PLANNING LIMITED
規劃顧問有限公司

[redacted]

By Email

Our Ref: S3040b/WYSE/21/006Lg

30 September 2026

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

Dear Sir/Madam,

Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and Minor Relaxation of Plot Ratio and Building Height Restrictions at 21-35 Wang Yip Street East in Yuen Long (Planning Application No. A/YL/332)

- Further Information No. 3 -

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB") on 15 May 2026 and various departmental comments received on 25 & 29 September 2026.

In response to the departmental comments received, please find attached the Further Information ("F.I.") submission. The submission document consists of:

Response-to-Comment Table
Appendix I Replacement Pages of the Environment Assessment
Appendix II Updated Architectural Drawings
Appendix III Replacement Page of the Supporting Planning Statement

Whilst the attached only involves clarifications and rectification of typos in response to the departmental comments received, we consider that this F.I. should not trigger the recounting process and the captioned planning application can be considered by TPB on 23 October 2026 as originally scheduled.

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact Mr Kenneth To or the undersigned at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Gladys Ng

Encl.

cc. TM&YLW DPO – Ms Zoe Lau/ Ms Carmen Cheung (By Email)
the Applicant & Team

KT/GN/vy

Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and Minor Relaxation of Plot Ratio and Building Height Restrictions In "Residential (Group E) 1" Zone at 21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long (Yuen Long Town Lot 362) S16 Planning Application

(Planning Application No: A/YL/332)

Response-to-Comment Table

Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and Minor Relaxation of Plot Ratio and Building Height Restrictions In "Residential (Group E) 1" Zone at 21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long (Yuen Long Town Lot 362) S16 Planning Application

(Planning Application No: A/YL/332)

Comments	Response
Comments the Environmental Protection Department: **(Contact Person: Ms Candice CHUNG, Tel.: 2835 1586)**	
Air quality	
1. Section 2.4.4	
(a) Please confirm fixed glazing will be installed at the location of the Application Site within the 5m buffer zone of Wang Yip Street East. If affirmative, please revise "is proposed" in line 9 to "shall be installed".	Fixed glazing will be installed at the location of the Application Site within the 5m buffer zone of Wang Yip Street East. Section 2.4.4 has been updated accordingly (*Appendix I* refers).
(b) In addition to the residential towers, other non-residential floors (G/F to 2/F) in which ASRs may exist (e.g. such as clubhouse, shops, etc.) should be assessed. Please supplement.	Only retail portion at G/F would partially within the buffer zone. Section 2.4.4 has been updated accordingly (*Appendix I* refers).
2. Section 2.4.6	
(a) Please revise the last sentence as "With the compliance with buffer distance requirements and the above measures in place, no adverse air quality impact arising from the vehicular emission is anticipated.".	Section 2.4.6 has been updated accordingly (*Appendix I* refers).
3. Section 2.4.7	
(a) Please relocate the 7th sentence after the 3rd sentence.	Section 2.4.7 has been updated accordingly (*Appendix I* refers).
(b) Please delete "it is advisable to locate" in the 2nd last line, and add "outlet will be located and directed" after "exhaust" in the last line.	Section 2.4.7 has been updated accordingly (*Appendix I* refers).

Comments	Response
4. Section 2.6.2	
(a) Re. Comment #7(b) in the last submission, our comment has not been addressed. Please provide more information to support if adverse odour impact is not anticipated from nullahs and Tung Tai Street Refuse Collection Point (e.g. if all complaints were unsubstantiated and/or the complaints lodged were not related to nullahs and Tung Tai Street Refuse Collection Point, etc.).	As discussed, all odour related complaints had already been settled and there was only 1 no. of complaint received in 2025. This suggested that there is no persistent odour impact or nuisance and the situation has been improving. Our Environmental Consultant approached EPD and conveyed the comment to them. We shall provide more information once available.
(b) Please correct the typo "reived" in line 8.	Section 2.6.2 has been updated accordingly (*Appendix I* refers).
(c) Please delete "based on the site survey" in the last line.	Section 2.6.2 has been updated accordingly (*Appendix I* refers).
5. Air Sensitive Receivers	
(a) Re. Comment #12(b) for the last submission, our comment has not been addressed. Please supplement figure for the locations of representative ASRs.	A new figure (Fig 2.4) has been added.
6. Section 6.2.3	
(a) Please revise "reduce" in line 10 to "control".	Section 6.2.3 has been updated accordingly (*Appendix I* refers).
(a) Please add "applicant shall maintain close liaison with the" before "contractors" in line 12, and delete "should have close liaison" in line 12.	Section 6.2.3 has been updated accordingly (*Appendix I* refers).
7. Section 7.1.2	
(a) Please revise "traffic" in line 3 to "vehicular emission".	Section 7.1.2 has been updated accordingly (*Appendix I* refers).
(b) Please add "and industrial emission" after "stacks" in line 4, and	Section 7.1.2 has been updated accordingly (*Appendix I* refers).

