

By Hand
2 October 2026

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

Your ref 278463/06/WLL/TYAL/MKKW/05889

Dear Sir/ Madam,

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Temporary Centralised Quarters for Imported Labour in Construction Sector for a Period of 3 Years in "Industrial" Zone and Area Shown as 'Road' of Planning Area 36 of Hung Shui Kiu/ Ha Tsuen New Development Area (Planning Application No. A/HSK/628)

Submission of Further Information

We refer to the comments received from various Government departments between 22 September and 25 September 2026 regarding the captioned s.16 Planning Application.

We are pleased to submit a Responses-to-Comments Table (**Appendix A**) and the replacement pages of a revised Sewerage Impact Assessment (**Appendix B**) to address departmental comments for your consideration.

We would also like to take this opportunity to elaborate on the details of the proposed temporary centralised quarters in terms of site selection, arrangement of daily operation, and provide supplementary information for Traffic Impact Assessment. Please refer to **Appendix C** for details.

The softcopy of the Further Information will be uploaded to the hyperlink provided by the Town Planning Board.

We sincerely seek favourable consideration from the Town Planning Board to approve this s.16 Planning Application.

Should you have any queries, please contact the undersigned or our Ms. Anna LOK at [REDACTED] or Mr. Koko WONG at [REDACTED].

Yours faithfully,



Wai Lam LEE
Director of Planning

d [REDACTED]
e [REDACTED]

Enc - Appendices A-C
cc - Tuen Mun and Yuen Long West District Planning Office – Ms. Carman CHEUNG (STP/HSK) (ccycheung@pland.gov.hk)
- Tuen Mun and Yuen Long West District Planning Office – Ms. Vanessa CHUNG (TP/YLW3) (vwychung@pland.gov.hk)

Appendix A

Responses-to-Comments Table

Comments from Related Departments

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COMMENTS FROM RELATED DEPARTMENTS	2
1. Lands Department, Lands Administration Office, District Lands Office, Yuen Long, dated 22 September 2026.....	2
2. Environmental Protection Department, Environmental Assessment Division, Territory North Group, Yuen Long, dated 25 September 2026	2

Figure 1a	Access to the Application Site from Public Road
Figure 1b	Access to Lot Nos. 1513 RP and 3937 RP
Figure 1c	Access to Lot No. 1513 RP
Figure 1d	Access to Lot No. 3937 RP

