RURAL AND NEW TOWN PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

RNTPC Paper No. 2/20

For Consideration by the Rural and New Town Planning Committee on 29.5.2020

PROPOSED AMENDMENTS TO THE APPROVED TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/26

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1. <u>Introduction</u>

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Tseung Kwan O (TKO) Outline Zoning Plan (OZP) No. S/TKO/26 (Attachment I) as shown on the draft OZP No. S/TKO/26A (Attachment II) and its Notes (Attachment III) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (Attachment IV) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP and its Notes.

2. <u>Status of the Current OZP</u>

- 2.1 On 16.10.2018, the Chief Executive in Council (CE in C) under section 9(1)(a) of the Ordinance, approved the draft TKO OZP, which was subsequently renumbered as S/TKO/26.
- 2.2 On 17.12.2019, the CE in C referred the approved TKO OZP No. S/TKO/26 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 27.12.2019, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

3. <u>Background</u>

- 3.1 The initiative to explore the development potential of railway stations and their related sites along existing and future rail lines, with the objective to increase housing supply was announced in the 2015 Policy Address. The MTR Corporation Limited (MTRCL), which is the current occupier and operator of the Pak Shing Kok Ventilation Building (PSKVB) site, has commissioned technical studies to explore the feasibility of residential development atop the PSKVB, taken into consideration the planning context and various development constraints.
- 3.2 The current proposed amendments to the OZP mainly involves the rezoning of the site currently occupied by the PSKVB (about 2,532m²) and its adjoining government land (about 1,986m²) (the Site) from an area shown as

'MTR Pak Shing Kok Ventilation Building' and "Green Belt" ("GB") to "Residential (Group A)8" ("R(A)8") (Amendment Item A). The "R(A)8" zone will be subject to a maximum plot ratio (PR) of 6 and a maximum building height of 130mPD.

3.3 It is also proposed to rezone a strip of land along Chiu Shun Road (about 105m²) from an area shown as 'MTR Pak Shing Kok Ventilation Building' to 'Road' (Amendment Item B) to form part of the future footpath.

4. <u>The Amendment Sites</u>

Item A – Rezoning of a Site at Chiu Shun Road from an area shown as 'MTR Pak Shing Kok Ventilation Building' (about $3,227m^2$) and "GB" (about $1,291m^2$) to "R(A)8"

The Site and its Surroundings (Plans 1, 3 to 5b)

- 4.1 The Site (about 0.45ha) is located at Chiu Shun Road, and about 400m away from the MTR Hang Hau Station. The major part of the Site is currently used for the PSKVB by MTRCL under a Running Line Lease, and the rest are man-made slopes on government land. The Site falls within an area mainly shown as 'MTR Pak Shing Kok Ventilation Building' and partly zoned "GB".
- 4.2 The PSKVB provides air ventilation for the tunnels of the railway line. It measures about 29.72mPD up to the top of the vent shaft. It is served by a vehicular ingress/egress via Chiu Shun Road to allow access of large vehicles for maintenance. The PSKVB is vital to the operation of the MTR line and will be maintained uninterrupted at all times during the construction of the residential towers.
- 4.3 To the immediate north-east adjoining the Site is a planned public housing development zoned "Residential (Group A)7" with a maximum building height (BH) of 130mPD. To the south and south-east are vegetated slope areas. To the further north-east are Fat Tau Chau Village and Tin Ha Wan Village. To the north and north-west across Chiu Shun Road are high-rise residential developments of Hang Hau, including La Cite Noble (about 146mPD), Yuk Ming Court (about 115mPD), Maritime Bay (about 147mPD), Wo Ming Court (about 101mPD) and Hin Ming Court (about 114mPD).
- 4.4 Within the 500m walking distance from the Site, there are Hang Hau MTR station, bus/GMB stops, shopping malls (East Point City, TKO Gateway, Ming Tak Shopping Mall) and open space (Hang Hau Man Kuk Lane Park). There is a footbridge across Chiu Shun Road about 250m to the north-east of the Site. The Civil Engineering and Development Department is also planning to construct an at-grade crossing at the junction of Chiu Shun Road and Ngan O Road to enhance pedestrian connectivity to Hang Hau MTR station.

Rezoning Proposal

- 4.5 The Site is proposed to be rezoned from an area shown as 'MTR Pak Shing Kok Ventilation Building' (about $3,227m^2$) and "GB" (about $1,291m^2$) to "R(A)8" with a maximum PR of 6 and maximum BH of 130mPD.
- 4.6 According to MTRCL's conceptual scheme, the PSKVB will retain in-situ and two domestic towers could be developed over a transfer plate on top of the PSKVB with about 432 flats and a total domestic gross floor area (GFA) of 26,748m². According to MTRCL, the development is anticipated to be completed by 2029. The conceptual scheme is shown at **Attachments Va** and **Vb** and the major development parameters are summarized below:

Site Area	About 4,458m ²
- MTRCL Lot	- About $2,571m^2$
- Government Land	- About $1,887m^2$
Domestic PR	6
Domestic GFA	About 26,748m ²
No. of Flats	About 432
No. of Towers	2
No. of Domestic Storeys	27 storeys per tower
Building Height	130mPD

Note: It is assumed that GFA of non-domestic uses such as railway facilities and above-ground ancillary carpark may be disregarded.

4.7 Technical studies (**Attachment VII**) have been conducted by MTRCL for the proposed residential development atop the PSKVB on visual, air ventilation, traffic, environmental, landscape and other aspects. The assessments have been circulated to relevant government bureaux/departments and no insurmountable technical problem has been identified.

Land Use Compatibility

4.8 The Site is in a neighborhood comprising mainly high-rise high-density residential developments, open space and vegetated slope areas. The proposed BH restriction of 130mPD and PR of 6 are considered compatible with the existing high-rise high-density residential developments with BHs ranging from 101mPD to 175mPD and PR ranging from about 4 to 8.

Visual Aspect

4.9 The proposed "R(A)8" zone is subject to a maximum BH restriction of 130mPD and the proposed development is located at the fringe of groups of high-rise towers in Hang Hau. Based on the Visual Impact Assessment (VIA) conducted by MTRCL (Appendix C of **Attachment VII**), the proposed development would not cause any major visual obstruction to its surrounding visual context. While visual impact to long and medium-range viewpoints are considered negligible, slight to moderate adverse visual impact would be caused to viewers from short-ranges viewpoints (**Attachment VIa** to **VIg**). Mitigation measures such as multi-levelled greenery and voids at podium

levels and building façade treatment to introduce visual amenity and improve visual permeability will be further explored at the detailed design stage to further reduce the visual impact arising from the proposed residential development. The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment from visual perspective.

Air Ventilation Aspect

- 4.10 The Site is located at the foothill of Pak Shing Kok abutting Chiu Shun Road. To the immediate south-west is vegetated slope and further south-west is the major intersections of Chiu Shun Road/Wan Po Road/Po Yap Road beyond which is an existing district open space. Under the annual and summer wind conditions, Chiu Shun Road running in NE-SW direction which aligns with the prevailing wind and is more than 15 m wide serves as an effective wind corridor for wind penetration through the area. As the Site is elongated and parallel to the major wind flow direction, the proposed development is not expected to have significant impact on the overall wind environment of the district.
- 4.11 Air Ventilation Assessment (AVA) Initial Study (AVA (IS)) (Appendix A of Attachment VII) has been conducted by MTRCL to assess the wind performance of the proposed residential development. Two scenarios, i.e. the Baseline Scheme (existing condition of the site) and the Conceptual Scheme, have been studied. According to the AVA IS report, the overall performance of the Conceptual Scheme on pedestrian wind environment is slightly lower than that of the Baseline Scheme under both annual and summer conditions. Slight improvement in wind performance at Chiu Shun Road, and slight stagnation in wind performance in Hang Hau Man Kuk Lane Park and Assembly of God Leung Sing Tak Primary School are observed. To alleviate the potential air ventilation impact to the surrounding pedestrian wind environment due to the proposed development, some mitigation measures including: (i) 5m setback at podium level and 10m setback of residential towers from Chiu Shun Road; (ii) permeable elements underneath the podium and above the PSKVB; and (iii) 15m building separation between the two residential blocks have been incorporated in the Conceptual Scheme. No significant adverse impact is anticipated to the surrounding wind environment with the provision of these mitigation measures. In finalising future development scheme at detailed design stage, the future developer should take into account these proposed mitigation measures in the AVA to alleviate the potential impact of the development. CTP/UD&L, PlanD has no adverse comment from air ventilation perspective.

Traffic Aspect

4.12 The site is well served by public transport network. According to the Traffic Impact Assessment (TIA) conducted by the MTRCL (Appendix D of **Attachment VII**), most junctions will operate with spare capacity with the proposed residential development, except for the junction at Po Ning Road/Po Shun Road/Po Lam Road North (J7) and Ying Yip Road southbound. The traffic generated by the proposed residential development would not induce significant traffic impact to the adjacent junctions.

- 4.13 In order to improve the accessibility of the Site to the surrounding areas, a footpath of minimum 3m-wide along the frontage of the Site at Chiu Shun Road and an at-grade pedestrian crossing across Chiu Shun Road to Ngan O Road are proposed. The Commissioner for Transport (C for T) has no adverse comment on the TIA and has no objection to the rezoning proposal from traffic perspective.
- 4.14 The site is located about 400m from the MTR Hang Hau station. Finding shows that the estimated number of MTR passengers generated from the proposed development is insignificant when compared with the critical link flows in the railway network. The railway network has sufficient capacity to accommodate the additional demand. The Railway Development Office of Highways Department also has no adverse comment from railway point of view.

Environmental Aspect

4.15 An Environmental Assessment (EA) has been conducted to assess the environmental impacts arising from the PSKVB and proposed residential development on air quality and noise (Appendix B of Attachment VII). The PSKVB including its vent shafts and air-conditioning units will be located under the transfer plate. With mitigation measures such as the installation of acoustic louvres/silencers at the ventilation openings of the PSKVB and at least 5m exhaust air zone buffer distance from the ventilation openings of the PSKVB, no adverse air quality and noise impacts from the PSKVB to the proposed residential development are anticipated. Regarding the proposed residential development, mitigation measures such as building setback from Chiu Shun Road and installation of fixed/maintenance/acoustic windows are proposed such that no insurmountable air quality and noise impacts from Chiu Shun Road are envisaged. The EA concludes that the proposed development is environmentally acceptable and feasible. The Director of Environmental Protection (DEP) has no objection to the rezoning proposal.

Landscape Aspect

According to the Indicative Landscape Master Plan and Tree Survey Report 4.16 (LMP) (Appendix H of Attachment VII), the proposed development will replace the existing utility character of the Site to residential landscape character. A total number of 31 trees with low to medium amenity value are identified within the site, without any registered or potential Old and Valuable Tree, rare or protected tree species, or Champion Tree. All these trees will be fell and fully compensated with additional 8 trees (replanting ratio 1:1.26) on the podium garden and ground floor. Taking into account the surrounding areas of the Site with landscape resources including wooldland, shrubland, plantation, roadside plantation and open space, landscape mitigation measures including multi-level greening framework at car park level and slope area, compensation of existing trees loss with native and ornamental tree species and introduction of residential landscape to improve amenity and shading would be implemented. The change of existing utility character of the Site to residential landscape character is considered

compatible to the high-rise residential, urban fringe and recreational landscape character of Hang Hau. CTP/UD&L, PlanD has no adverse comment on the LMP.

Infrastructural and Other Aspects

4.17 MTRCL has also submitted Sewerage Impact Assessment, Drainage Impact Assessment and Geotechnical Planning Review Report (Appendices E to G of **Attachment VII**) to demonstrate the technical feasibility of the proposed development. Relevant departments have no adverse comments on these technical aspects.

Item B – Rezoning of a strip of land along Chiu Shun Road from an area shown as 'MTR Pak Shing Kok Ventilation Building' (about 105m²) to 'Road'

4.18 The site comprises a strip of land along Chiu Shun Road currently occupied by roadside planting (Photo 4 on **Plan 5b**). It is proposed to rezone the site from an area shown as 'MTR Pak Shing Kok Ventilation Building' to 'Road', to form part of the future footpath.

5. <u>G/IC Facilities and Open Space Provisions</u>

5.1 Taking into account the proposed residential development, the planned population of the Planning Scheme Area as estimated by PlanD would be about 470,800 persons.

GIC Facilities

5.2 Based on the requirements in Hong Kong Planning Standards and Guidelines (HKPSG) and the planned population, as shown in Attachment VIII, the planned provision for GIC facilities in the area is generally adequate to meet the demand of the overall planned population (including the increase in population from the proposed residential development) except mainly for elderly facilities and child care centres. As the Site is occupied by the PSKVB and associated facilities, provision of elderly facility and child care centre within the future development is not feasible as these facilities should not be located more than 24m above ground according to HKPSG. Moreover, the provision of GIC facilities are long-term target and the actual provision would be subject to the consideration of the relevant departments during the planning and development process. PlanD and concerned departments will work closely together to ensure that additional GIC facilities will be included in new and redevelopment proposals from both public and private sectors.

Open Space

5.3 There will be a surplus of 9.23ha of district open space and 26.12ha of local open space provision.

6. Proposed Amendments to Matters shown on the OZP

The proposed amendments as shown on the draft Tseung Kwan O OZP No. S/TKO/26A at Attachment II are as follows:

Item A (about 0.45ha)

Rezoning of a Site at Chiu Shun Road from an area shown as 'MTR Pak Shing Kok Ventilation Building' and "GB" to "R(A)8" with a maximum PR of 6 and BH of 130mPD.

Item B (about 0.01ha)

Rezoning of a strip of land along Chiu Shun Road from an area shown as 'MTR Pak Shing Kok Ventilation Building' to 'Road' to form part of the future footpath.

7. Proposed Amendment to the Notes of the OZP

7.1 The proposed amendments to the Notes of the OZP (with additions in *bold and italics* and deletions in 'erossed out') are at **Attachment III** for Members' consideration. The proposed amendments are summarised as follows:

"R(*A*)*" zone*

7.2 In relation to **Item A** mentioned in paragraph 7 above, the Notes of the "R(A)" zone are revised to include 'Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (on land designated "R(A)8" only)' in Column 1 of the User Schedule, and 'Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (except on land designated "R(A)8")' in Column 2 of the User Schedule. The Remarks of the Notes for "R(A)" zone are also revised to specify the development restrictions and that railway facilities may be disregarded in determining the maximum plot ratio for the "R(A)8" sub-area.