Comments	Response
revise "hence it is unlikely to have industrial emission impact" in the last line to "therefore no adverse air quality impact due to industrial emission is anticipated".	
(c) Also please supplement the findings on odour impact.	More findings have been supplemented in Section 7.1.2 (*Appendix I* refers).
8. Figures 2.1a and 2.1b (a) Please revise "5m Buffer Separation" and "20m Buffer Separation" to "5m Buffer Distance" and "20m Buffer Distance" respectively in the legends.	Figures 2.1a and 2.1b have been updated accordingly (*Appendix I* refers).
9. Please highlight all the changes/amendments in the next submission.	Noted.
Water quality 10. Section 6.5.6 – Please remove "negative" from the last sentence.	Section 6.5.6 has been updated accordingly (*Appendix I* refers).
11. Section 6.5.7 – Please revise as "good" site practice.	Section 6.5.7 has been updated accordingly (*Appendix I* refers).
Comments the Tuen Mun Yuen Long West District Planning Office, Planning Department: **(Contact Person: Ms Carmen CHEUNG, Tel.: 2158 6333)**	
The plan title for both the third and fourth floor plans is indicated as "indicative second floor plan". Please correct the typo.	Plan title for both the third and fourth floor plans have been updated (*Appendix II* refers).

Comments	Response
Supporting Planning Statement Para. 3.4.1 – Please revise the third sentence to "…along Po Yip Street and 3m *full-height* setback along the passage between the Site and the substation."	Para. 3.4.1 of the Supporting Planning Statement has been updated accordingly (*Appendix III* refers).
The following departments have no further comment on the FI submission: • Social Welfare Department • Leisure and Cultural Services Department • Transport Department	Noted.

Compiled by : KTA Planning Limited

Date : **30 September 2026**

List of Appendices

Appendix I Replacement Pages of the Environment Assessment

Appendix II Updated Architectural Drawings

Appendix III Replacement Page of the Supporting Planning Statement

Appendix I

Replacement Pages of the Environment Assessment

Prepared for

Star Success International Limited

Prepared by

Ramboll Hong Kong Limited

REDEVELOPMENT OF LAI SUN YUEN LONG CENTRE AT NOS. 21-35 WANG YIP STREET EAST, YLTL 362

ENVIRONMENTAL ASSESSMENT

Date	**September 2026**
Prepared by	**Coco MA** **Environmental Consultant**
Signed	
Approved by	**Calvin CHIU** **Technical Director**
Signed	
Project Reference	**GYULSYLCEI00**
Document No.	**R7175_V4.3**

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Ramboll Hong Kong Limited

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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 ($\mu g/m^3$)	Concentration [1] ($\mu g/m^3$)						
				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. Regarding the residential towers, 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. Regarding the

podium building, air sensitive uses falling partially or wholly within buffer area include retail shop at G/F at southern corner of the Application Site. Therefore, blank wall or fixed glazing shall be installed 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 and within 20m buffer zone from Long Yip Street and Yuen Long On Lok Road (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). With the compliance with buffer distance requirements and the above measures in place, no adverse air quality impact arising from the vehicular emission is anticipated.

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**. The locations of the potential mechanical ventilation exhaust are shown in **Figure 2.2**. To minimize potential air quality impacts, the mechanical ventilation exhaust should be located and directed away from the nearby ASRs (see **Figure 2.4**) 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. 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, the exhaust outlet will be located and directed 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 received 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.

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.

- 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 control the impact generated. In all circumstances, it is believed that best management practice will be implemented for all concurrent projects. Moreover, the applicant shall maintain close liaison with the contractors of all the concurrent projects 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).

6.5.5 Sewage effluent could be potentially generated from eating areas, temporary site facilities (e.g. toilets) and waste disposal area for onsite construction workforce. The sewage effluent is characterized by high levels of biochemical oxygen demand (BOD), ammonia, E. coli and some oil/ grease.

6.5.6 Liquid spillage could be caused by general construction works to contaminate surface soils, e.g. oil, diesel, solvents etc. The contaminated soil may be washed away through runoff from construction site and enter nearby stormwater drains, thus leading to adverse water quality impact.

6.5.7 The effects on water quality from these construction activities are likely to be minimal provided that site boundaries are well maintained and good site practice is observed to ensure that litter and fuels are managed, stored, and handled properly.

Mitigation Measures

6.5.8 The good practice given in the Practice Notes for Professional Persons on "Construction Site Drainage" (ProPECC PN 2/24) in controlling water pollution at construction site shall be implemented during the construction phase of the Proposed Development. Soil erosion from the construction site can be minimised through good on-site management practices by implementing viable erosion control measures which should be incorporated in contract clauses. The main practices provided in the above-mentioned document (i.e. ProPECC PN 2/24) are also summarized in the following paragraphs which should be enforced to prevent unacceptable construction stage impacts and for compliance with the statutory criteria.