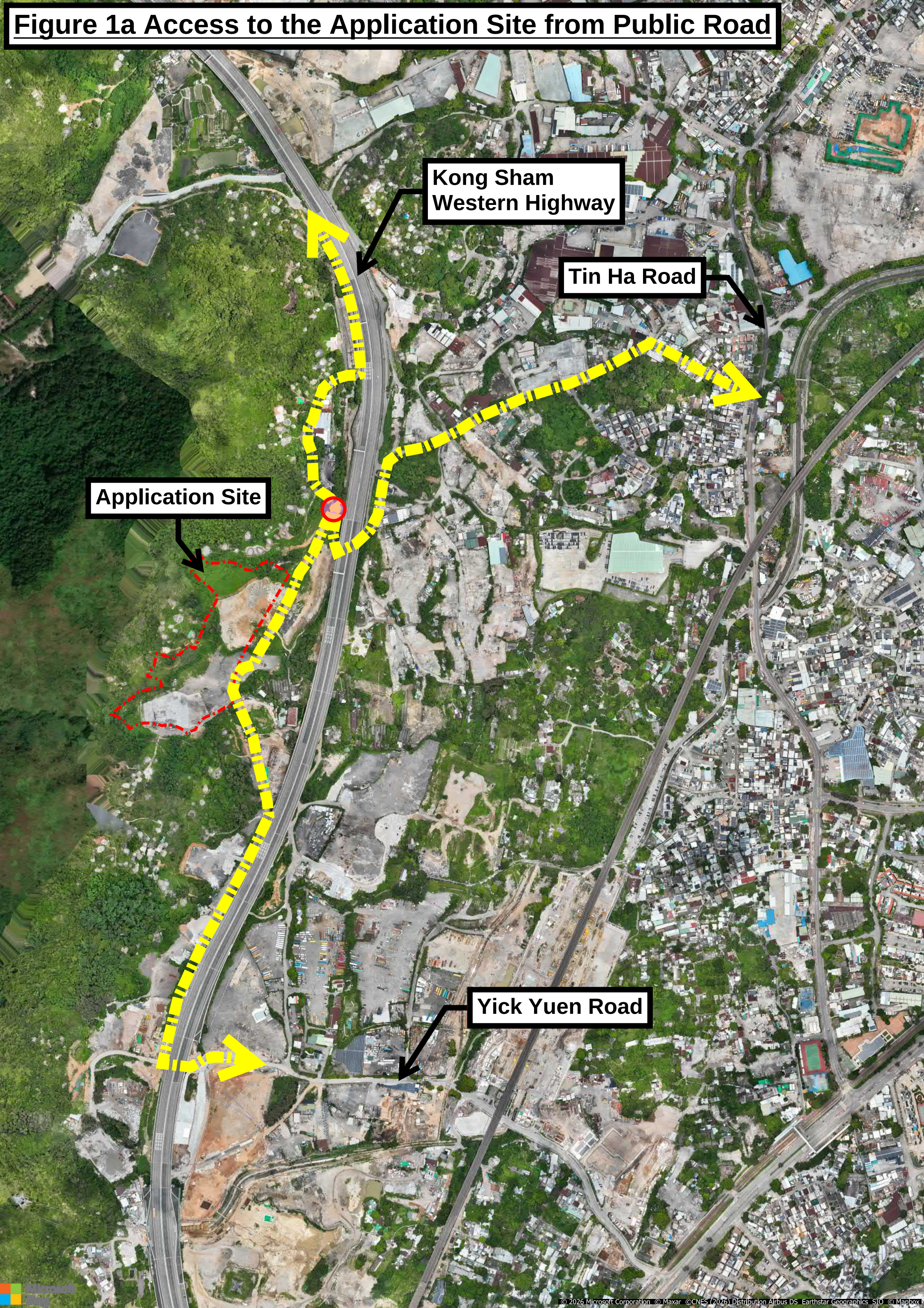
COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	Lands Department, Lands Administration Office, District Lands Office, Yuen Long, dated 22 September 2026 Regarding the applicant’s responses on the accesses to Lot Nos. 1513RP and 3937RP, please advise and indicate the location of the existing accesses from public roads to be maintained to facilitate our consideration	Please find attached Figures 1a-1d indicating the access from the public roads to the concerned Lot Nos. 1513RP and 3937RP.
2.	Environmental Protection Department, Environmental Assessment Division, Territory North Group, Yuen Long, dated 25 September 2026 Section 3.2.4 of the SIA: noted from the last sentence that “...public complaints or other constraints. For details, please refer to Section 0.” Please rectify the “Section 0”.	Noted and updated. Please also refer to Appendix B of this Further Information for the replacement page of the revised Sewerage Impact Assessment.

(Last updated 25 September 2026)