Technical amendments

- 7.3 In accordance with the latest amendments to the MSN in relation to the subsuming of 'Market' use under 'Shop and Services' use endorsed by the Board on 28.12.2018, the following amendments to the Notes will be made:
 - (a) deletion of 'Market' from Column 1 use in "Commercial / Residential" and "Other Specified Uses" annotated "Commercial/Residential Development with Public Transport Interchange" zones;
 - (b) deletion of 'Market' from Column 2 use in "Comprehensive Development Area", "Residential (Group B)", Schedule I of "Residential (Group E)" and "Village Type Development" zones; and
 - (c) revising 'Shop and Services' to 'Shop and Services (not elsewhere specified)' in Column 2 of "R(A)" and "Government, Institution or Community" zones respectively.

8. <u>Revision to the Explanatory Statement of the OZP</u>

The ES of the TKO OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in *bold and italics* and deletions in 'crossed out') area at **Attachment IV** for Members' consideration.

9. <u>Plan Number</u>

Upon exhibition for public inspection, the OZP will be renumbered as S/TKO/27.

10. <u>Consultation</u>

Consultation with Sai Kung District Council

- 10.1 On 5 May 2020, the Sai Kung District Council (SKDC) was consulted on the proposed amendment. The SKDC members mainly raised concerns on the potential adverse traffic impact, inadequate road and railway capacity, adverse air ventilation, inadequate GIC and retail facilities, and lack of comprehensive planning for Tseung Kwan O area. Some members opined that Tseung Kwan O Area 137 should be given priority for development. Some members also queried MTRCL's development right over the Site. The SKDC passed a motion⁽¹⁾ at the meeting objecting to residential development at the Site.
- 10.2 In response, PlanD explained at the SKDC meeting that the Government has adopted a multi-pronged strategy to increase housing land supply, including new development areas, rezoning of "Green Belt" sites, as well as exploring development potential of railway stations and their related sites along existing and future rail lines. Relevant technical assessments (including TIA, EA and AVA etc.) have been conducted by MTRCL for the proposed development atop the existing PSKVB and no insurmountable problems have been identified by bureaux/departments. The GIC provision in Tseung Kwan O have been planned in a holistic manner and PlanD would continue to take opportunities to identify suitable land/premises for the provision of various GIC facilities taking into consideration the HKPSG's requirements and requirements of relevant government departments. The "Planning and Engineering Study for Re-planning of Tseung Kwan O Area 137" is in progress and technical assessments on the preliminary land use options are being carried out. Public consultation would be conducted in a timely manner.

⁽¹⁾ The SKDC passed a motion titled "反對昭信路公屋規劃及百勝角通風大樓的私人住宅發展規劃" at the meeting held on 5 May 2020.

Departmental Consultation

- 10.3 The rezoning proposal has been circulated to the following bureaux/departments for comment. No objection or adverse comments have been received and their comments have been incorporated into the proposed amendments to the OZP as appropriate.
 - (a) Secretary for Development;
 - (b) Secretary for Food and Health;
 - (c) Secretary for Education;
 - (d) Secretary for Financial Services and the Treasury;
 - (e) Secretary for Transport and Housing;
 - (f) District Lands Officer/Sai Kung, Lands Department;
 - (g) Chief Estate Surveyor/Railway Development, Lands Department;
 - (h) Project Manager (East), Civil Engineering and Development Department;
 - (i) Head of Geotechnical Engineering Office, Civil Engineering and Development Department;
 - (j) Project Team Leader/Housing, Civil Engineering and Development Department;
 - (k) Chief Architect/Central Management Division 2, Architectural Services Department;
 - (l) Director of Environmental Protection;
 - (m) Director of Housing;
 - (n) District Officer (Sai Kung), Home Affairs Department;
 - (o) Government Economist, Financial Secretary's Office;
 - (p) Commissioner for Transport;
 - (q) Chief Highway Engineer/New Territories East, Highway Department;
 - (r) Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department;
 - (s) Chief Engineer/Construction, Water Supplies Department;
 - (t) Chief Engineer/Mainland South, Drainage Services Department;
 - (u) Chief Building Surveyor/New Territories East (2) and Rail, Buildings Department;
 - (v) Director of Agriculture, Fisheries and Conservation;
 - (w) Director of Food and Environmental Hygiene;
 - (x) Director of Fire Services;
 - (y) Director of Leisure and Cultural Services;
 - (z) Executive Secretary (Antiquities & Monuments), Antiquities and Monuments Office;
 - (aa) Director of Electrical and Mechanical Services;
 - (bb)Director of Social Welfare; and
 - (cc) Chief Town Planner/Urban Design and Landscape, Planning Department.

Public Consultation

10.4 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/TKO/27 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period.

11. Decision Sought

Members are invited to:

- (a) <u>agree</u> to the proposed amendments to the approved Tseung Kwan O OZP No. S/TKO/26 and that the draft Tseung Kwan O OZP No. S/TKO/26A at Attachment II (to be renumbered as S/TKO/27 upon exhibition) and its Notes at Attachment III are suitable for public exhibition under section 5 of the Ordinance; and
- (b) <u>adopt</u> the revised ES at **Attachment IV** for the draft Tseung Kwan O OZP No. S/TKO/26A (to be renumbered as S/TKO/27) as an expression of the planning intention and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the OZP.

12. Attachments

Attachment I	Approved Tseung Kwan O OZP No. S/TKO/26
	(reduced scale)
Attachment II	Draft Tseung Kwan O OZP No. S/TKO/26A
Attachment III	Revised Notes of Draft Tseung Kwan O OZP No.
	S/TKO/26A
Attachment IV	Revised Explanatory Statement of Draft Tseung Kwan O
	OZP No. S/TKO/26A
Attachment Va to Vb	Conceptual Scheme Drawings of the Proposed Residential
	Development at PSKVB
Attachment VIa to VIg	Photomontages of the Proposed Residential Development at
	PSKVB
Attachment VII	Rezoning Report submitted by MTRCL for the Proposed
	Residential Development at PSKVB
Attachment VIII	Provision of Major Community Facilities and Open Space in
	Tseung Kwan O
Plan 1	Location Plan of the Proposed Amendment Items
Plan 2	Proposed Amendments to the Approved TKO OZP No.
	S/TKO/26
Plan 3	Site Plan
Plan 4	Aerial Photo
Plans 5a to 5b	Site Photos

PLANNING DEPARTMENT MAY 2020





Attachment II



APPROVED DRAFT TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/26A

(Being an Approved Plan a Draft Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3) (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, "existing use of any land or building" means
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as 'the first plan'),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
 - (ii) after the publication of the first plan,
 - a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.

- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
 - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

toll plaza, on-street vehicle park and railway track.

- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate planning permission is required.
- (10) In these Notes,

"existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

"New Territories Exempted House" means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as 'Shop and Services' or 'Eating Place', the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

APPROVED DRAFT TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/26A

Schedule of Uses

Page 1

Comprehensive Development Area	1
Commercial/Residential	4
Residential (Group A)	5
Residential (Group B)	8 9
Residential (Group C)	9 10
Residential (Group E)	11 12
Village Type Development	16 17
Government, Institution or Community	18 19
Open Space	20 21
Recreation	22 23
Other Specified Uses	23 24
Green Belt	31 32

COMPREHENSIVE DEVELOPMENT AREA

to the Town Planning Board	
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel House Information Technology and Telecommunicatio Industries Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Petrol Filling Station Pier Place of Entertainment Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Vility Installation Public Vility Installation Research, Design and Development Centre Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project	nt .ions

<u>COMPREHENSIVE DEVELOPMENT AREA</u> (cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

<u>Remarks</u>

- (a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
 - (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks (cont'd)

- (b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (c) On land designated "Comprehensive Development Area" in Area 86, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area of 1,612,800m² and a maximum non-domestic gross floor area of 40,000m².
- (d) On land designated "Comprehensive Development Area" in Area 92, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 15,700m² and a maximum building height of 6 storeys over one level of carport.
- (e) In determining the maximum gross floor area for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport facilities or GIC facilities, as required by the Government, may also be disregarded.
- (f) In determining the maximum gross floor area for the purposes of paragraph (d) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (g) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area restrictions stated in paragraph (c) above and the gross floor area/building height restrictions stated in paragraph (d) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMMERCIAL / RESIDENTIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application
Uses always permitted	to the Town Planning Board
Ambulance Depot Eating Place Educational Institution (in a commercial building or in the purpose-designed non-residential portion [@] of an existing building only) Exhibition or Convention Hall Flat Government Use (not elsewhere specified) Hotel House Information Technology and	Broadcasting, Television and/or Film Studio Commercial Bathhouse/Massage Establishment Educational Institution (not elsewhere specified) Government Refuse Collection Point Hospital Institutional Use (not elsewhere specified) Petrol Filling Station Public Convenience Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services (Motor Vehicle Showroom
Library Market Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club	oniy)
Public Clinic Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Residential Institution School (in free-standing purpose-designed school building, in a commercial building or in the purpose-designed non-residential portion [@] of an existing building only) Shop and Services (not elsewhere specified) Social Welfare Facility Training Centre Utility Installation for Private Project Wholesele Trade	

@ Excluding floors containing wholly or mainly car parking, loading/unloading bay and/or plant room

Planning Intention

This zone is intended primarily for commercial and/or residential development. Commercial, residential and mixed commercial/residential uses are always permitted.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market <i>Mass Transit Railway Vent Shaft and/or</i> <i>Other Structure above Ground</i> <i>Level other than Entrances (on</i> <i>land designated "R(A)8" only)</i> Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) <i>Mass Transit Railway Vent Shaft and/or</i> <i>Other Structure above Ground Level</i> <i>other than Entrances (except on</i> <i>land designated "R(A)8")</i> Office Petrol Filling Station
station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	 Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services (<i>not elsewhere specified</i>) Training Centre

<u>RESIDENTIAL (GROUP A)</u> (cont'd)

Column 1		
Uses	always	permitted

Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre

<u>RESIDENTIAL (GROUP A)</u> (cont'd)

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio, site coverage and building height specified below, or the plot ratio, site coverage and height of the existing building, whichever is the greater:

<u>Sub-a</u>	<u>rea</u>	Maximum Domestic <u>Plot Ratio</u>	Maximum Non- Domestic <u>Plot Ratio</u>	Maximum <u>Site Coverage</u> (excluding basement(s))	Maximum <u>Building Height</u> (metres above Principal Datum)
R(A)1		5.5	0.5	-	138
R(A)2		5	0.5	50%	100
R(A)3		4	0.5	50%	100
R(A)4	Area (a) Area (b)	3 3	0.5 0.5	50% 50%	65 35
R(A)5		3	0.5	50%	65
R(A)6	Area (a) Area (b) Area (c)	2 2 2	0.5 0.5 0.5	50% 50% 50%	50 35 60

- (b) On land designated "R(A)7", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.5 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (c) On land designated "R(A)8", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

- (c)(d) On land designated "R(A)3" in Area 65, a public open space of not less than 4,600m² shall be provided in the southern portion and at the street level.
- (d)(e) In determining the maximum plot ratio for the purposes of paragraphs (a) and (b) to (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(f) In determining the maximum plot ratio for the purpose of paragraph (c) above, any floor space that is constructed or intended for use solely as railway facilities, as required by the Government, may be disregarded.

- (e)(g) In determining the maximum site coverage for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (f)(h) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/site coverage/building height restrictions stated in paragraphs (a) and (b) to (c) above and minor adjustment to the boundaries of Areas (a)/(b) of "R(A)4" and/or Areas (a)/(b)/(c) of "R(A)6" as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose- designed building only) Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Market Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Library Petrol Filling Station Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

<u>RESIDENTIAL (GROUP C)</u> (cont'd)

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio, site coverage and building height specified below, or the plot ratio, site coverage and height of the existing building, whichever is the greater:

Sub-area	Maximum	Maximum	Maximum
	<u>Plot Ratio</u>	<u>Site Coverage</u>	<u>Building Height</u>
R(C)1	0.6	30%	2 storeys over one level of carport

- (b) In determining the maximum plot ratio and site coverage for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/site coverage/building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP E)

Column 1 Uses always permitted Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

Schedule I : for open-air development or for building other than industrial or industrial-office building[@]

Ambulance Depot	Commercial Bathhouse/Massage Establishment
Government Use (not elsewhere specified)	Eating Place
Public Transport Terminus or Station	Educational Institution
(excluding open-air terminus or station)	Exhibition or Convention Hall
Utility Installation for Private Project	Flat
•	Government Refuse Collection Point
	Hospital
	Hotel
	House
	Institutional Use (not elsewhere specified)
	Library
	Market
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station (not
	elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	Residential Institution
	School
	Shop and Services
	Social Welfare Facility
	Training Centre

RESIDENTIAL (GROUP E) (cont'd)

Column 1
Uses always permitted

Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place Educational Institution Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic **Public Convenience Recyclable Collection Centre** School Shop and Services Social Welfare Facility **Training Centre**

Column 1 Uses always permitted Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

Schedule II : for existing industrial or industrial-office building[@]

Ambulance Depot Art Studio (excluding those involving direct provision of services or goods) Cargo Handling and Forwarding Facility (not elsewhere specified) Eating Place (Canteen only) Government Refuse Collection Point Government Use (not elsewhere specified) Information Technology and **Telecommunications Industries** Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods^{Δ}) Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only) **Public Convenience** Public Transport Terminus or Station **Public Utility Installation** Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or **Radio Transmitter Installation Recyclable Collection Centre** Research, Design and Development Centre Shop and Services (Motor Vehicle Showroom on ground floor, Service Trades only) Utility Installation for Private Project Warehouse (excluding Dangerous Goods Godown)

Cargo Handling and Forwarding Facility
(Container Freight Station, free-standing
purpose-designed Logistics Centre only)
Industrial Use (not elsewhere specified)
Off-course Betting Centre
Office (not elsewhere specified)
Petrol Filling Station
Place of Recreation, Sports or Culture (not
elsewhere specified)
Private Club
Shop and Services (not elsewhere specified)
(ground floor only except Ancillary
Showroom [#] which may be permitted on any
floor)
Vehicle Repair Workshop
Wholesale Trade

RESIDENTIAL (GROUP E) (cont'd)

	Column 2
Column 1	Uses that may be permitted with or
Uses always permitted	without conditions on application
	to the Town Planning Board

In addition, the following uses are always permitted in the purpose-designed nonindustrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

Eating Place Educational Institution Exhibition or Convention Hall Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Religious Institution School (excluding kindergarten) Shop and Services Training Centre In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

Social Welfare Facility (excluding those involving residential care)

- [@] An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.
- [△] Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).
- [#] Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

<u>RESIDENTIAL (GROUP E)</u> (cont'd)