A. Construction Site Runoff

- Exposed soil surfaces should be protected from rainfall through, for example, by covering temporarily exposed slope surfaces or stockpiles with tarpaulin and protect temporary access roads by crushed stone or gravel;
- Exposed soil areas should be minimised to reduce the potential for increased siltation and contamination of runoff;
- Minimise the time that soil surfaces are exposed;
- Slow down water run-off flowing across exposed soil surfaces;
- Channels, earth bunds or sand bag barriers should be provided on site to properly direct surface runoff through drainage systems;
- Oil interceptors are also recommended to be provided for stormwater drains near plant maintenance/ repair areas, where necessary.
- Manholes (including newly constructed ones) should be adequately covered or temporarily sealed so as to prevent slit, construction materials or debris from getting into the drainage system;
- Construction works should be programmed to minimise soil excavation works where practicable during rainy conditions;
- Drainage facilities must be adequate for the controlled release of storm flows;
- Sedimentation basins and sand traps designed in accordance with the requirements of ProPECC Note PN 2/24 should be installed at the construction site for collecting surface runoff. Perimeter channels at site boundaries should be provided where necessary to intercept surface runoff from outside the site. Silt removal facilities, channels and manholes should be maintained and deposited silt and grit should be removed regularly;
- There should be no direct discharge without treatment of construction site runoff into the nearby streams and public drains;

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 vehicular emission is anticipated. Chimney stacks and industrial emission are not identified within 200m of the Application Site, therefore no adverse air quality impact due to industrial emission is anticipated.

7.1.3 According to site survey observation, no odour impact was observed near the nullahs and Tung Tai Street Refuse Collection Point identified within 200m from the Application Site. In addition, it is also advised by EPD that all odour related complaints received before have been settled. Moreover, the number of complaints has been dropped to 1 no. in 2025. 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.

7.1.4 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.

7.1.5 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.

7.1.6 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.

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

7.1.8 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.

7.1.9 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.

7.1.10 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.

