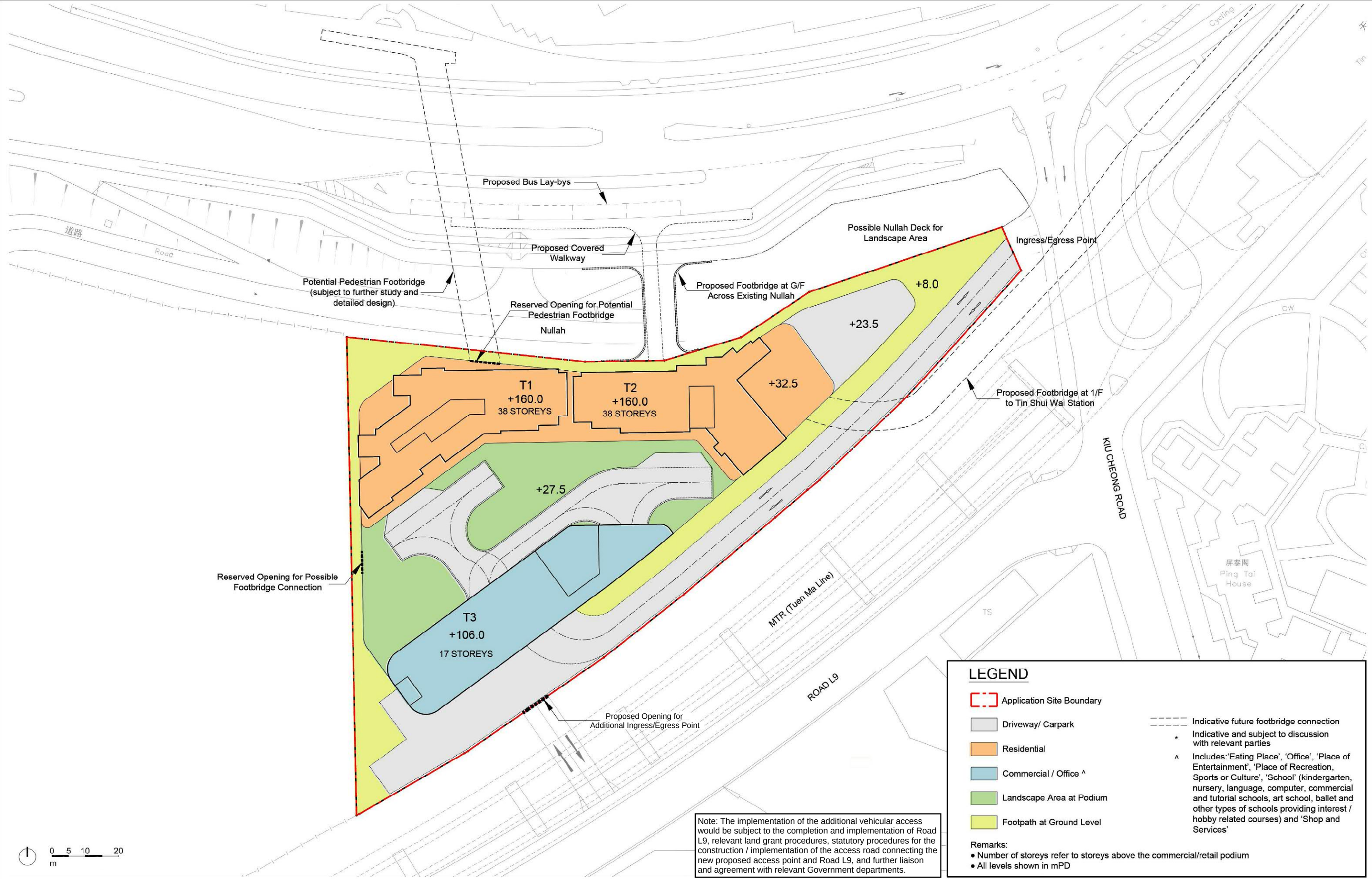
© Copyright reserved

NOTE:

The implementation of the additional vehicular access would be subject to the completion and implementation of Road L9, relevant land grant procedures, statutory procedures for the construction / implementation of the access road connecting the new proposed access point and Road L9, and further liaison and agreement with relevant Government departments.

Attachment 5 –

**Replacement Pages of the
Planning Statement**



LEGEND

Application Site Boundary

Driveway/ Carpark

Residential

Commercial / Office ^

Landscape Area at Podium

Footpath at Ground Level

Indicative future footbridge connection

*

Indicative and subject to discussion with relevant parties

^

Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:

• Number of storeys refer to storeys above the commercial/retail podium

• All levels shown in mPD



香港匯序建築設計有限公司
ATELIER GLOW LIMITED

Title

Indicative Master Layout Plan

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2026
Scale	Figure 3.1		