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.0 and a maximum building height of 130m.
- (b) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public vehicle park and public transport facilities, as required by the Government, may also be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by Town Planning Board on application under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

Agricultural UseEating PlaceGovernment Use (Police Reporting Centre, Post Office only)Government Refuse Collection Point Government Use (not elsewhere specified)# House (not elsewhere specified)House (New Territories Exempted House only)Institutional Use (not elsewhere specified)On-Farm Domestic Structure Religious Institution (Ancestral Hall only)Petrol Filling Station Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Utility Installation# Public Vehicle Park (excluding container vehicle)Public Vehicle Park (excluding container vehicle)Religious Institution# School# Shop and Services Social Welfare Facility# Utility Installation for Private Project	Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Agricultural Use Government Use (Police Reporting Centre, Post Office only) House (New Territories Exempted House only) On-Farm Domestic Structure Religious Institution (Ancestral Hall only) Rural Committee/Village Office	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified)# House (not elsewhere specified) Institutional Use (not elsewhere specified)# Market Petrol Filling Station Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation# Public Vehicle Park (excluding container vehicle) Religious Institution (not elsewhere specified)# Residential Institution# School# Shop and Services Social Welfare Facility# Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

Eating Place Library School Shop and Services

VILLAGE TYPE DEVELOPMENT (cont'd)

Planning Intention

The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Information Technology and Telecommunications Industries (within "G/IC(9)" only) Institutional Use (not elsewhere specified) Library Market Pier Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Rural Committee/Village Office School Service Reservoir Social Welfare Facility	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Holiday Camp Hotel House Marine Fuelling Station Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services (<i>not elsewhere specified</i>) Utility Installation for Private Project Zoo
Wholesale Trade	

GOVERNMENT, INSTITUTION OR COMMUNITY (cont'd)

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

<u>Remarks</u>

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height specified below, or the height of the existing building, whichever is the greater:

<u>Su</u>	<u>ıb-area</u>	Maximum Building Height
G/IC(1)		75m
G/IC(2)		55m
G/IC(3)		45m
G/IC(4)		40m
G/IC(5)		10m
G/IC(6)		5m
G/IC(7)	Area (a)	100mPD, except a fire services rescue training tower up to 114mPD
	Area (b)	120mPD
G/IC(8)		106mPD
G/IC(9)		60mPD, except a communications tower up to 76mPD

(b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board	
Aviary Barbecue Spot Field Study/Education/Visitor Centre Library (within "O(1)" only) Park and Garden Pavilion Pedestrian Area Place of Recreation, Sports or Culture (within "O(1)" only) Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Pier Place of Entertainment Place of Entertainment Place of Recreation, Sports or Culture (not elsewhere specified) Private Club Public Transport Terminus or Station Public Utility Installation Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground	
	Utility Installation for Private Project	

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

OPEN SPACE (2)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary	Cable Car Route and Terminal Building
Eight Store by Charactery Wighten Courter	Eating Place
Field Study/Education/ visitor Centre	Government Refuse Collection Point
Lanunin Dark and Cardan	Holiday Comp
Park and Garden Pavilion	Place of Entertainment
Pedestrian Area	Place of Pacreation Sports or Culture
Picnic Area	Private Club
Playaround/Playing Field	Public Transport Terminus or Station
Promenade	Public Utility Installation
Public Convenience	Public Vehicle Park (excluding container
Sitting Out Area	vehicle)
Zoo	Religious Institution
200	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public after the decommissioning and restoration of the landfill site, while permitting landfill use in the interim.

RECREATION

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Field Study/Education/Visitor Centre Government Use (Police Reporting Centre only) Holiday Camp Picnic Area Place of Recreation, Sports or Culture Public Convenience Tent Camping Ground	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Eating Place Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Marina Pier Place of Entertainment Private Club Public Utility Installation Public Vehicle Park (excluding container vehicle) Residential Institution Shop and Services Theme Park Utility Installation for Private Project Zoo

Planning Intention

This zone is intended primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted on application to the Town Planning Board.

<u>Remarks</u>

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.1 and a maximum building height of 1 storey, or the plot ratio and height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OTHER SPECIFIED USES

Column 1 Uses always permitted Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Commercial Development with Public Transport Interchange" Only

Ambulance Depot Commercial Bathhouse/Massage Establishment **Eating Place Educational Institution** Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and **Telecommunications Industries** Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic **Public Convenience** Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) **Recyclable Collection Centre Religious Institution** School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade

Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop and services, place of entertainment, eating place and hotel, with public transport interchange facilities serving as a major employment node and a commercial, retail and entertainment centre for the New Town as well as for Sai Kung hinterland.

Column 1 Uses always permitted Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

Broadcasting, Television and/or Film Studio

Government Refuse Collection Point

Institutional Use (not elsewhere specified)

Shop and Services (Motor Vehicle Showroom

Commercial Bathhouse/Massage Establishment Educational Institution (not elsewhere specified)

For "Commercial/Residential Development with Public Transport Interchange" Only

Hospital

Petrol Filling Station

Public Convenience

Religious Institution

only)

Recyclable Collection Centre

School (not elsewhere specified)

Ambulance Depot Eating Place **Educational Institution** (in a commercial building or in the purpose-designed non-residential portion[@] of an existing building only) Exhibition or Convention Hall Flat Government Use (not elsewhere specified) Hotel House Information Technology and **Telecommunications Industries** Library Market Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club **Public Clinic** Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) **Residential Institution** School (in free-standing purpose-designed school building, in a commercial building or in the purpose-designed non-residential portion[@] of an existing building only) Shop and Services (not elsewhere specified) Social Welfare Facility **Training Centre** Utility Installation for Private Project Wholesale Trade

@ Excluding floors containing wholly or mainly car parking, loading/unloading bay and/or plant room

For "Commercial/Residential Development with Public Transport Interchange" Only (cont'd)

Planning Intention

This zone is intended primarily for commercial and/or residential development with public transport interchange facilities. Commercial, residential and mixed commercial/residential uses are always permitted.

Column 1 Uses always permitted Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Sports and Recreation Club" Only

Place of Recreation, Sports or Culture Private Club

Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Public Vehicle Park (excluding container vehicle) Shop and Services Social Welfare Facility Utility Installation for Private Project

Planning Intention

This zone is intended primarily to reserve land for water sports and recreation facilities.

<u>Remarks</u>

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.5, a maximum site coverage of 50% and a maximum building height of 1 storey, or the plot ratio, site coverage and height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/site coverage/building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

Column 1 Uses always permitted Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Industrial Estate" Only

Ambulance Depot Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Dangerous Goods Godown Eating Place Gas Works Government Refuse Collection Point Government Use (not elsewhere specified) Industrial Use Information Technology and **Telecommunications Industries** Marine Fuelling Station Office **Petrol Filling Station** Pier **Private Club Public Convenience** Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio **Transmitter Installation Refuse Disposal Installation** Research, Design and Development Centre Shop and Services Social Welfare Facility (excluding those involving residential care) **Training Centre** Utility Installation for Private Project Warehouse (excluding Dangerous Goods Godown) Wholesale Trade

Electric Power Station
Off-course Betting Centre
Offensive Trades
Oil Depot, Oil Refinery and Petro-chemical
Plant
Place of Recreation, Sports or Culture
Service Industries (not elsewhere specified)

Planning Intention

This zone is intended primarily to provide/reserve land for the development of an industrial estate for industries to be admitted by the Hong Kong Science and Technology Parks Corporation according to the criteria set by the Corporation. Industries to be included would normally not be accommodated in conventional industrial buildings because of their specific requirements.

Column 1 Uses always permitted

Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Deep Waterfront Industry" Only

Ambulance Depot Asphalt Plant/Concrete Batching Plant Cargo Handling and Forwarding Facility Container Storage/Repair Yard Eating Place (Canteen, Cooked Food Centre only) Yard **Government Refuse Collection Point** Government Use (not elsewhere specified) **Electric Power Station** Industrial Use (Motor-vehicle Assembly Plant, Paint Manufacturing, Service Trades, Steel Gas Works Works only) Information Technology and **Telecommunications Industries** Office Marine Fuelling Station Open Storage of Construction Materials Private Club Open Storage of Cement/Sand Petrol Filling Station Shop and Services Social Welfare Facility Pier **Public Convenience Training Centre** Wholesale Trade Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) **Recyclable Collection Centre** Research, Design and Development Centre Refuse Disposal Installation Ship-building, Ship-breaking and Ship-repairing Yard Utility Installation for Private Project Warehouse (excluding Dangerous Goods Godown)

Container Vehicle Park/Container Vehicle Repair Dangerous Goods Godown Eating Place (not elsewhere specified) Industrial Use (not elsewhere specified) Off-course Betting Centre Oil Depot, Oil Refinery and Petro-chemical Plant Place of Recreation, Sports or Culture

Planning Intention

This zone is intended primarily for special industries which require marine access, access to deep water berths or water frontage. Industries to be accommodated within this zone are usually capital intensive, land-intensive and cannot be accommodated in conventional industrial buildings.

(Please see next page)

Column 1 Uses always permitted Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Desalination Plant" Only

Desalination Plant Pier Government Use Utility Installation not ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the development of a desalination plant to provide fresh water serving the needs of the community.

For "Cemetery" Only

Columbarium	Place of Recreation, Sports or Culture
Crematorium	Public Transport Terminus or Station
Funeral Facility	Public Utility Installation
Government Use (not elsewhere specified)	Religious Institution
Grave	Shop and Services (Retail Shop only)
Public Convenience	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of land for cemetery use serving the needs of the community.

For "Petrol Filling Station" Only

Petrol Filling Station

Government Use Public Utility Installation Workshop (Vehicle Repair Workshop only)

Planning Intention

This zone is intended primarily for the provision of petrol filling station serving the needs of the community.

(please see next page)

OTHER SPECIFIED USES

Column 1 Uses always permitted Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Pier" Only

Government Use Pier Eating Place Marine Fuelling Station Shop and Services Utility Installation for Private Project

Planning Intention

This zone is primarily intended for the provision of pier for recreation and pleasure vessels and tourism to serve the needs of the community and to enhance the recreation and tourism potential of the area.

<u>Remarks</u>

Kiosks not greater than $10m^2$ each in area and not more than 10 in number for uses as shop and services are considered as ancillary to "pier" use.

For "Ventilation Building" only

Ventilation Building

Government Use Utility Installation not ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the development of ventilation building.

For All Other Sites (Not Listed Above)

As Specified on the Plan

Government Use Utility Installation not ancillary to the Specified Use

Planning Intention

These zones are intended primarily to provide land for the specified use serving the specific needs of the community.

GREEN BELT

Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board		
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House Marine Fuelling Station Petrol Filling Station Pier Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Rural Committee/Village Office School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo		

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

APPROVED DRAFT TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/26A

EXPLANATORY STATEMENT

EXPLANATORY STATEMENT

APPROVED DRAFT TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/26A

CONTENTS		Page		
1.	INTRC	INTRODUCTION		
2.	AUTH	AUTHORITY FOR THE PLAN AND PROCEDURE		
3.	OBJEC	CT OF THE PLAN	4	
4.	NOTES	S OF THE PLAN	4	
5.	THE P	THE PLANNING SCHEME AREA		
6.	POPUI	LATION	5	
7	URBAN	N DESIGN FRAMEWORK	5	
8.	LAND	USE ZONINGS		
	8.1	Comprehensive Development Area	7	
	8.2	Commercial/Residential	78	
	8.3	Residential (Group A)	8	
	8.4	Residential (Group B)	11 12	
	8.5	Residential (Group C)	12	
	8.6	Residential (Group E)	12 13	
	8.7	Village Type Development	13 14	
	8.8	Government, Institution or Community	14 15	
	8.9	Open Space	17 18	
	8.10	Recreation	18 19	
	8.11	Other Specified Uses	19 20	
	8.12	Green Belt	20 21	
9.	COMM	COMMUNICATIONS		
10.	UTILI	UTILITY SERVICES		
11.	CULTU	CULTURAL HERITAGE		
12.	IMPLE	IMPLEMENTATION		

APPROVED DRAFT TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/26A

(Being an Approved a Draft Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance, this Statement shall not be deemed to constitute a part of the Plan.

1. <u>INTRODUCTION</u>

This Explanatory Statement is intended to assist an understanding of the approved *draft* Tseung Kwan O Outline Zoning Plan (OZP) No. S/TKO/26A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for various land-use zonings of the Plan.

2. <u>AUTHORITY FOR THE PLAN AND PROCEDURE</u>

- 2.1 On 11 December 1992, the draft Tseung Kwan O OZP No. S/TKO/1, the first statutory plan covering the Tseung Kwan O area, was gazetted under section 5 of the Town Planning Ordinance (the Ordinance). The OZP was subsequently amended twice.
- 2.2 On 16 July 1996, the then Governor in Council, under section 9(1)(a) of the Ordinance, approved the draft Tseung Kwan O OZP, which was subsequently renumbered as S/TKO/4. On 4 November 1997, the Chief Executive in Council (CE in C) referred the approved OZP No. S/TKO/4 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.3 On 9 February 1999, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tseung Kwan O OZP, which was subsequently renumbered as S/TKO/6. On 20 July 1999, the CE in C referred the approved OZP No. S/TKO/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended three times and exhibited for public inspection under section 7 or 12(3) of the Ordinance.
- 2.4 On 15 May 2001, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tseung Kwan O OZP, which was subsequently renumbered as S/TKO/10. On 25 September 2001, the CE in C referred the approved OZP No. S/TKO/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.5 On 17 December 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tseung Kwan O OZP, which was subsequently renumbered as S/TKO/13. On 8 July 2003, the CE in C referred the approved OZP No. S/TKO/13 to the Board for amendment under section 12(1)(b)(ii) of the

Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.