Figure

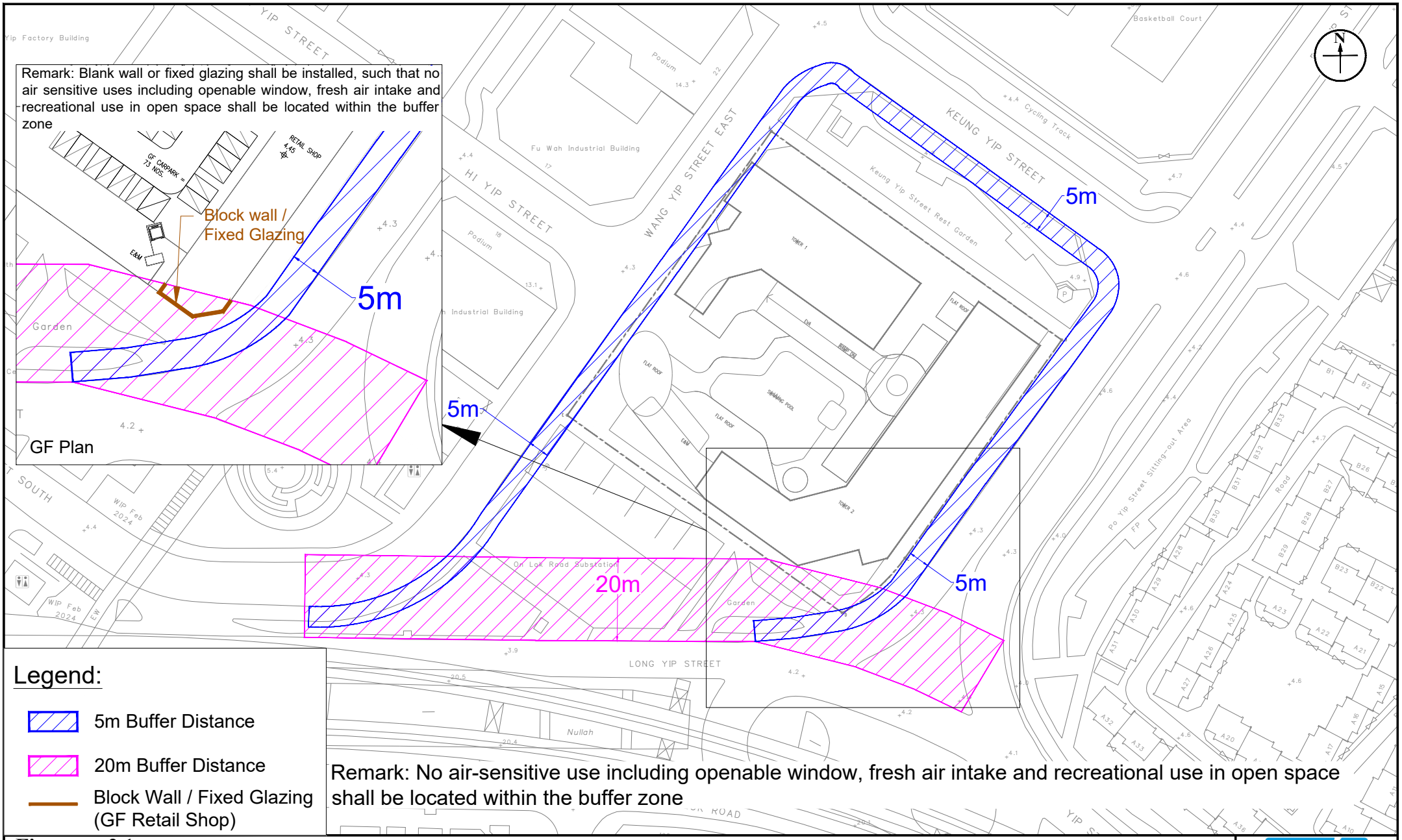


Figure: 2.1a	RAMBOLL
Title: HKPSG Vehicular Emission Buffer Distance for Nearby Road Network (Podium)	Drawn by: CM Checked by: CC
Project: Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362	Rev.: 4.3 Date: Sep 2026

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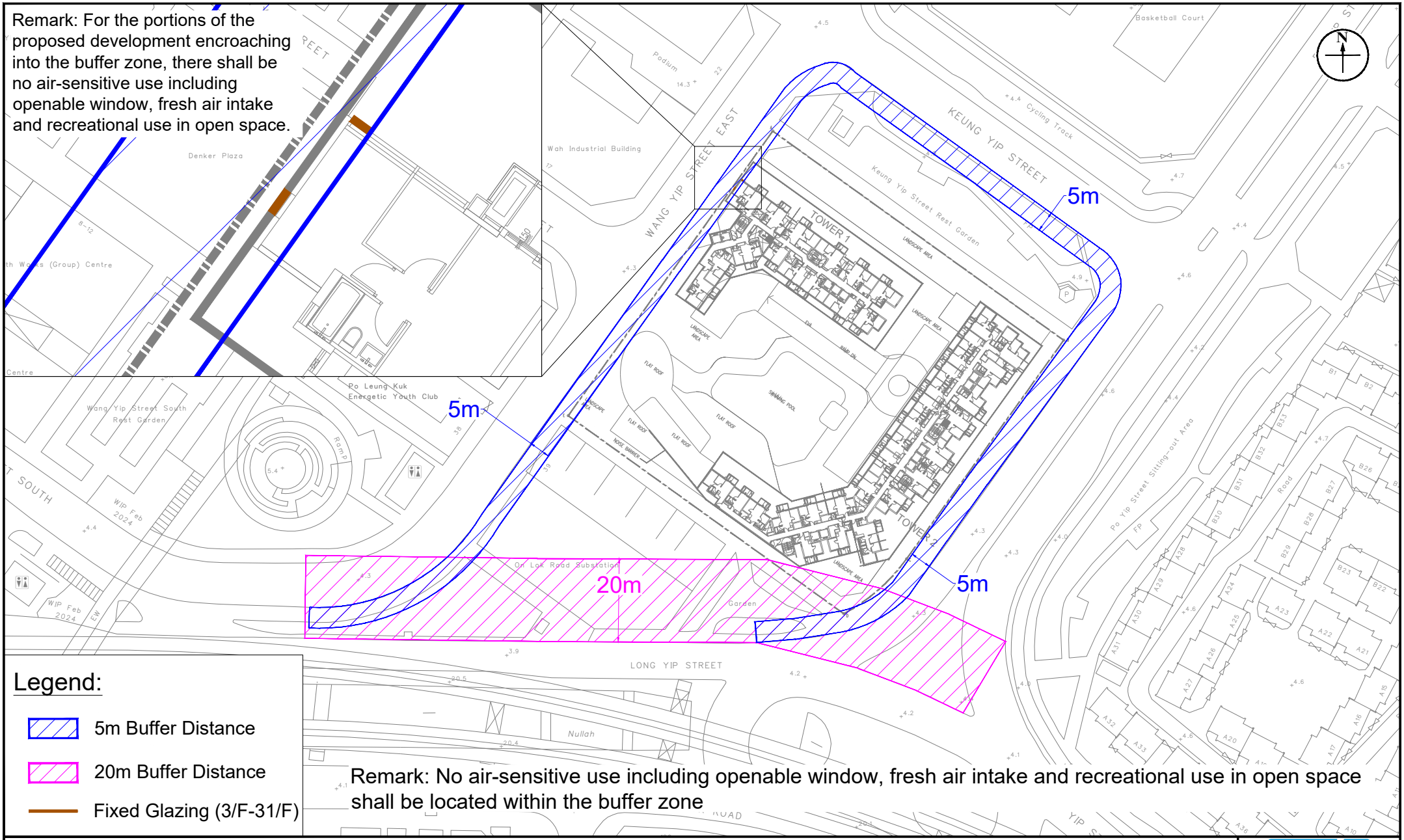


Figure:	2.1b	RAMBOLL
Title:	HKPSG Vehicular Emission Buffer Distance for Nearby Road Network (Residential Tower)	Drawn by: CM Checked by: CC
Project:	Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362	Rev.: 4.3 Date: Sep 2026