Figure

Figure 1a Access to the Application Site from Public Road



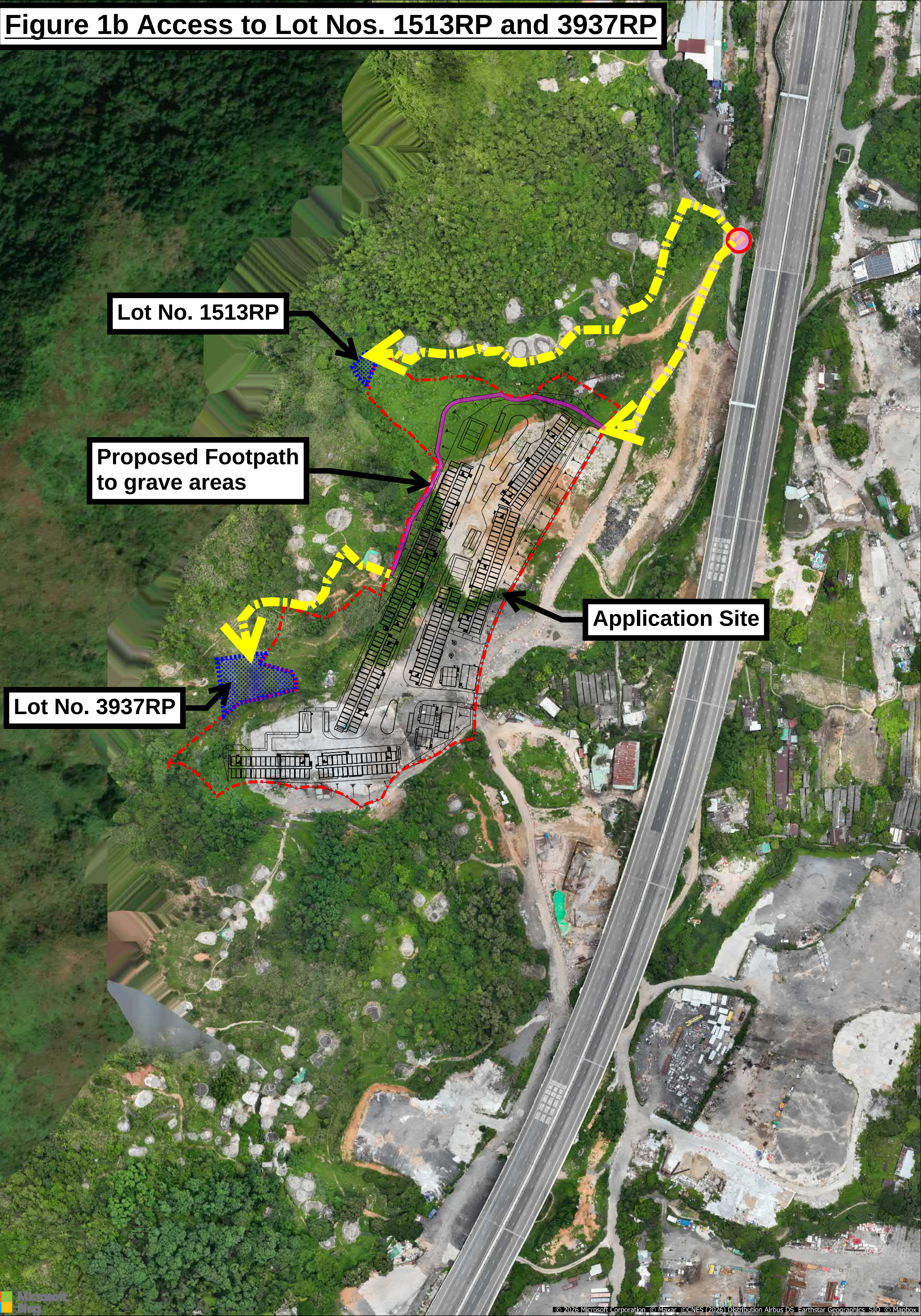
Kong Sham
Western Highway

Tin Ha Road

Application Site

Yick Yuen Road

Figure 1b Access to Lot Nos. 1513RP and 3937RP



Lot No. 1513RP

**Proposed Footpath
to grave areas**

Application Site

Lot No. 3937RP

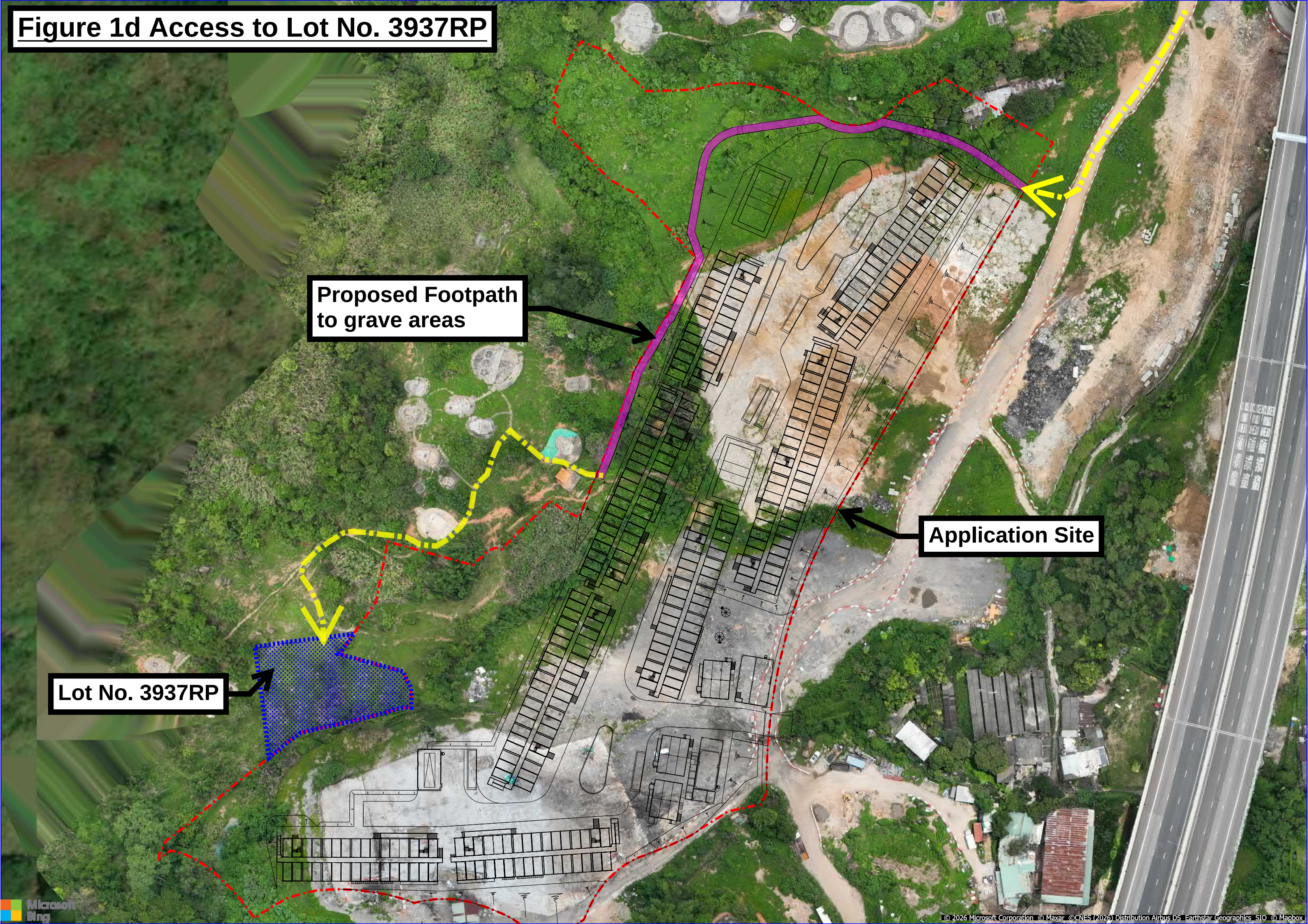
Figure 1c Access to Lot No. 1513RP



Lot No. 1513RP

Application Site

Figure 1d Access to Lot No. 3937RP



**Proposed Footpath
to grave areas**

Application Site

Lot No. 3937RP

Appendix B

Replacement Pages of Revised Sewerage Impact Assessment

3.2 Sewerage Impact

3.2.1 The ADWF generated from the proposed development is estimated in accordance with EPD's GESF. **Table 3.1** below summarises the sewage flow generation.

Table 3.1 Summary of ADWF from the Proposed Development

Flow Generation	Population	UFF	ADWF (m ³ /day)
Domestic (R1)	1,800	0.19	342
Cleaners (J11)	20	0.28	5.6
Office staff, security, technician (J12)	80	0.08	6.4
Total			354

3.2.2 According to **Section 3.1.7**, there is no existing sewerage network near the proposed development by the time of commissioning. The nearest existing gravity sewer is located approximately 850m away from the proposed development, as illustrated in **Figure 3.1**.