- 2.6 On 2 November 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tseung Kwan O OZP, which was subsequently renumbered as S/TKO/15. On 30 May 2006, the CE in C referred the approved OZP No. S/TKO/15 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance to reflect the relevant recommendations of the Feasibility Study for Further Development of Tseung Kwan O (the Study).
- 2.7 On 2 June 2009, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tseung Kwan O OZP, which was subsequently renumbered as S/TKO/17. On 1 December 2009, the Secretary for Development (SDEV), under the delegated authority of the Chief Executive (CE), directed the Board under section 3(1)(a) of the Ordinance to extend the planning scheme boundary of the Tseung Kwan O OZP to cover a piece of land proposed to be excised from the Clear Water Bay Country Park (CWBCP) for the proposed South East New Territories Landfill Extension. On 2 February 2010, the CE in C referred the approved OZP No. S/TKO/17 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended twice, including the exclusion of about 5 ha of CWBCP land from the planning scheme boundary of the Tseung Kwan O OZP, and was exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.8 On 17 April 2012, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tseung Kwan O OZP, which was subsequently renumbered as S/TKO/20. On 29 April 2014, the CE in C referred the approved Tseung Kwan O OZP No. S/TKO/20 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 16 May 2014, the reference was notified in the Gazette under section 12(2) of the Ordinance.
- 2.9 On 27 February 2015, the draft Tseung Kwan O OZP No. S/TKO/21 incorporating amendments mainly to rezone a site in Area 85 from "Other Specified Uses" annotated "Sewage Treatment Works" to "Government, Institution or Community (9)" to facilitate a proposed data centre development was exhibited for public inspection under section 5 of the Ordinance. In addition, the road schemes of the Tseung Kwan O Lam Tin Tunnel and the Cross Bay Link, Tseung Kwan O authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance are shown on the Plan for information. During the exhibition period, a total of 385 representations were received. On 29 May 2015, the representations were published for three weeks for public comments and 9 comments were received. On 11 September 2015, the Board decided not to propose any amendment to the draft OZP to meet the representations under section 6(B)8 of the Ordinance.
- 2.10 On 1 December 2015, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tseung Kwan O OZP, which was subsequently renumbered as S/TKO/22. On 11 December 2015, the approved Tseung Kwan O OZP No. S/TKO/22 was exhibited for public inspection under section 9(5) of the

Ordinance. On 5 April 2016, the CE in C referred the approved Tseung Kwan O OZP No. S/TKO/22 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference was notified in the Gazette on 15 April 2016 under section 12(2) of the Ordinance.

- 2.11 On 24 June 2016, the draft Tseung Kwan O OZP No. S/TKO/23, incorporating an amendment to rezone a site in the south-eastern part of Tseung Kwan O Area 137 for desalination plant use, was exhibited for public inspection under section 5 of the Ordinance. In addition, the footbridge as described in the road scheme of the Tseung Kwan O further development infrastructure works for Tseung Kwan O Stage 1 Landfill Site as authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance is shown on the Plan for information. During the two-month exhibition period, one valid representation was received. On 9 September 2016, the representation was received. After giving consideration to the representation and comment on 16 December 2016, the Board decided not to propose any amendment to the draft OZP to meet the representation under section 6B(8) of the Ordinance.
- 2.12 On 14 March 2017, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tseung Kwan O OZP, which was subsequently renumbered as S/TKO/24. On 24 March 2017, the approved Tseung Kwan O OZP No. S/TKO/24 was exhibited for public inspection under section 9(5) of the Ordinance. On 27 June 2017, the CE in C referred the approved Tseung Kwan O OZP No. S/TKO/24 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference was notified in the Gazette on 7 July 2017 under section 12(2) of the Ordinance.
- 2.13 On 11 August 2017, the draft Tseung Kwan O OZP No. S/TKO/25, incorporating amendments to rezone five sites from "Green Belt" ("GB") to "Residential (Group A)7" ("R(A)7") to facilitate public housing development, including one in Area 114 to the north of Tseung Kwan O Village, one in Area 111 to the northwest of Ying Yip Road, one in Areas 35 and 108 to the south of Chiu Shun Road, one in Area 113 to the west of Yau Yue Wan Village and one in Area 106 to the east of Hong Kong Movie City, was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, a total of 1,020 valid representations were received. On 17 November 2017, the representations were published for three weeks for public comments and 9 valid comments were received.
- 2.14 After consideration of the representations and comments under section 6B(1) of the Ordinance on 10 May and 21 June 2018, the Board decided to propose amendment to the draft Tseung Kwan O OZP No. S/TKO/25 by rezoning the site north of Tseung Kwan O Village from "R(A)7" to "GB". On 13 July 2018, the proposed amendment to the draft OZP was exhibited for public inspection under section 6C(2) of the Ordinance. During the three-week exhibition period, a total of 365 valid further representations were received. After consideration of the further representations under section 6F(1) of the Ordinance on 14 September 2018, the Board decided to amend the draft OZP by the proposed amendment under section 6F(9) of the Ordinance.

- 2.15 On 16 October 2018, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tseung Kwan O OZP, which was subsequently renumbered as S/TKO/26 (the Plan). On 26 October 2018, the approved Tseung Kwan O OZP No. S/TKO/26 was exhibited for public inspection under section 9(5) of the Ordinance. On 17 December 2019, the CE in C referred the approved Tseung Kwan O OZP No. S/TKO/26 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference was notified in the Gazette on 27 December 2019 under section 12(2) of the Ordinance.
- 2.16 On XX XXX 2020, the draft Tseung Kwan O OZP No. S/TKO/27, incorporating amendments including mainly the rezoning of Pak Shing Kok Ventilation Building and its adjoining land from an area shown as 'MTR Pak Shing Kok Ventilation Building' and "GB" to "Residential (Group A)8", was exhibited for public inspection under section 5 of the Ordinance.

3. <u>OBJECT OF THE PLAN</u>

- 3.1 The object of the Plan is to indicate the broad land use zones and major transport networks for the Tseung Kwan O area so that development and redevelopment in the area can be subject to statutory planning control. Such control is necessary to develop Tseung Kwan O New Town into a balanced community.
- 3.2 The Plan is to illustrate the broad principles of development within the Planning Scheme Area. As it is a small-scale plan, the alignment of roads and the Mass Transit Railway (MTR) line as well as boundaries between the land use zones may be subject to minor alterations as detailed planning and development proceed.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area or for garden, slope maintenance and access road purposes, are included in the zones. The general principle is that such areas should not be taken into account in plot ratio (PR) and site coverage (SC) calculation. Development within zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Tseung Kwan O area and not to overload the road network in this area.

4. <u>NOTES OF THE PLAN</u>

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Planning Scheme Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of

the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at http://www.info.gov.hk/tpb.

5. <u>THE PLANNING SCHEME AREA</u>

- 5.1 The Planning Scheme Area (the Area), which covers an area of about 1,718 hectares (ha), is located at the southern part of Sai Kung District in the South East New Territories. It is bounded by Clear Water Bay Peninsula to the east, Junk Bay to the south, Lam Tin and Sau Mau Ping areas to the west, and Tseng Lan Shue and the Hong Kong University of Science and Technology to the north. The Area is surrounded by steep sloping hills in the north, east and west, and is physically segregated from East Kowloon and Clear Water Bay Peninsula.
- 5.2 The boundary of the Area is shown in a heavy broken line on the Plan. For planning and reference purposes, the Area has been divided into a number of smaller planning areas as shown on the Plan.

6. <u>POPULATION</u>

Based on the 2016 Population By-census, the population of the Area was *estimated by the Planning Department as* about 398,000 persons. It is estimated that the planned population of the Area would be about 472,000 470,800 persons.

7. <u>URBAN DESIGN FRAMEWORK</u>

- 7.1 Tseung Kwan O is a third generation new town. Capitalizing on the enhanced accessibility brought about by Tseung Kwan O MTR Line, high-density developments are located close to MTR stations at Po Lam, Hang Hau, Tseung Kwan O, Tiu Keng Leng and Tseung Kwan O South, each forming a district centre with its own retail and supporting facilities. The southeastern part of the New Town is reserved for specific uses to meet territorial needs, such as Tseung Kwan O Industrial Estate in Area 87, deep waterfront industries and a desalination plant in Area 137, landfills and proposed landfill extension in Areas 77, 101, 105 and 137.
- 7.2 As recommended under the Study completed in 2005, an urban design framework has been formulated mainly for the new development areas in Town Centre South, Tiu Keng Leng and Pak Shing Kok areas to direct the development of a coherent and legible structure of land uses, urban form and open spaces that is appropriate to the unique development context of a waterfront and valley setting of the New Town.
- 7.3 The framework seeks to optimize opportunities afforded by the new development areas in Town Centre South to create a new and distinctive waterfront district that capitalizes on the dramatic visual and physical relationship of the natural landscape of the surrounding country parks and Junk Bay, with the objective of fostering a unique district identity. It also seeks to

maximize the development potential of the existing Eastern Channel and Junk Bay by promoting water sports and recreation. The primary objective is to provide a high quality vibrant leisure and recreational area for the enjoyment of the Tseung Kwan O residents and visitors. The new development areas in the Town Centre South, Tiu Keng Leng and Pak Shing Kok areas are intended to be highly integrated with the hinterland through the provision of a comprehensive pedestrian circulation and open space framework and to incorporate architectural designs and landscape treatments that promote a positive public image of the New Town.

- 7.4 The key features of the new development areas proposed under the urban design framework include the following:
 - (a) reduction in the population density within Town Centre South and Tiu Keng Leng from that formerly proposed for the area;
 - (b) diminution in building height towards the waterfront with modulation in building height at the waterfront to enhance variety in the height and massing of new development;
 - (c) elimination of waterfront roads to promote a more pedestrian friendly and attractive waterfront district;
 - (d) provision of a "Central Avenue" which is a landscaped pedestrian retail corridor in the form of open space that links the commercial and entertainment node adjacent to MTR Tseung Kwan O Station with the waterfront;
 - (e) provision of a high quality waterfront park and promenade with related leisure and commercial uses;
 - (f) provision of a new riverine park along a landscaped corridor adjacent to the Eastern Channel that provides connections to the waterfront and opportunities for active and passive recreation;
 - (g) provision for water sports activity and recreation in the Eastern Channel and Junk Bay;
 - (h) continual provision of a comprehensive breezeway system by suitably aligned open space, low-rise Government, institution or community (GIC) facilities and major road corridors to promote better ventilation within the New Town;
 - (i) provision of a signature Civic Node and GIC cluster at the western gateway to the New Town at the intersection of Po Yap Road and Road P2;
 - (j) provision of 'breathing spaces' for the more densely populated areas such as Tiu Keng Leng, by the introduction of district parks and local open spaces;

(k) provision of low-rise developments at Pak Shing Kok to maintain the existing ridgeline when viewed from Sai Kung;

(1)(k) promotion of lively streetscapes and activities and avoidance of podium developments which may create 'dead' development edges; and

(m)(l) development of Cross Bay Link in the form of a landmark feature bridge.

8. <u>LAND USE ZONINGS</u>

- 8.1 <u>"Comprehensive Development Area" ("CDA")</u> : Total Area 38.72 ha
 - 8.1.1 This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. It is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking into account of various environmental, traffic, infrastructure and other constraints. It is also intended for developing or redeveloping relatively large sites in a comprehensive manner and maintaining planning control within the zone through the submission of a Master Layout Plan (MLP). Developments within this zone are subject to gross floor area (GFA) and/or building height restrictions. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of these restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
 - 8.1.2 The "CDA" site in Area 86 is intended to facilitate comprehensive development including a MTR depot, a MTR station, associated property development and supporting community facilities. Development/redevelopment within this "CDA" site is restricted to a maximum domestic GFA of 1,612,800m² and a maximum non-domestic GFA of 40,000m² (mainly for retail purpose).
 - 8.1.3 The existing film studio site in Area 92 is within this zoning and is intended for comprehensive redevelopment for low-density residential use. Development or redevelopment within this "CDA" site is restricted to a maximum GFA of 15,700m² and a maximum building height of 6 storeys over one level of carport.
 - 8.1.4 Pursuant to section 4A(1) of the Ordinance, any development proposal under this zoning will require the approval of the Board by way of a planning application under section 16 of the Ordinance. Unless otherwise specified, a MLP should be submitted together with environmental, traffic and other relevant assessment reports as well as other materials as specified in the Notes of the Plan for the approval of the Board under section 4A(2) of the Ordinance. A copy of the approved MLP will be made available for public inspection pursuant to section 4A(3) of the Ordinance.

8.2 <u>"Commercial/Residential" ("C/R")</u>: Total Area 20.07 ha

- 8.2.1 This zone is intended primarily for commercial and/or residential development. Commercial, residential and mixed commercial/ residential uses are always permitted.
- 8.2.2 The areas within this zoning are primarily planned and concentrated in the town centre and district centres where accessibility is enhanced by MTR Tseung Kwan O Extension *Line*.
- 8.3 <u>"Residential (Group A)" ("R(A)")</u> : Total Area <u>152.23</u>152.68 ha
 - 8.3.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
 - 8.3.2 This zoning constitutes the major type of residential land uses in the Area. It covers public rental housing estates (PRH), Home Ownership Schemes (HOS), Private Sector Participation Schemes (PSPS), Sandwich Class Housing (SCH)-and, Flat for Sale Schemes (FFSS), *Subsidized Sales Flats (SSF)* as well as private residential developments. Commercial uses such as eating places, offices, shops and services are permitted as of right on the lowest three floors of the buildings, including basement(s), and in the purpose-designed non-residential portion of the existing buildings.
 - 8.3.3 Existing PRH estates include Tsui Lam Estate in Area 5, Po Lam Estate in Area 14, King Lam Estate in Area 23, Ming Tak Estate in Area 34, Hau Tak Estate in Area 39 & 41, Sheung Tak Estate in Area 59, Yee Ming Estate in Area 65, Kin Ming Estate in Area 73 and part of Choi Ming Court in Area 74. In addition, thirteen HOS developments namely King Ming Court in Area 6, Ying Ming Court in Area 14, Yan Ming Court in Area 21, Ho Ming Court in Area 23, Hin Ming Court and Yuk Ming Court in Area 34, Yu Ming Court in Area 39, Chung Ming Court in Area 41, Wo Ming Court in Area 34/44, Tong Ming Court in Area 57, Kwong Ming Court and Po Ming Court in Area 59, and part of Choi Ming Court in Area 74, as well as four PSPS developments namely Fu Ning Garden in Area 30, On Ning Garden in Area 40, Beverly Garden in Area 55 and Bauhinia Garden in Area 65 have also been completed.
 - 8.3.4 Existing SCH developments comprise Serenity Place in Area 13, Radiant Towers in Area 18 and The Pinnacle in Area 24. Verbena Heights in Area 19 is an existing mixed public rental and FFSS development developed by the Hong Kong Housing Society. *Mount Verdant in Area 73 is an existing SSF development.*
 - 8.3.5 The ex-Tiu Keng Leng cottage area in Areas 73 and 74 has been cleared and *planneddeveloped* primarily for the development of PRH estates,

subsidised sale flats*SSF* and private residential developments. Most of the residential developments within the area have been completed.

- 8.3.6 There are seveneight sub-areas within this zone, each with its own specific development restrictions:
 - (a) <u>"Residential (Group A)1" ("R(A)1")</u> : 1.49 ha

A site to the southwest of Kin Ming Estate in Area 73 is zoned "R(A)1". Development within this sub-area is restricted to maximum domestic and non-domestic PRs of 5.5 and 0.5 respectively and a maximum building height of 138m above Principal Datum (mPD). A stepped building height profile should be adopted for developments within the site thereby reducing its visual impact on the surrounding low-rise GIC developments.