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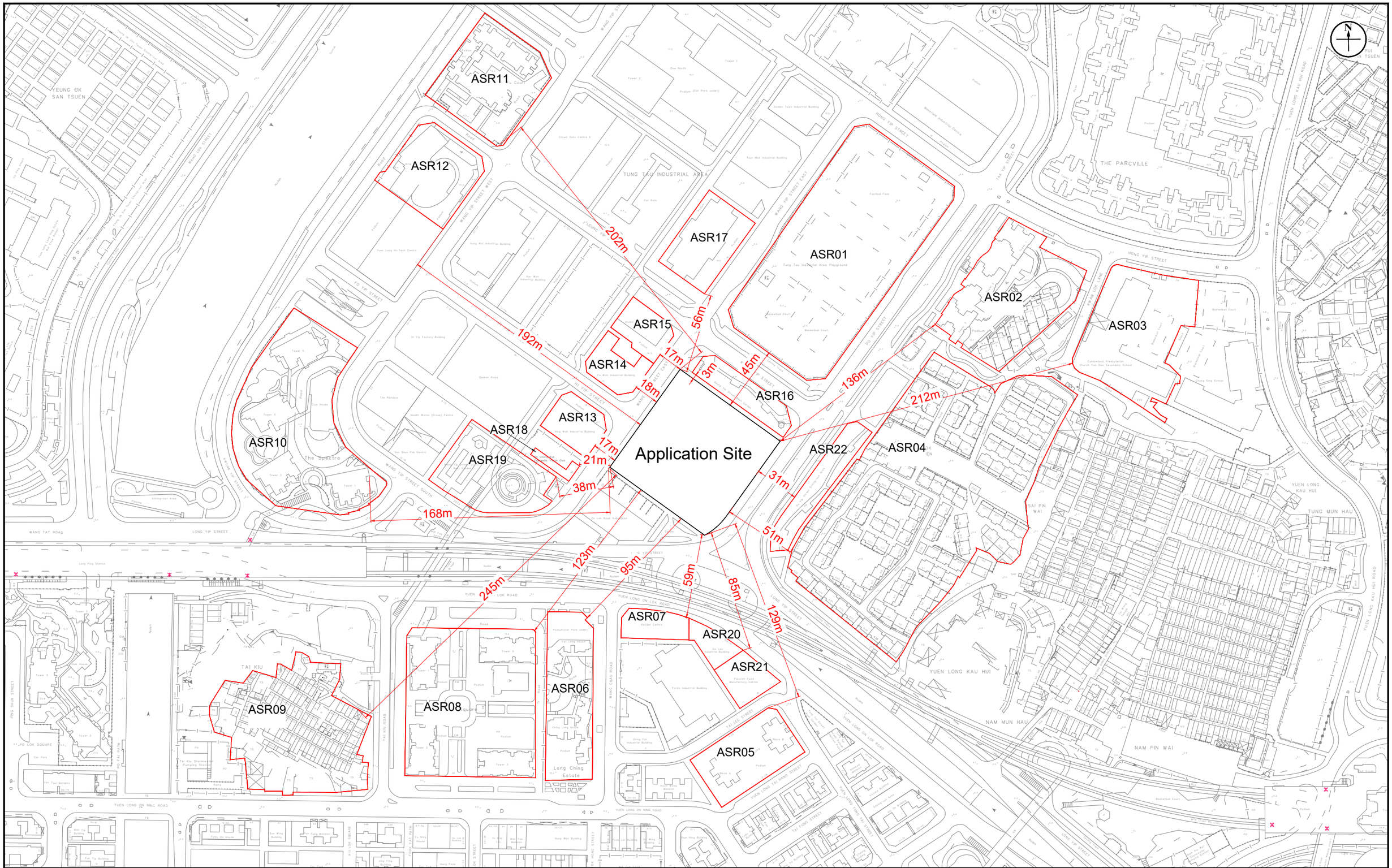