Figure 3.1 Distance between Proposed Development and Existing Sewer



3.2.3 Various sewage treatment and disposal options, including the suggested on-site package treatment plant, were thoroughly explored in the early stage of the study. However, taking into account the extremely tight construction timeline, limited footprint/spatial capacity within the site, and significant cost implications, the on-site treatment plant option was found to be technically non-viable. Furthermore, given the temporary nature of the project, the proposed tanker-away arrangement remains the most optimal and practical solution for the proposed development and the sewage holding tank scheme is the interim arrangement. The construction of proposed sewerage system and sewage pumping stations which are part of essential infrastructures for HSK/HT NDA

and are planned to be completed to facilitate second phase development as early as Q1 2030, subject to land resumption programme and extension of time assessment. The adoption of permanent sewage system will be adopted upon the commissioning under second phase development of HSK NDA.

3.2.4

Based on the coordination with DSD, it is identified that there are 3 existing designated DSD disposal plants for discharge of domestic liquid waste with limited capacity, including Pillar Point Sewage Treatment Works (PPSTW), Ap Lei Chau Preliminary Treatment Works (ALCPTW) and Sai Kung Sewage Treatment Works (SKSTW). DSD advised that the design capacity of septic waste reception facilities at PPSTW is 1,200 m³/day with a remaining capacity of approximately 220m³/day as of 31 March 2026. It is also noted that the reception capacity of domestic liquid waste at SKSTW has already been overloaded. HTSPS's reception facilities are only for temporary measures in basic design for receiving a limited volume of domestic liquid waste (currently approximately 180 m³/day being receipted is the upper limit). The reception capacity at HTSPS is constrained by potential odour nuisance and traffic impacts on the surrounding area, rendering it insufficient to fully accommodate the ADWF generated from the proposed development.

With consideration of various constraints including odour control and impact to surrounding, traffic impact due to additional tankers and septic waste reception capacity at HTSPS and PTSTW, the total discharge is proposed to be diverted to PPSTW (location 1) and HTSPS (location 2). The upstream SPSs of Yuen Long Effluent Polishing Plant (YLEPP) (location 3) would be used as backup reception facility in case HTSPS or PPSTW could not handle the above assigned reception volume due to conditions such as severe operation conditions, public complaints or other constraints. For details, please refer to **Section 4**.

3.2.5

Table 3.2 summarises the proposed sewage flow to the aforesaid sewerage infrastructures. Based on the proposed discharge volume, no adverse sewerage impact is envisaged.

Table 3.2 Existing Sewage Infrastructure Capacities and Sewage Flow Comparison

Location	Sewerage Infrastructures	Capacity of Septic Waste Reception Facilities (m ³ /day)	Flow Increment in ADWF (m ³ /day) ⁽¹⁾
1	PPSTW	220	174
2	HTSPS	180	180
3	Upstream SPSs of YLEPP	To be confirmed with DSD	Back-up
Total			354

Notes:

- (1) Assume volume of sewage truck to be 12 m³ and maximum 6 nos. sewage trucks in operation.

Appendix C

Details of Site Selection, Arrangement of Daily Operation, and Supplementary Information for Traffic Impact Assessment

Site Selection for Proposed Temporary Centralised Quarters

- The Site has been identified as suitable for the reprovisioning of the Tam Mi Temporary Quarters, based on several key considerations. Firstly, there are no existing, committed or planned sensitive receivers within the 300m assessment area, which minimises the risk of noise or disturbance to the public during the construction stage. The Site also provides a net area of approximately 2 hectares, sufficient to accommodate the required capacity for the new temporary quarters. Additionally, its strategic location near major construction sites for the Northern Metropolis offers significant operational convenience and facilitates the efficient movement of construction personnel. The proximity to the Kong Sham Western Highway further enhances accessibility for both staff and logistics. Furthermore, the Site is currently under site clearance and is anticipated to be available before the proposed commencement of the temporary quarters in Q3 2027. This would facilitate the timely reprovisioning of the existing Tam Mi Temporary Quarters, which will cease operation by end of October 2027. In summary, the Site meets the essential requirements for site area, availability, and accessibility, making it the most suitable choice for reprovisioning the temporary quarters.