(b) <u>"Residential (Group A)2" ("R(A)2")</u> : 6.60 ha

Two sites in Area 66 to the south of Po Yap Road are zoned Development within this sub-area is subject to "R(A)2". maximum domestic and non-domestic PRs of 5 and 0.5 respectively, a maximum SC of 50% and a maximum building height of 100mPD. Podium development within these sites should be avoided as far as possible, but may be used within these sites to act as noise mitigation measure against Po Yap Road. Besides, built form and heights should be articulated to interesting built varied and form create a and activity/development edge. Retail and commercial facilities should be promoted along the boundaries fronting directly onto the pedestrianized Central Avenue. The Wings II, The Wings IIIA, the Wings IIIB, The Parkside and Twin Peaks fall within this sub-area.

(c) <u>"Residential (Group A)3" ("R(A)3")</u> : 3.04 ha

A site in Area 65 to the east of Bauhinia Garden is zoned "R(A)3". Development within this sub-area is restricted to maximum domestic and non-domestic PRs of 4 and 0.5 respectively, a maximum SC of 50% and a maximum building height of 100mPD. A public open space with a site area of $4,600m^2$ at the southern portion of this sub-area has been provided at street level to serve as a transitional buffer with the adjacent non-residential developments as well as serving the needs of the surrounding neighbourhoods. To be compatible with the overall urban design concept of the Town Centre South area, the use of podium and wall-like development within this sub-area.

(d) <u>"Residential (Group A)4" ("R(A)4")</u> : 3.54 ha

A site in Area 65 to the west of the Eastern Channel is zoned "R(A)4". Development within this sub-area is restricted to maximum domestic and non-domestic PRs of 3 and 0.5 respectively, and a maximum SC of 50%. To achieve a gradation in height towards the waterfront, this sub-area has different building height restrictions, i.e. 65mPD for Area (a) and 35mPD for Area (b). To create a varied and interesting activity edge along the waterfront promenade, publicly accessible outdoor spaces in the form of 'urban courtyards' are encouraged to be provided adjoining the promenade within the site. It is proposed that recreational and entertainment uses such as alfresco dining, sitting out areas, gardens could be provided within these outdoor spaces. Apart from aA private residential development, Savanah, and a subsidised sale flats project HOS development, Yung Ming Court, to be developed by Housing Authority is included fall within this sub-area.

(e) <u>"Residential (Group A)5" ("R(A)5")</u> : 3.67 ha

Two sites in Area 66 abutting the town plaza and the waterfront park along Tong Chun Street and along Tong Yin Street respectively are zoned "R(A)5". They are subject to maximum domestic and non-domestic PRs of 3 and 0.5 respectively, a maximum SC of 50% and a maximum building height of 65mPD. Retail and commercial activities should be developed along the edge that fronts onto the town plaza and the waterfront park. Corinthia By The Sea and Ocean Wings fall within this sub-area.

(f) <u>"Residential (Group A)6" ("R(A)6")</u> : 9.36 ha

Two sites in Area 68, one along Tong Chun Street to the west of the Eastern Channel and one along Tong Yin Street to the south of the Civic Node are zoned "R(A)6". They are subject to maximum domestic and non-domestic PRs of 2 and 0.5 respectively, and a maximum SC of 50%. To achieve a gradation in height towards the waterfront, this sub-area also has different building height restrictions, i.e. 50mPD for Area (a), 35mPD for Area (b) and 60mPD for Area (c). The building height restriction for Area (c) of both sites is intended to allow the development of a feature tower to provide height variation at the waterfront. Similar to the "R(A)4" site, 'urban courtyards' are encouraged to be provided along the promenade. Capri, Alto Residences, The Papillons and Monterey fall within this sub-area. (g) <u>"Residential (Group A)7" ("R(A)7")</u>: 7.26 ha

Four sites, including one in Area 111 to the northwest of Ying Yip Road, one in Areas 35 and 108 to the south of Chiu Shun Road, one in Area 113 to the west of Yau Yue Wan Village and one in Area 106 to the east of Hong Kong Movie City, are zoned "R(A)7". Development within this sub-area is subject to a maximum PR of 6.5 and maximum building heights in metres above Principal Datum*mPD* as stipulated on the Plan.

(h) <u>"Residential (Group A)8" ("R(A)8")</u>: 0.45 ha

A site in Area 108 to the south of Chiu Shun Road is zoned "R(A)8". It is intended for residential development on top of the existing Pak Shing Kok Ventilation Building. Development within this sub-area is subject to a maximum PR of 6 and a maximum building height of 130mPD. Any floor space that is constructed or intended for use solely as railway facilities, as required by the Government, may be disregarded in the PR calculation.

- 8.3.7 The five sites in the "R(A)4", "R(A)5" and "R(A)6" sub-areas are intended for the development of waterfront-related commercial and residential uses. These sites will provide a mix of high quality residential development with the provision of retail and other commercial, leisure and entertainment activities to enhance activity and to create a unique, interesting and vibrant waterfront for use by local residents and visitors. The different building height restrictions within these sub-areas are intended to introduce a height variation for each site.
- 8.3.8 Land has been reserved inSeveral 24 hour-dedicated pedestrian passageways have been provided within the "R(A)5" sitesub-area at Tong Yin Street and Tong Chun Street. two "R(A)6" sites adjacent to the waterfront promenade for the provision of 24 hour dedicated pedestrianThese passageways. These are generally non-building areas which will follow the major pedestrian desire lines and guide pedestrians to the Central Avenue and waterfront promenade The passageways would be landscaped to high quality and are planned to be consistent with the waterfront landscape treatments.
- 8.3.9 The use of podium and wall-like development within the "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)6" sub-areas are avoided to ensure compatibility with the overall urban design concept of the Town Centre South area, particularly the promotion of lively streetscapes and activities. This objective is attained by ensuring the inclusion of car parking facilities, loading/unloading facilities, plant room, caretaker's office and quarters and recreational facilities in SC calculation, if provided above ground. The developments are encouraged to adopt suitable design measures to minimize any possible adverse air ventilation impacts. These include lower podium height, greater

permeability of podium, wider gap between buildings, non-building area to create air path for better ventilation and minimize the blocking of air flow through positioning of building towers and podiums to align with the prevailing wind directions, as appropriate.

- 8.3.10 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of PR/SC/building height restrictions of the sub-areas and/or minor adjustment to the boundaries of Areas (a)/(b) of "R(A)4" and/or Areas (a)/(b)/(c) of "R(A)6" may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 8.3.11 An Air Ventilation Assessment Expert Evaluation (AVA EE) (2017) has been carried out for the sites within "R(A)7" sub-area. For all the sites excluding the one in Areas 35 and 108 to the south of Chiu Shun Road, it is found that design measures including building separations and open space at designated areas would alleviate the potential air ventilation impacts on the surrounding wind environment. Quantitative AVAs should be carried out at the detailed design stage. Requirements of the design measures and quantitative AVAs will be incorporated in the planning brief for implementation.
- 8.3.13 A quantitative AVA has been carried out in 2019 for the site within "R(A)8" sub-area and several mitigation measures have been proposed in the assessment, including setback at podium level and setback of tower blocks from Chiu Shun Road; permeable elements underneath the podium and above the Pak Shing Kok Ventilation Building; and 15m-wide building separation between the two residential blocks. In finalizing future development scheme at detailed design stage, the future developer should take into account these proposed mitigation measures in the AVA to alleviate the potential impact of the development.
- 8.4 <u>"Residential (Group B)" ("R(B)")</u> : Total Area 4.49 ha
 - 8.4.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
 - 8.4.2 Two sites are under this zoning, one is Hong Sing Garden in Area 4 and the other is Oscar by the Sea (the ex-Hong Kong Oxygen site) in Area 51.
- 8.5 <u>"Residential (Group C)" ("R(C)")</u> : Total Area 0.66 ha
 - 8.5.1 This zone is intended primarily for high quality, low-rise residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

8.5.2 Developments within this zone are subject to PR, SC and building height controls.

<u>"Residential (Group C)1" ("R(C)1")</u>: 0.66 ha

Development within this sub-area is restricted to a maximum PR of 0.6, a maximum SC of 30%, and a maximum building height of 2 storeys over one level of carport, or the PR, SC and height of the existing building(s), whichever is the greater. These restrictions are to ensure that any development or redevelopment of this sub-area will be in line with the general character of the adjoining environment. Two sites in Areas 36 and 92 fall within this sub-area.

- 8.5.3 Application for minor relaxation of the PR/SC/building height restrictions may be considered by the Board under section 16 of the Ordinance. The purpose of this provision is to allow the Board to consider building layout and design proposals which, whilst not strictly complying with the stated restrictions, will meet the planning objectives for the area and provide some additional benefits, such as the conservation of environmentally important natural features or mature vegetation. Each application will be considered on its own merits.
- 8.6 <u>"Residential (Group E)" ("R(E)")</u> : Total Area 4.00 ha
 - 8.6.1 This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Board.
 - 8.6.2 Two sites abutting Shek Kok Road in Area 85 are under this zoning. Development within the zone is subject to a maximum PR of 5 and a maximum building height of 130m. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits. The Beaumount and The Beaumount II fall within this zone.
 - 8.6.3 The developers will be required to submit adequate information to demonstrate that new residential developments will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential interface problems, the potential land contamination issue, and the noise impact of the MTR open track section nearby. One of the sites will also accommodate a public vehicle park comprising 21 private car and 26 lorry parking spaces for reprovisioning of a public vehicle park originally located at the northern end of Shek Kok Road. One footbridge across Wan Po Road and one across Shek Kok Road to link up the sites with the "CDA" in Area 86 are required in the new residential developments.

8.6.4 Under this zoning, existing industrial uses will be tolerated but new industrial development will not be permitted upon redevelopment in order to avoid the perpetuation or aggravation of the industrial/ residential interface problems with the new residential development during the redevelopment process. In existing industrial buildings, new developments involving offensive trades will not be permitted. Any modification of use from non-industrial to industrial uses (other than non-polluting industrial uses) within existing industrial buildings will require the permission of the Board. In addition, commercial uses, other than those permitted in the purpose-designed non-industrial portion of the existing industrial buildings, would require the permission of the Board. Upon redevelopment of the industrial buildings to non-industrial buildings, commercial uses will be permitted as of right on the lowest three floors, including basement(s), and in the purpose-designed nonresidential portion of the existing buildings.

8.7 <u>"Village Type Development" ("V")</u> : Total Area 22.03 ha

- 8.7.1 The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board.
- 8.7.2 In order to retain the village character, any future development or redevelopment within this zone, except otherwise specified, is subject to a maximum building height of 3 storeys (8.23m) or the height of the existing building(s), whichever is the greater. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 8.7.3 This zoning covers the existing villages including Tseung Kwan O Village in Area 7, Mau Wu Tsai Village in Area 123 and Boon Kin Village in Area 109. It also includes the Yau Yue Wan Village resite area in Area 22, the Hang Hau Village resite area in Area 31, the Fat Tau Chau and Tin Ha Wan Village resite areas in Area 35. Besides, a site in Area 8 is reserved for the future expansion of Tseung Kwan O Village.

8.8 "Government, Institution or Community" ("G/IC") : Total Area 142.56 ha

- 8.8.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- 8.8.2 There are a number of sub-areas under this zone, each with its own specific building height restriction to ensure that developments within these sub-areas are in line with the overall urban design concept of the New Town:

(a) <u>"Government, Institution or Community (1)" ("G/IC(1)") : 5.16 ha</u>

Development within this sub-area is restricted to a maximum building height of 75m. A piece of land in Area 67 which is reserved for the development of a Civic Node falls within this sub-area. The Civic Node will comprise a cultural complex/town hall, government offices, lorry park and public car parking facilities. Landmark buildings should be developed within this site to create a symbolic 'gateway' at this prominent location. This site, together with the proposed GIC cluster to the west of Road P2 in Area 72, will form the western gateway of the New Town.

(b) <u>"Government, Institution or Community (2)" ("G/IC(2)") : 2.42 ha</u>

Development within this sub-area is restricted to a maximum building height of 55m. The campus of Hong Kong Design Institute and Hong Kong Institute of Vocational Education (Lee Wai Lee) of the Vocational Training Council to the south of Choi Ming Court in Area 74 fall within this sub-area.

(c) <u>"Government, Institution or Community (3)" ("G/IC(3)") : 2.50 ha</u>

Development within this sub-area is restricted to a maximum building height of 45m. Two sites are within this sub-area. A site located immediately to the northwest of MTR Tiu Keng Leng Station in Area 73 consists of two post-secondary colleges operated by Caritas Bianchi College of Careers and Caritas Institute of Higher Education. Another site in Area 65 is reserved for the development of a government complex, possibly for recreational and other uses.

(d) <u>"Government, Institution or Community (4)" ("G/IC(4)") : 8.08 ha</u>

Development within this sub-area is restricted to a maximum building height of 40m. There are four sites within this sub-area. One of them is located to the west of Road P2 in Area 72, which is reserved for the development of a GIC cluster comprising a social welfare complex, a police station, a fire station cum ambulance depot and a refuse collection point. The architecture of buildings within this GIC cluster should be distinctive and compatible with the Civic Node in Area 67 to create a landmark gateway at this location. Another site, which is located in Area 106 and to the east of "G/IC(8)" sub-area in Area 78, is for the development of departmental quarters for Fire Services Department. The remaining two sites are located at Town Centre South comprising an existing primary school and a through-train primary cum secondary school in Area 65; the French International School and a planned secondary school in Area 67.

(e) <u>"Government, Institution or Community (5)" ("G/IC(5)") : 0.33 ha</u>

Development within this sub-area is restricted to a maximum building height of 10m. A piece of land in Area 68, which is reserved for the development of a telephone exchange, is within this sub-area. Another site at the south-eastern portion of Area 77 is within this sub-area. It accommodates an existing gas and leachate management compound which serves to extract the gas and leachate in the Tseung Kwan O Stage I Landfill thereby keeping these substances down to acceptable levels.

(f) <u>"Government, Institution or Community (6)" ("G/IC(6)") : 0.05 ha</u>

Development within this sub-area is restricted to a maximum building height of 5m. A site in Area 77, which is reserved for the development of a sewage pumping station, is within this sub-area. This pumping station serves to convey the collected sewage from the Tseung Kwan O Stage I Landfill to the existing trunk sewer under Wan Po Road.