Figure: 2.4

Title: Location of Surrounding Air Sensitive Receivers

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

RAMBOLL

Drawn by:	MW
Checked by:	CC
Rev.:	4.3
Date:	Sep 2026

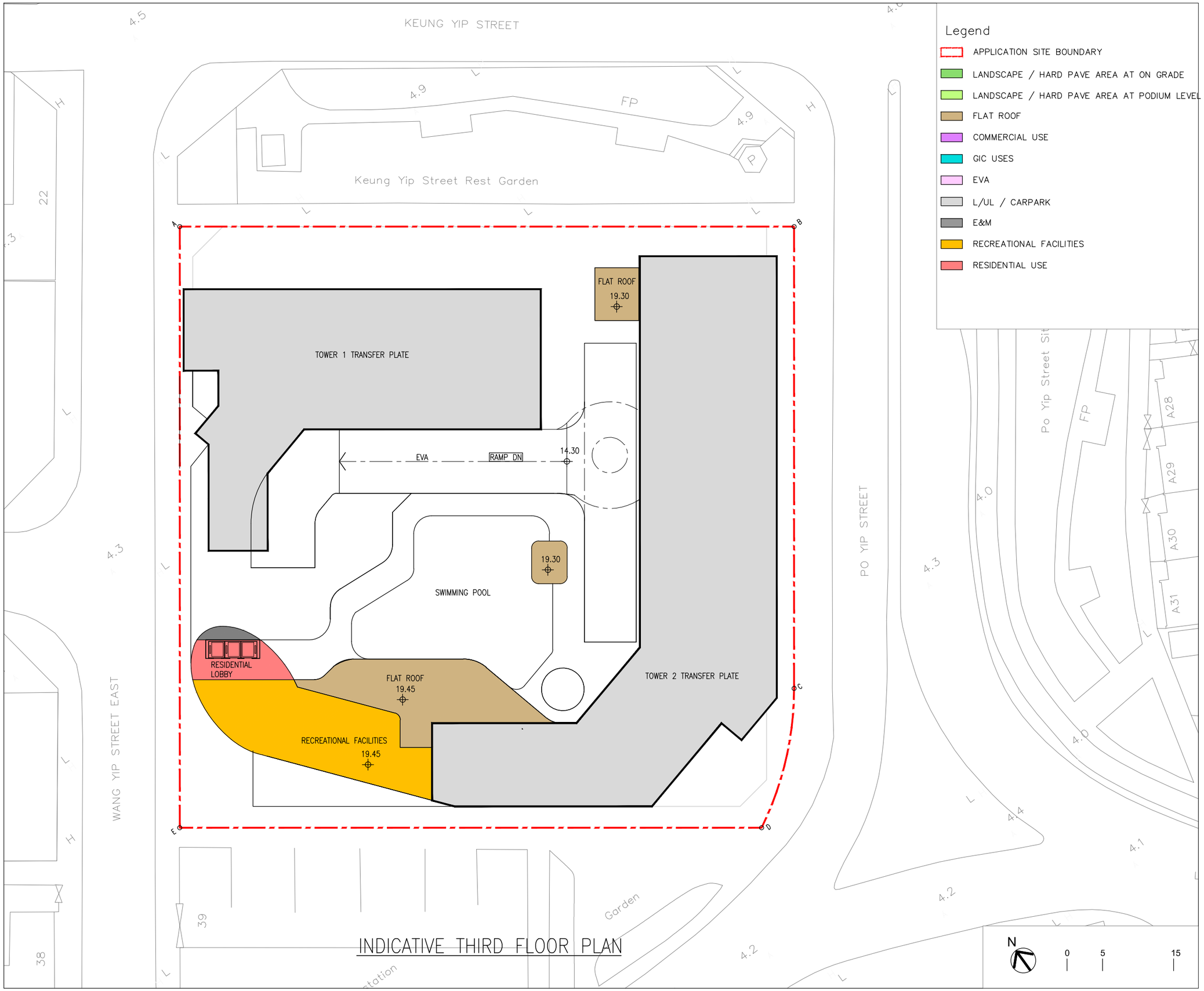
Q:\Projects\GYULSYLCEI00\04 Deliverables\01 EA Report\01 Figures\R7175_v4.2\Fig6.1_20260817.dwg

Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and Minor Relaxation of Plot Ratio and Building Height Restrictions In "Residential (Group E) 1" Zone at 21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long (Yuen Long Town Lot 362) S16 Planning Application

(Planning Application No: A/YL/332)

Appendix II

Updated Architectural Drawings



INDICATIVE THIRD FLOOR PLAN

Legend

- APPLICATION SITE BOUNDARY
- LANDSCAPE / HARD PAVE AREA AT ON GRADE
- LANDSCAPE / HARD PAVE AREA AT PODIUM LEVEL
- FLAT ROOF
- COMMERCIAL USE
- GIC USES
- EVA
- L/UL / CARPARK
- E&M
- RECREATIONAL FACILITIES
- RESIDENTIAL USE

B.D. REFERENCE	屋宇署檔案
F.S.D. REFERENCE	消防處檔案
W.W.O. REFERENCE	水務署檔案
CAD FILE NAME	檔案編號
NOTES	注釋

NO. 修定號	REVISIONS 修定內容	DATE 日期	BY 經手人

DLN Architects Limited
劉榮廣伍振民建築師有限公司
46-47 Floor, Tower One, Times Square
Matheson Street, Causeway Bay, Hong Kong
香港銅鑼灣勿地臣街
時代廣場一座46至47樓
t +852 2895 6888 f +852 2576 4074
email general@dln.com.hk www.dln.com.hk