Arrangement of Daily Operation

- The operation of proposed temporary centralised quarters will make reference to that of the existing quarters at Tam Mi. The Construction Industry Council (CIC) will maintain close liaison with the employers of the imported labour and oversee the daily operations of the quarters. The employer/contractor will be responsible for the co-ordination and arrangement for meals and transportation, for the imported labour, so as to ensure that they are properly executed, without creating impact on the community. The quarters will be deployed with resident staff to help imported labour settle into the environment.
- Apart from providing accommodation, the quarters also provide dining facilities in the multi-function rooms, laundry rooms, vending machines, and recreational facilities, etc., to meet the daily needs of the imported labour.
- As for the transportation arrangements, subject to prior coordination, the employer/contractor may arrange shuttle bus services for residents to travel to various locations, including nearby public transport facilities, such as MTR stations, during non-working hours. Franchised bus services are also available in the vicinity, with about 1km walking distance to the nearest stop at San Sang Tsuen. Regular bus services are currently provided to/from Yuen Long, Tsuen Wan West, Hung Shui Kiu, and Tin Shui Wai¹.

¹ Bus routes 53, K75A, and K75P refer.

Supplementary Information for Traffic Impact Assessment

Sections 3.2.2 and 6.1.4 refer:

- The proposed alignment of temporary haul road is shown in **Diagram 1**, providing a direct connection between the Site and Ha Tsuen Interchange. This alignment is indicative and should be subject to detailed design.

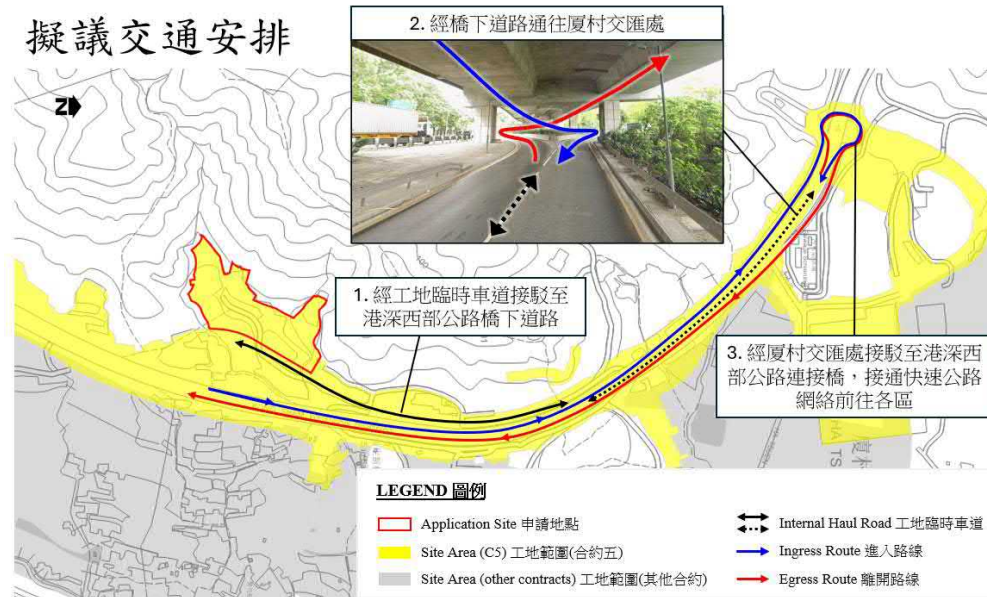


Diagram 1. Proposed Traffic Arrangements (presented in Yuen Long District Council Meeting on 28 July 2026)

Section 5.2.3 and Appendix D refer:

- The planned junction improvement measures are the junction modification works at J1 (i.e. Junction of Castle Peak Road and Yick Yuen Road) and J2 (i.e. Kong Sham Western Highway Roundabout, currently known as Ha Tsuen Interchange), including road widening works and/or the provision of new junction arms. The junctions, to be completed between 2030 and 2032 under the Hung Shui Kiu/ Ha Tsuen New Development Area Second Phase Development, will serve as key interfaces connecting the HSK/HT NDA to the external road network, via Castle Peak Road - Hung Shui Kiu at J1 and KSWH at J2.