(g) <u>"Government, Institution or Community (7)" ("G/IC(7)") : 16.11 ha</u>

A site in Pak Shing Kok (Area 78) occupied by the Fire and Ambulance Services Academy is within this sub-area. Development in Area (a) of this sub-area is restricted to a maximum building height of 100mPD, except a fire services rescue training tower up to 114mPD. Development in Area (b) of this sub-area is restricted to a maximum building height of 120mPD.

(h) <u>"Government, Institution or Community (8)" ("G/IC(8)") : 6.05 ha</u>

Development within this sub-area is restricted to a maximum building height of 106mPD. A site in Pak Shing Kok (Area 78) reserved*planned* for a Chinese Medicine Hospital and future GIC uses a Government Chinese Medicines Testing Institute is within this sub-area.

(i) <u>"Government, Institution or Community (9)" ("G/IC(9)") : 6.87 ha</u>

Development within this sub-area is restricted to a maximum building height of 60mPD, except a communications tower up to 76mPD. A site in Area 85 reserved for a new Radio Television Hong Kong broadcasting house and future GIC uses is within this sub-area. To create a clustering effect of this sub-area with areas for broadcasting, innovation and technology industries in Tseung Kwan O, information technology and telecommunications related uses are permitted in this sub-area.

- 8.8.3 Specific building height restrictions for the "G/IC" sub-areas in terms of m or mPD, which mainly reflect the planned building heights of developments, have been incorporated into the Plan to provide visual and spatial relief to the Area.
- 8.8.4 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restriction of the sub-areas may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 8.8.5 Apart from the above, other major GIC facilities provided or planned in the Area include:
 - (a) existing and proposed primary and secondary schools distributed in various areas;
 - (b) a wide range of community facilities such as town hall, libraries, indoor recreation centres, community centres, care and attention homes and religious institutions in various areas;
 - (c) hospitals in Areas 27 and 32;
 - (d) clinics in Areas 22, 44, 56 and 67;
 - (e) police stations in Areas 21 and 72;
 - (f) fire stations and/or ambulance depots in Areas 10, 72 and 87;
 - (g) government staff quarters in Areas 22, 106 and 123;
 - (h) YMCA youth camp in Area 122;
 - (i) electricity substations in Areas 11, 24, 39, 56, 72 and 115;
 - (j) telephone exchanges in Areas 26 and 68;

- (k) water pumping stations in Areas 5 and 120;
- (l) service reservoirs in various areas; and
- (m) film studio for pre-production and post-production of films in Area 106.
- 8.9 <u>"Open Space" ("O")</u> : Total Area 190.80 ha
 - 8.9.1 This zone is intended primarily for the provision of outdoor public open-air space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
 - 8.9.2 Two sites in Areas 72 along Road P2 are proposed for the development of Tiu Keng Leng Park which includes landscaped pedestrian decks spanning across the depressed Road P2. This open space will provide some visual relief to the adjacent high density developments and will link up with the waterfront park in Area 68 via a waterfront promenade.
 - 8.9.3 The central part of Area 68 fronting Junk Bay is proposed for a waterfront park which will link up with a town plaza proposed to its north in Area 66. The proposed waterfront park is intended predominantly for passive recreation with a high quality landscaping design to promote a unique identity for the New Town. The proposed town plaza is to serve primarily as an urban civic space with provision for public gatherings and other activities.
 - 8.9.4 A semi-circular area in Area 66 south of Po Yap Road and MTR Tseung Kwan O Station is proposed to be developed as an open/green plaza serving as a recreational space for nearby residents and visitors and a buffer between MTR Tseung Kwan O Station and the future residential developments in Area 66.
 - 8.9.5 A Central Avenue at Area 66 is proposed between the open/green plaza south of Po Yap Road and the town plaza which will form a major linkage between Town Centre North and the waterfront area. The proposed Central Avenue is intended primarily for the provision of a landscaped corridor in the form of open space, which would be flanked by retail development edges on both sides of the adjacent R(A) zones and landscaped to a high quality. Shops and services, and eating places including alfresco dining may be considered by the Board through the planning permission system.
 - 8.9.6 A riverine park is proposed along the Eastern Channel in Area 65 and a waterfront promenade is provided along Junk Bay in Area 68. The sites will provide a range of passive recreational facilities and opportunities. Alfresco dining may be considered by the Board through the planning permission system.
 - 8.9.7 The landfill site in Area 105 has been decommissioned and restored. The landfill sites in Areas 101 and 137 will be developed into major

open spaces upon completion of the landfill. However, any development proposals within the 250m Consultation Zone of these landfills will need to include a Landfill Gas Hazard Assessment to the satisfaction of the Environmental Protection Department (EPD).

8.9.8 Other open spaces are also provided in Areas 12, 24, 25, 37, 40, 73 and 74 and another site in Area 51 is reserved to provide recreational outlets for the nearby residential neighbourhood.

<u>"Open Space (1)" ("O(1)")</u> : 16.79 ha

8.9.9 In "O(1)", 'Place of Recreation, Sports or Culture' and 'Library' uses are always permitted. A town park in Area 45 provides a variety of active and passive recreational facilities, a sports ground and an indoor velodrome cum sports centre (IVSC). A sports centre together with a library (SCL) is provided in the open space in Area 74. The zoning of this sub-area allows locational and design flexibility for the provision of IVSC in Area 45 and SCL in Area 74. The building height of IVSC in Area 45 and SCL in Area 74 have not exceeded 30m above ground.

<u>"Open Space (2)" ("O(2)")</u> : 100.54 ha

- 8.9.10 The landfill sites in Areas 101 and 137 fall within the "O(2)" sub-area. The "O(2)" zoning is to reflect the long-term planning intention of open space use of the landfill sites after the decommissioning and restoration of the landfill, while permitting landfill use in the interim.
- 8.9.11 Upon detailed planning, additional local open spaces will be provided in the residential zones. These open spaces are however not shown on this Plan.
- 8.10 <u>"Recreation" ("REC")</u> : Total Area 65.85 ha
 - 8.10.1 The planning intention of this zone is primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/ eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission. Part of the Tseung Kwan O Stage I Landfill in Area 77 within this zone has been developed for recreational uses including the Wan Po Road Pet Garden and Jockey Club HKFA Football Training Centre.
 - 8.10.2 Given the development constraints associated with landfill sites, development within this zone is restricted to a maximum PR of 0.1 and a maximum building height of 1 storey. To provide design flexibility, minor relaxation of the PR/building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits. Moreover, similar to other landfill sites, any development proposals within the 250m Consultation Zone of the landfill will need to include a Landfill Gas Hazard Assessment to the satisfaction of EPD.

8.11 "Other Specified Uses" ("OU") : Total Area 225.69 ha

This zone denotes land allocated or reserved for specific uses, including the following:

- (a) a waterfront site at the toe of the Tseung Kwan O Stage I Landfill in Area 77 is reserved for water sports and recreational facilities. Given the prominent location of this site and the constraints associated with landfill sites, development within this zone is restricted to a maximum PR of 0.5, a maximum SC of 50% and a maximum building height of 1 storey. To provide design flexibility, minor relaxation of the PR/SC/building height restrictions may be considered by the Board through the planning permission system;
- (b) a pair of finger piers at the waterfront of Area 68 is proposed to cater for the berthing of recreational/pleasure vessels and kaidos thereby serving the needs of the community and to enhance the water-borne recreation and tourism potential of Junk Bay as well as the New Town. Structures to be accommodated are intended for low-intensity low-rise developments generally of one storey high, depending on the design. Dining, including alfresco dining, and recreation and tourism related commercial facilities may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits. In addition, special and/or atypical design of these piers is encouraged to allow the creation of a place of attraction, resting and recreation and/or focal and vantage point for visitors;
- (c) a commercial development with public transport interchange in Area 56. This site is intended for an entertainment node within the New Town and comprises a range of entertainment, leisure and commercial uses. Some residential elements within the site has been allowed through planning permission from the Board and the development is known as The Wings;
- (d) commercial/residential developments with public transport interchange on sites in Areas 17, 38 and 73;
- (e) Tseung Kwan O Industrial Estate in Area 87, which enjoys the advantage of marine frontage as well as proximity to the Hong Kong University of Science and Technology;
- (f) the deep-waterfront industry in Area 137 for industries which require marine access;
- (g) the proposed desalination plant in the southeastern part of Area 137 which is intended to provide fresh water serving the needs of the community;
- (h) a bus depot in Area 26;
- (i) an explosive store in Area 124;

- (j) petrol filling stations in Areas 10 and 16 which may include vehicle repair workshops subject to planning permission from the Board;
- (k) the landing steps in Area 68;
- (l) the sewage treatment works in Area 85;
- (m) a cemetery in Area 130 with access from Ko Chiu Road in East Kowloon;
- (n) an underground desilting compound in Area 68; and
- (o) the proposed ventilation building for Tseung Kwan O Lam Tin Tunnel in Area 128.
- 8.12 <u>"Green Belt" ("GB")</u> : Total Area 753.06752.93 ha

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. Development within this zone will be strictly controlled and development proposals will be considered on individual merits taking into account the relevant Town Planning Board Guidelines.

9. <u>COMMUNICATIONS</u>

9.1 <u>Roads</u>

- 9.1.1 Only major road networks, which comprise trunk roads, primary and district distributors, are shown on the Plan. As the Plan is drawn at a small scale, design details of major road junctions and local access roads are not indicated.
- 9.1.2 The road schemes of Tseung Kwan O Lam Tin Tunnel and Cross Bay Link, Tseung Kwan O were authorized by the CE in C on 29 April 2014 and 2 September 2014 respectively. The footbridge as described in the road scheme of the Tseung Kwan O further development infrastructure works for Tseung Kwan O Stage 1 Landfill Site was authorized by the CE in C on 21 July 2015. Pursuant to section 13A of the Ordinance, the road schemes authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) shall deem to be approved under the Ordinance and the road schemes are shown on the Plan for information only.
- 9.1.3 External access to and from the Area will be mainly via Tseung Kwan O Tunnel and Tseung Kwan O – Lam Tin Tunnel, supplemented by Po Lam Road as well as Ying Yip Road and Hang Hau Road connecting to Clear Water Bay Road.

9.1.4 Within the Area, a number of primary and district distributors and local roads have been planned to provide access between the various planning areas as well as access to each locality. In particular, two new major distributor roads, namely Cross Bay Link and Road P2 are proposed. Cross Bay Link will be designed as a feature bridge and will provide direct access from Tseung Kwan O – Lam Tin Tunnel to Area 86, Tseung Kwan O Industrial Estate in Area 87 and the special industrial area in Area 137. Road P2 will provide a link from Tseung Kwan O – Lam Tin Tunnel directly into the town centre. A section of Road P2 will be depressed to reduce its environmental impact as well as to allow the provision of an at-grade pedestrian crossing in the form of landscaped decks above the depressed Road P2, which facilitates pedestrian movement from the waterfront park to the proposed Tiu Keng Leng Park.

9.2 Mass Transit Railway

Apart from Tseung Kwan O Tunnel and Tseung Kwan O – Lam Tin Tunnel, external access is supported by an extension of the MTR line from Lam Tin to Tseung Kwan O. Phase I of MTR Tseung Kwan O Extension project comprising four stations in Tseung Kwan O, namely Tiu Keng Leng, Tseung Kwan O, Hang Hau and Po Lam, commenced operation in August 2002. The MTR tracks are primarily underground, except for the section between Ho Ming Court and Po Shun Road, which are at grade and enclosed by structures with a landscaped bund on top to eliminate any noise impact caused by the MTR operation on the adjacent residential areas. Phase II of the project includes a spur line to Tseung Kwan O South with a depot and LOHAS Park Station in Area 86. The depot has been completed and the station commenced operation in July 2009. The railway scheme and its amendments have been authorized by the CE in C on 20 October 1998 and 14 September 1999 respectively and amended on 9 May 2005 by the then Secretary for Environment, Transport and Works.

9.3 <u>Public Transport</u>

Franchised buses, taxis, green mini-buses and ferries will be the main modes of public transport in addition to MTR. Public transport interchange facilities are/will be provided at strategic locations.

9.4 <u>Pedestrian and Cycle Networks</u>

The cycle track and pedestrian walkway networks will be designed to facilitate convenient cycle and pedestrian movements within the Area. Grade-separated pedestrian and cycle crossings will be provided at major pedestrian and cycle crossing points. A cycle track with associated facilities along the waterfront at Town Centre South has been completed.
10. <u>UTILITY SERVICES</u>

10.1 <u>Water Supply</u>

- 10.1.1 A water supply and distribution system has been implemented to meet the demand arising from the development in Tseung Kwan O.
- 10.1.2 Apart from the existing fresh water service reservoirs in Areas 1, 2, 3, 106, 113 and 125, an extension of fresh water service reservoir is proposed in Area 113 to cater for further development of the Area. Moreover, there is an existing fresh water pumping station in Area 120.
- 10.1.3 Apart from the existing salt water service reservoirs in Areas 1 and 5 and the existing salt water pumping stations in Areas 5 and 86, additional salt water service reservoir and pumping station will be reserved to cater for supply of flushing water.

10.2 Drainage and Sewage Collection

Surface water will be channeled into two main culverts for discharge into the sea. An overland drainage and flood path system will cater for very heavy rain and possible blockage of culverts. Sewage will be conveyed via a network of sewers and a sewer tunnel through Areas 108 and 78 to the sewage treatment works in Area 85 for treatment before being discharged into the Harbour Area Treatment Scheme Stage I deep tunnel conveyance system. There will be sufficient capacity to serve the currently planned developments.

10.3 <u>Electricity</u>

- 10.3.1 Electricity will be supplied to the Area through a new distribution network. Sites in Areas 11, 24, 39, 56, 72, 86, 87 and 115 have been developed into electricity substations. Adequate sites have been reserved in Area 137 for future electricity substations to meet the demand in short and long terms.
- 10.3.2 The facility at the site in Area 115 is a 400kV electricity substation. Stringent pollution control measures have been imposed in order to ensure that the adjacent residential neighbourhood will not be adversely affected.

10.4 Town Gas

The network for supplying town gas to the developments in the Area has been extended from Kowloon via Po Lam Road North, Tseung Kwan O Tunnel and Clear Water Bay Road.

10.5 <u>Telephone</u>

Telephone service is available through the telephone exchanges in Areas 26 and 87. An additional telephone exchange is reserved in Area 68 to cater for future demand.