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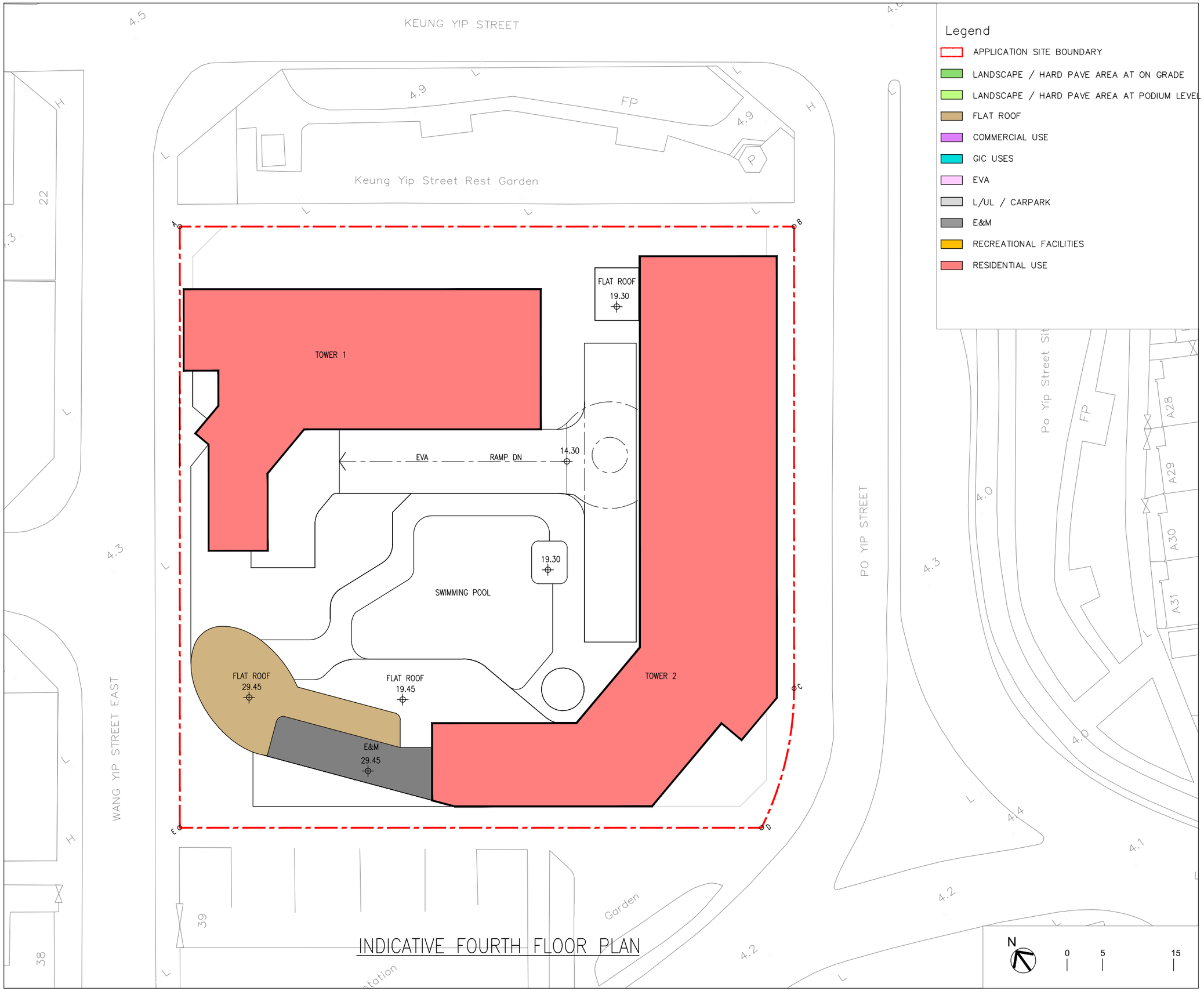
PROJECT 項目名稱

21–25 WANG YIP STREET EAST, YUEN LONG, NEW TERRITORIES, HONG KONG

TITLE 標題

INDICATIVE SECOND FLOOR PLAN

SCALE 比例 1:500(A3)	DATE 日期 APRIL 2026
DRAWN BY 製作人 –	CHECKED BY 檢查 –
JOB NO. 工程項目 N3147–H	DRAWING NO. 圖號 –



INDICATIVE FOURTH FLOOR PLAN

Legend

- APPLICATION SITE BOUNDARY
- LANDSCAPE / HARD PAVE AREA AT ON GRADE
- LANDSCAPE / HARD PAVE AREA AT PODIUM LEVEL
- FLAT ROOF
- COMMERCIAL USE
- GIC USES
- EVA
- L/UL / CARPARK
- E&M
- RECREATIONAL FACILITIES
- RESIDENTIAL USE

B.D. REFERENCE	屋宇署檔案
F.S.D. REFERENCE	消防處檔案
W.W.O. REFERENCE	水務署檔案
CAD FILE NAME	檔案編號
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DLN Architects Limited
劉榮廣伍振民建築師有限公司
46-47 Floor, Tower One, Times Square
Matheson Street, Causeway Bay, Hong Kong
香港銅鑼灣勿地臣街
時代廣場一座46至47樓
t +852 2895 6888 f +852 2576 4074
email general@dln.com.hk www.dln.com.hk

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PROJECT 項目名稱

21–25 WANG YIP STREET EAST, YUEN LONG, NEW TERRITORIES, HONG KONG

TITLE 標題

INDICATIVE SECOND FLOOR PLAN

SCALE 比例 1:500(A3)	DATE 日期 APRIL 2026
DRAWN BY 製作人 –	CHECKED BY 檢查 –
JOB NO. 工程項目 N3147–H	DRAWING NO. 圖號 –

Appendix III

Replacement Page of the Supporting Planning Statement

3.4 Improvement to the Walking Environment

3.4.1 The Proposed Development Scheme tries to improve the existing dull and monotonous walking environment by allowing opportunities for more street activities and street greening (*Figure 3.3* refers). Firstly, there will be a continue strip of shop frontage facing Keung Yip Street Rest Garden and Po Yip Street. Secondly, there will be 3.5m setback on G-2/F along Po Yip Street and 3m full-height setback along the passage between the Site and the substation. Along Wang Yip Street East, there will also be a pocket landscaped area of about 120m^2 and 1.5m setback on G-2/F. These are going to offer a green and relaxed walking environment to neighbourhood and to inject street life and vibrancy within the area.

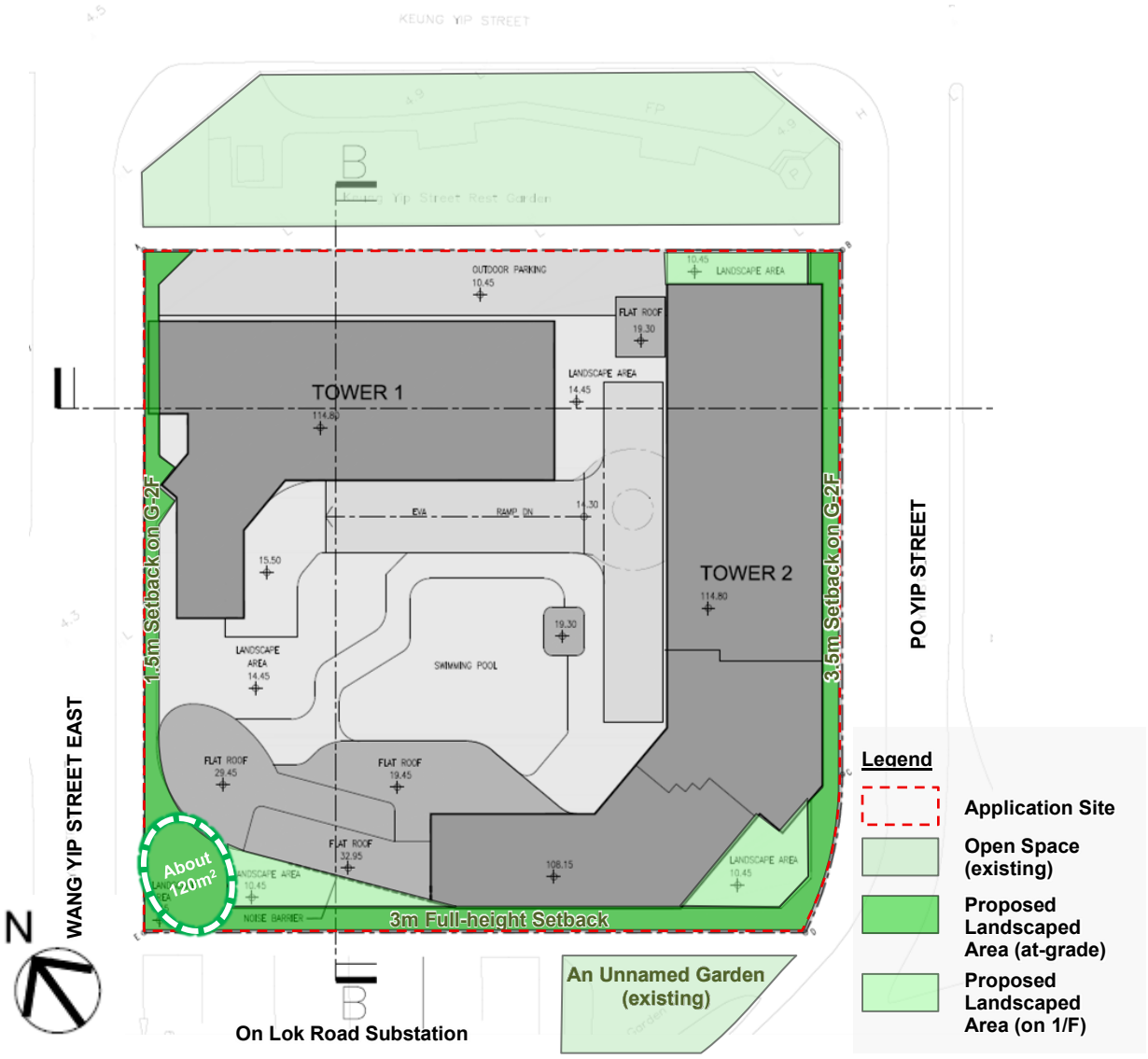


Figure 3.3 Landscaped Areas and Setbacks