11. CULTURAL HERITAGE

- 11.1 Several buildings/structures/*sites* which are of historical significance and archaeological interest are located within the Area. They include Site of the Chinese Customs Station on Fat Tau Chau (Junk Island) (Fat Tau Chau is now known as Fat Tong Chau) in Area 135, which is a Declared Monument under the Antiquities and Monuments Ordinance, Fat Tau Chau Site of Archaeological Interest, Fat Tau Chau Qing Dynasty Grave Stone and Fat Tau Chau House Ruin also in Area 135, Yau Yue Wan Kiln in Area 22, Tin Hau Temple at Hang Hau in Area 35 which is a Grade 3 historic building, Observation Post at Mau Wu Shan in Area 125 which is a Grade 1 historic structure as well as Fortifications at Devil's Peak in Area 132 which is a Grade 2 historic structure.
- 11.2 On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which some buildings/structures within the Area have been accorded gradings. AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of AAB at http://www.aab.gov.hk.
- 11.3 Prior consultation with the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals that might affect the above sites of archaeological interest, graded/proposed graded historic buildings/structures, declared monuments, new items pending grading assessment and their immediate environs. If disturbance of the site of archaeological interest or other areas of archaeological potential is unavoidable, a detailed Archaeological Impact Assessment (AIA) conducted by a qualified archaeologist is required. The archaeologist shall apply for a licence to conduct AIA under the Antiquities and Monuments Ordinance (Cap. 53). A proposal for AIA shall be submitted to AMO for agreement prior to applying for a licence.

12. IMPLEMENTATION

- 12.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 12.2 The Plan provides a broad land use framework within which more detailed nonstatutory plans for the Area are prepared by the Planning Department. These

detailed plans are used as the basis for public works planning and site reservation within the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. Implementation of these public works projects will be subject to the availability of resources. In the course of implementation of the Plan, the Sai Kung District Council will also be consulted as appropriate.

12.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans/layout plans and the Guidelines published by the Board. The outline development plans and the layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD OCTOBER 2018-XXX 2020



Figure 3.1 Conceptual Scheme

$\label{eq:Attachment} Attachment \ Va$



Figure 3.8 Indicative Section A-A

Attachment Vb



Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	SCALE	As Shown	DATE	JAN 20)19
	CHECKED	ELK	DRAWN	TEAN	Л
Assessment Area and Location of Public Viewing Points	FIGURE NO.		V2.0		
			VZ.0	Γ	-

LEGEND

- Site Boundary
- Assessment Area (Visual Envelope)
- A Public Viewing Points
- Public Viewing Points
- Viewpoint A: View South from the Peak of Duckling Hill
- Viewpoint B: View Southwest from Footbridge across Chiu Shun Road
- Viewpoint C: View Northeast from Hang Hau Man Kuk Lane Park
- Viewpoint D: View East from Hong Kong Velodrome Park
- Viewpoint E: View East from Chiu Shun Road
- Viewpoint F: View South from Chiu Shun Road



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KEY PLAN

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Proposed Rezoning of Pak Sning Kok ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAM
Photomontage of Proposed Development - Viewpoint A: View South from the Peak of Duckling Hill			V3.1	-



Viewpoint A Viewpoint Elevation: +152mPD at Duckling Hill Viewing Distance: 1190m Proposed Building Height in the Site: +130mPD





Photomontage

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	SCALE	N.T.S.	DATE	JAN 201
	CHECKED	ELK	DRAWN	TEAM
Photomontage of Proposed Development - Viewpoint B: View Southwest from Footbridge across Chiu Shun Road		V3.2		
				Г



KEY PLAN

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4

南豐廣場

Viewpoint B

Viewpoint Elevation: approx. +12mPD on Footbridge across Chiu Shun Road Viewing Distance: 235m Proposed Building Height in the Site: +130mPD







Photomontage

	SCALE	N.T.S.	DATE	JAN 20 ⁻
Proposed Rezoning of Pak Sning Kok ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAM
Photomontage of Proposed Development - Viewpoint C: View Northeast from Hang Hau Man Kuk Lane Park		V3.3		



Viewpoint C

Viewpoint C Viewpoint Elevation: approx. +7mPD in Hang Hau Man Kuk Lane Park Viewing Distance: 150m Proposed Building Height in the Site: +130mPD







Photomontage

Dressed Description of Dely Ching Kely Ventiletion Duilding and Adjacent Asso for Desidential Use	SCALE	N.T.S.	DATE	JAN 20
Proposed Rezoning of Pak Sning Kok ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAM
Photomontage of Proposed Development - Viewpoint D: View East from Hong Kong Velodrome Park	FIGURE NO.		V3.4	



Viewpoint D

Viewpoint Elevation: +6mPD in Hong Kong Velodrome Park Viewing Distance: 520m Proposed Building Height in the Site: +130mPD







Photomontage (Artist's impression. For illustrative purpose only, subject to detailed design)

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	SCALE	N.T.S.	DATE	JAN 2
	CHECKED	ELK	DRAWN	TEA
Photomontage of Proposed Podium Treatments - Viewpoint E: View East from Chiu Shun Road	FIGURE NO.		V3.5	



Viewpoint E

Viewpoint Elevation: +7mPD at Chiu Shun Road Viewing Distance: 25m Proposed Building Height in the Site: +130mPD



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Photomontage (Artist's impression. For illustrative purpose only, subject to detailed design)

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	SCALE	N.T.S.	DATE	JAN 2
	CHECKED	ELK	DRAWN	TEA
Photomontage of Proposed Podium Treatments - Viewpoint F: View South from Chiu Shun Road	FIGURE NO.		V3.6	



KEY PLAN

Viewpoint F

Viewpoint Elevation: +6.7mPD at Chiu Shun Road Viewing Distance: 12m Proposed Building Height in the Site: +130mPD



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Attachment VII of RNTPC Paper No. 2/20



www.mtr.com.hk



Our ref: TPD 10.3.3/SL/12996

21 May 2020

BY HAND

Director of Planning c/o Sai Kung & Islands District Planning Office Planning Department 15/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, N.T.

Attn: Ms. Donna Tam, District Planning Officer/ Sai Kung & Islands

Dear Madam,

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use Rezoning Report (For Submission to the Town Planning Board)

The captioned rezoning proposal refers. As requested, we provide herewith 16 copies of Rezoning Report and 45 CD-roms containing soft copy of the Rezoning Report for submission to the Town Planning Board.

Should you have any query, please feel free to contact the undersigned.

Yours faithfully,

Sharon Liu Chief Town Planning Manager

Encl. 16 copies of Rezoning Report and45 CD-Roms containing soft copy of Rezoning Report

MTR Headquarters Building, Telford Plaza, Kowloon Bay, Kowloon, Hong Kong. GPO Box 9916, Hong Kong. Tel (852) 2993 2111 Fax (852) 2798 8822
 香港九龍灣德福廣場港鐵總部大樓
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 F-mail: SHARON@mtr.com.hk

Town Planning Department 19/F, MTR Headquarters Building,



PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

Final Report May 2020

EXECUTIVE SUMMARY

1. INTRODUCTION

1.1. Purpose of the Study

2. BASELINE REVIEW

- 2.1. The Subject Site and its Surrounding Context
- 2.2. Pak Shing Kok Ventilation Building
- 2.3. Statutory Planning Context
- 2.4. Site Analysis

3. THE PROPOSED DEVELOPMENT

- 3.1. Conceptual Scheme
- 3.2. Proposed Development Parameters
- 3.3. Indicative Landscape Master Plan
- 3.4. Local Open Space
- 3.5. The Rezoning Proposal

4. TECHNICAL ASSESSMENTS

- 4.1. Air Ventilation
- 4.2. Environment
- 4.3. Visual
- 4.4. Traffic
- 4.5. Sewerage
- 4.6. Drainage
- 4.7. Geotechnical

5. PLANNING GAINS AND JUSTIFICATIONS

- 5.1. Making Good Use of an Already Developed Site
- 5.2. Compatible with Planning and Development Contexts
- 5.3. Acceptable in Infrastructure, Engineering, Environment, Visual and Landscape Aspects

6. CONCLUSION

LIST OF FIGURES

- 2.1 Location and Site Conditions
- 2.2 Statutory Planning Context (Extracted from approved Tseung Kwan O OZP No. S/TKO/26)
- 2.3 Development Constraints
- 3.1 Conceptual Scheme
- 3.2 Indicative Ground Floor Plan
- 3.3 Indicative Plan at Level +13mPD
- 3.4 Indicative Plan at Level +19mPD
- 3.5 Indicative Plan at Level +25mPD
- 3.6 Indicative Plan at Level +32mPD
- 3.7 Indicative Plan at Level +38.95mPD
- 3.8 Indicative Section A-A
- 3.9 Indicative Section B-B
- 3.10 Indicative Landscape Master Plan Ground Level
- 3.11 Indicative Landscape Master Plan Podium Level
- 3.12 Indicative Local Open Space

LIST OF TABLE

3.1 Proposed Development Parameters

LIST OF APPENDICES

- A. Quantitative Air Ventilation Assessment Initial Study
- B. Environmental Assessment
- C. Visual Impact Assessment
- D. Traffic Impact Assessment
- E. Sewerage Impact Assessment
- F. Drainage Impact Assessment
- G. Geotechnical Planning Review Report
- H. Indicative Landscape Master Plan and Tree Survey Report

EXECUTIVE SUMMARY

Introduction

A rezoning study is conducted to examine the feasibility of property development at the existing Pak Shing Kok Ventilation Building Site and adjacent area, taking into consideration the site context, statutory planning context and various development constraints.

The proposed rezoning of the Subject Site is located at Chiu Shun Road, Hang Hau. The Site is covered by the current approved Tseung Kwan O Outline Zoning Plan (OZP) No. S/TKO/26.

The Conceptual Scheme

The proposed development comprises two residential towers at the Subject Site with a domestic plot ratio of 6, which will be compatible with the surrounding high density residential developments. The residential towers will each have 27 storeys and provide 432 flats in total. The proposed **Development Parameters** are tabulated as follows:

Site Area	4,458 sq. m.
Domestic Plot Ratio	6
Domestic Gross Floor Area*	26,748 sq. m.
No. of Flats	432
No. of Residential Storeys	27
No. of Towers	2
Building Height	130mPD
Note	

*The aboveground car park, existing railway facilities and other public facilities, if any, are accountable for gross floor area (GFA) under the Buildings Ordinance (Cap. 123) (BO), unless exempted.

*The Buildings Authority may consider application for GFA concession on a case-by-case basis upon formal submission of general building plans under the BO. Attention should be drawn to Practice Notes for Authorised Person, Registered Structural Engineer and Registered Geotechnical Engineer (PNAP) APP-2 issued by the Buildings Department.

Rezoning Proposal

Based on the Conceptual Scheme, it is proposed to amend the approved Tseung Kwan O OZP No. S/TKO/26 as follows:

• To rezone the Subject Site to "Residential (Group A) 8" from "Green Belt" and an area shown as 'MTR Pak Shing Kok Ventilation Building', with a maximum domestic plot ratio of 6 whilst any floor space that is constructed or intended for use solely as railway facilities required by the Government may be disregarded for GFA calculation. A maximum building height restriction of 130mPD is applicable to the Subject Site.

Planning Justification

The proposed development will optimise utilisation of valuable land resources and make a positive contribution to housing land supply. A series of technical assessments conclude that the proposed development is technically feasible.

Development Programme

According to the current development programme, the proposed OZP amendment is expected to be approved in 2021 and the development at the Subject Site would commence in 2021.

1. INTRODUCTION

1.1. Purpose of the Study

1.1.1. The report presents the findings of a rezoning study in support of the proposed residential development at the existing Pak Shing Kok Ventilation Building Site and its adjacent area. Technical assessments, based on the proposed Conceptual Scheme, have been undertaken to demonstrate its technical feasibility.

2. BASELINE REVIEW

2.1. The Subject Site and its Surrounding Context

- 2.1.1. The Subject Site is located at Chiu Shun Road. The Subject Site is currently occupied by the existing Pak Shing Kok Ventilation Building for the MTR Tseung Kwan O Line and man-made slopes.
- 2.1.2. Figure 2.1 illustrates the location of the Subject Site and its existing conditions.
- 2.1.3. With regards to its surrounding context, the area north of the Subject Site is largely dominated by high density residential developments. Supporting Government, institution or community (GIC) and recreational facilities such as school, park and sports ground are located close to the Subject Site.

2.2. Pak Shing Kok Ventilation Building

- 2.2.1. The existing Pak Shing Kok Ventilation Building forms part of the MTR Tseung Kwan O Line. The Ventilation Building provides air ventilation for the tunnels of the MTR line.
- 2.2.2. At present, main roof of the Ventilation Building is measured about 24.17mPD and top of the vent shaft is measured about 29.72mPD. It is served by a vehicular ingress/egress via Chiu Shun Road which allows the access by large vehicles to a delivery platform. The vehicular ingress/egress and delivery platform are critical for the delivery of large equipment/machines in case replacement of parts of the ventilation facilities is required.

2.3. Statutory Planning Context

- 2.3.1. The Subject Site is covered by the approved Tseung Kwan O OZP No. S/TKO/26.
- 2.3.2. According to the current OZP, the Subject Site comprises "Green Belt" zone and an area shown as 'MTR Pak Shing Kok Ventilation Building'. Figure 2.2 provides the location of Subject Site on the approved Tseung Kwan O OZP No. S/TKO/26.

2.4. Site Analysis

Development Constraints

- 2.4.1. Developing over Operating Railway Facilities The functioning of the existing Pak Shing Kok Ventilation Building (PVB) is paramount to the operation of the MTR Tseung Kwan O Line. The construction of residential development atop the PVB therefore will need to take into account existing condition of the Ventilation Building, underground ventilation tunnel, technical requirements and the associated operational and construction risks.
- 2.4.2. Ensuring Compatibility between Railway Facilities and Residential Development In terms of the operation of the PVB, under normal circumstances, the dampers at the vent shafts are in open position for air ventilation. The extracted air is not polluting in nature. Modifications to the Ventilation Building will be implemented to ensure compatibility with the residential development. Please refer to Figure 2.3 for details.
- 2.4.3. Maintaining Vehicular Access for Operations and Maintenance of Railway Facilities The maintenance access and parking for regular and urgent maintenance of the PVB are still necessary to be provided at the ground level with the development atop, where lifting facilities will be provided for heavy maintenance. The same functions of the existing open parking area at the PVB still need to be maintained after the development. This is achieved by site re-planning for more compact and integrated uses of various facilities.
- 2.4.4. Vehicular Traffic and Fixed Plant Noise Traffic noise generated by Chiu Shun Road abutting to the northwest of the Subject Site and fixed plant noise from PVB may cause potential impact on the residential units. Sufficient setback and other suitable noise mitigation measures will be required to ameliorate the potential impact to the future residents and to comply with relevant criteria as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) and the Noise Control Ordinance respectively.
- 2.4.5. Prevailing Wind With reference to the annual wind rose, the dominated annual prevailing winds of the area come from east and east-northeast directions and summer prevailing winds are dominated from southwest and south-southwest directions (please refer to Appendix A). The proposed development will have to be positioned and orientated in a sensitive manner in order to minimise its potential impact to the local wind environment and to enhance the air permeability.
- 2.4.6. Air Pollution from Vehicular Traffic The air pollution generated by the vehicular traffic along Chiu Shun Road may have an impact to the air sensitive receivers. As shown in Figure 2.3, sufficient setback has been allowed to ameliorate the potential impact to the future residents of the Subject Site.
- 2.4.7. Man-made Slopes A number of registered slopes are located within and at the periphery of the Subject Site. According to the record from the Slope Information System of Geotechnical Engineering Office, there are man-made slopes located within the Subject Site. Appropriate slope

improvement works may need to be carried out to maintain existing slope stability. Please refer to Appendix G for details.

3. THE PROPOSED DEVELOPMENT

3.1. Conceptual Scheme

- 3.1.1. A Conceptual Scheme has been prepared in support of the proposed residential development within the Subject Site. The Conceptual Scheme is presented in Figure 3.1, Indicative Ground Floor Plan and Indicative Plans at Level 13mPD, 19mPD, 25mPD, 32mPD and 38.95mPD are presented in Figures 3.2 to 3.7 respectively. Indicative Sections are also presented in Figures 3.8 and 3.9.
- 3.1.2. As shown in Figure 3.1, two residential towers are located within the Subject Site with site area of 4,458 square metres. The residential towers will be developed atop a transfer plate decking over the existing PVB.
- 3.1.3. As the operating PVB will remain in-situ, portion of the Subject Site will therefore be jointly used by the proposed residential development and existing PVB. Vehicular entrance for the Site will be shared by the proposed residential development and the existing PVB.
- 3.1.4. As PVB and related underground ventilation tunnel are paramount to deliver the safe operation of the railway, construction of underground car park will lead to high risk to the integrity of the ventilation tunnel, which is required to address railway congestion or emergency situations such as fire. Therefore, aboveground car park is proposed to be provided for the residential development and full GFA concession for aboveground car park is expected to be granted by the Building Authority.
- 3.1.5. The two proposed residential towers are carefully situated taking into account the geotechnical and topographic conditions. Also, the residential towers have setback from Chiu Shun Road to mitigate the potential air pollution and road traffic noise. In addition, the residential towers are designed with consideration of the potential impact to the air ventilation of the area.
- 3.1.6. Taking into account the building heights of the neighbouring developments and the existing site conditions of the Subject Site, it is proposed that the residential towers will each have 27 storeys and with a height of 130mPD. The proposed building height of residential towers will be compatible with the building height of nearby property developments.

3.2. Proposed Development Parameters

3.2.1. Table 3.1 below summarises the major development parameters of the proposed conceptual scheme.

Table 3.1 Proposed Development Parameters

Site Area	4,458
Domestic Plot Ratio	6
Domestic Gross Floor Area*	26,74
No. of Flats	432
No. of Residential Storeys	27
No. of Towers	2
Building Height	130m
Note	

*The aboveground car park, existing railway facilities and other public facilities, if any, are accountable for gross floor area (GFA) under the Buildings Ordinance (Cap. 123) (BO), unless exempted.

*The Buildings Authority may consider application for GFA concession on a case-by-case basis upon formal submission of general building plans under the BO. Attention should be drawn to Practice Notes for Authorised Person, Registered Structural Engineer and Registered Geotechnical Engineer (PNAP) APP-2 issued by the Buildings Department.

3.3. Indicative Landscape Master Plan

3.3.1. An Indicative Landscape Master Plan has been prepared with the following design objectives:

- To provide a quality and sustainable environment with adequate landscape area for the enjoyment of the residents of the proposed development.
- To incorporate new trees and shrubs to enhance the greenery.
- To create a landscape vista for future residents through provision of proper vegetated slope area to provide meaningful and tangible benefits to the residents.
- 3.3.2. An Indicative Landscape Master Plan has been prepared to achieve the above and comply with the greenery requirements that are stipulated in the Sustainable Building Design Guidelines. Not less than 20% of site area of greenery (i.e. 892 square metres) will be provided within the Subject Site.
- 3.3.3. Figures 3.10 and 3.11 respectively illustrate the Indicative Landscape Master Plan at ground level and podium level. Appendix H further illustrates the Indicative Landscape Master Plan and Tree Survey Report.

3.4. Local Open Space

3.4.1. As per the HKPSG, the standard of provision for local open space is 10 hectares per 100,000 persons. This equates to the requirement of providing 1 square metre of local open space per person. The estimated population of the Subject Site is 1,210 persons. Therefore, 1,210 square metres of local open space should be provided within the Subject Site per the HKPSG.

3 sq. m.

18 sq. m.

nPD

3.4.2. As shown in Figure 3.12, a total of 1,210 square metres of local open space is provided at podium within the Subject Site. Given the estimated population of 1,210 persons, the proposed local open space provision within the Subject Site is sufficient and meets the standard of provision for local open space.

3.5. The Rezoning Proposal

- 3.5.1. Based on the proposed Conceptual Scheme outlined above, it is proposed to amend the current approved Tseung Kwan O OZP No. S/TKO/26 as follows:
 - To rezone the Subject Site to "Residential (Group A) 8" from "Green Belt" and an area shown as 'MTR Pak Shing Kok Ventilation Building', with a maximum domestic plot ratio of 6 whilst any floor space that is constructed or intended for use solely as railway facilities required by the Government may be disregarded for GFA calculation. A maximum building height restriction of 130mPD is applicable to the Subject Site.

4. TECHNICAL ASSESSMENTS

4.1. Air Ventilation

- 4.1.1. A Quantitative Air Ventilation Assessment Initial Study has been conducted and is attached in Appendix A. The air ventilation performance under the Existing Condition and the Conceptual Scheme was compared.
- 4.1.2. Dominated annual prevailing winds are from east and east-northeast directions. Chiu Shun Road is a major wind corridor to facilitate wind penetration. Therefore, 5 to 10m setback distance from Chiu Shun Road is provided in the Conceptual Scheme with an aim to facilitating the wind movement and would not cause any substantial blockage to the approaching annual prevailing winds.
- 4.1.3. Summer prevailing winds are dominated from southwest and south-southwest directions and Chiu Shun Road serves as a major wind corridor. With the provision of 5 to 10m setback distance from Chiu Shun Road in the Conceptual Scheme, it would not impose major obstruction to the summer prevailing winds.
- 4.1.4. Furthermore, the proposed residential towers are orientated to align with the NE-SW direction to reduce impediment to the annual and summer prevailing winds. Void areas are provided at the lower zone of the proposed development to enhance building permeability.
- 4.1.5. According to the CFD modelling result, it is concluded that the air ventilation performance in terms of LVRw and SVRw are slightly decreased as compared to the Existing Condition. Improvement in velocity ratio at local breezeway Chiu Shun Road and potential impact on Hang Hau Man Kuk Lane Park is observed. The Conceptual Scheme has incorporated some wind enhancement features in order to reduce the potential impact to the surrounding pedestrian wind environment, which include: (1) setback at podium level and setback of tower blocks from Chiu Shun Road;

(2) permeable elements underneath the podium and above the PVB; and (3) building separation between the two residential blocks. Another quantitative air ventilation assessment (AVA) will be conducted at detailed design stage to demonstrate that the wind performance of the Proposed Scheme is comparable with that of the Baseline Scheme, i.e. the Conceptual Scheme presented in the Rezoning Report.

4.1.6. The Baseline Scheme adopted for guantitative AVA will incorporate all wind enhancement features proposed in the Rezoning Report for comparison of wind performance with the Proposed Scheme. More wind enhancement features in the future development will be explored during the detailed design stage to further alleviate the potential impact on pedestrian wind environment.

4.2. Environment

- 4.2.1. An Environmental Assessment has been conducted and is attached in Appendix B. Potential impacts, such as vehicular emission, road traffic noise and fixed plant noise have been studied.
- 4.2.2. Given the interface of the existing PVB and the proposed development, the potential impacts of the PVB on the residential development were also appraised. The PVB provides natural ventilation within the sections of Tseung Kwan O Line tunnels in its normal operation via the ventilation shafts. Only under congestion or emergency situations such as fire, the tunnel ventilation fan will be turned on for air intake/exhaust as necessary. The extracted air is not polluting in nature. 5m exhaust air zone buffer distance from the existing tunnel ventilation louvres has been allowed to the future residential development where openable windows for natural ventilation are required to fulfil both fire services and smoke exhaust requirements by Fire Services Department. Hence, there will not be any potential air quality impact to the proposed development over the Ventilation Building.
- 4.2.3. To alleviate the potential fixed plant noise impact to the residential development, mitigation measures such as installing appropriate acoustic louvres/silencers at the ventilation openings will be provided. As such, no unacceptable noise impact is envisaged upon occupation of the proposed development due to the operation of PVB.
- 4.2.4. No significant fugitive dust impact is anticipated during construction phase with implementation of relevant mitigation measures recommended in the Air Pollution Control (Construction Dust) Regulation. No adverse air quality impact due to industrial emission of chimney would be experienced by the proposed development due to the absence of chimney within 200m of the Subject Site.
- 4.2.5. With respect to the potential issues arising from vehicular emissions, a minimum horizontal buffer separation of 10m, as per Table 3.1 of Chapter 9 of HKPSG, is also proposed between the kerb side of Chiu Shun Road (a district distributor) and the proposed residential towers. To this extent, no unacceptable air quality impact due to vehicular emission is anticipated. A road traffic noise impact assessment based on forecasted traffic data has also been prepared and it is confirmed that the road traffic noise impact is considered acceptable with the implementation of appropriate mitigation measures.

4.2.6. In short, it is concluded that the extent of these environmental impacts would be acceptable with the recommended mitigation measures implemented.

4.3. Visual

- 4.3.1. A Visual Impact Assessment has been conducted and is attached in Appendix C. The assessment was conducted with the preparation of a series of photomontages from key local viewpoints. Given Hang Hau is a densely developed urban area, together with careful consideration of the building form, building height and tower disposition, it is concluded that the proposed residential development would not cause any major visual obstruction to its surrounding visual context. Taking into account the sensitivity of the key public viewers, visual resources and visual amenities, the proposed development would not generate unacceptable visual impact on various selected key local viewpoints.
- 4.3.2. Regarding the potential visual impact of the podium, various mitigation measures including multilevelled greenery, voids and building façade treatment are proposed and illustrated in Figures V3.5 and V3.6 in Appendix C, aiming to soften the development edges and improve the visual permeability.

4.4. Traffic

- 4.4.1. A Traffic Impact Assessment has been conducted and is attached in Appendix D. The findings of the traffic impact assessment indicated that the traffic generated by the proposed residential development is not anticipated to induce significant traffic impact onto the adjacent junctions. The road network in the vicinity of the Subject Site would be able to cope with the proposed residential development. Also, the findings showed that the railway network has sufficient capacity to accommodate the additional demand for the proposed PVB Site.
- 4.4.2. In addition, given there is currently no footpath at the eastern kerbside of Chiu Shun Road along the frontage of the Subject Site, it is proposed to modify the existing planter to provide a minimum 3mwide footpath. A schematic layout is shown in Figure 7 in Appendix D.
- 4.4.3. Furthermore, to enhance the accessibility of the Subject Site to the nearby public transport services provided on Ngan O Road and the public transport interchange at MTR Hang Hau Station, an atgrade pedestrian crossing across Chiu Shun Road is proposed to be provided as shown in Figure 7 in Appendix D.

4.5. Sewerage

4.5.1. A Sewerage Impact Assessment has been conducted and is attached in Appendix E. The report has reviewed the existing sewerage system of the Subject Site, evaluated the potential sewerage impact induced from the proposed development and recommended feasible option for sewer connection. It is proposed that a 250mm diameter sewerage pipeline, comprising three new manholes at Chiu Shun Road, be constructed and connected with an existing 300mm public sewerage pipe from Hang Hau Man Kuk Lane Park to a manhole of an existing 1,650mm diameter public trunk sewer pipeline along Chiu Shun Road. Compared with the hydraulic capacity of existing 1650mm diameter trunk sewer pipeline along Chiu Shun Road (2.472 m³/sec), the quantity of sewage flow from the proposed development is considered to be relatively small (0.0292 m³/sec). Therefore, it is anticipated that there would not be any adverse sewerage impact due to the proposed development.

4.6. Drainage

4.6.1. A Drainage Impact Assessment has been conducted and is attached in Appendix F. The report has reviewed the existing drainage arrangement and evaluated potential impacts from the proposed development to the existing drainage system. There is a 4-cell box culvert located along Chiu Shun Road. Under the existing condition, the stormwater runoffs from the Subject Site are discharged to the existing box culvert through existing sand traps within the Subject Site. With the proposed development in place, it is recommended that the stormwater runoffs of the proposed development be separately drained to the existing box culvert via a new terminal manhole. The increase in stormwater runoff from the Subject Site with the proposed development is estimated to be 0.006 m³/sec, which is comparatively small to the hydraulic capacity of the existing box culvert of 27.33 m³/sec. Hence, it is anticipated that the proposed development will not cause any adverse drainage impact on the existing drainage system.

4.7. Geotechnical

4.7.1. A Geotechnical Planning Review Report has been conducted and is attached in Appendix G. Existing site geology, man-made slopes, natural terrain and possible foundation types were appraised. Based on the available information and through implementation of the recommended slope improvement works and natural terrain mitigation measures, the proposed development is considered to be geotechnically feasible. In the detailed design stage, slope improvement works, natural terrain hazard study, and related mitigation measures will be further studied.

5. PLANNING GAINS AND JUSTIFICATIONS

5.1. Making Good Use of an Already Developed Site

5.1.1. Developable land is a scarce resource in Hong Kong. The proposal of developing housing atop the existing Ventilation Building represents an innovative means to increase housing supply and optimise existing land resource. The proposed development will be served by existing roads, infrastructure and railway network.

5.2. Compatible with Planning and Development Contexts

5.2.1. Given the Subject Site is located within an area that is dominated by high density residential developments, the proposed residential development will not cause any issue on land use interface. The proposed development is also unlikely to cause any adverse impact on the provision of GIC facilities and open spaces given its scale.

5.3. Acceptable in Infrastructure, Engineering, Environment, Visual and Landscape Aspects

5.3.1. The technical assessments have confirmed that no significant adverse impact will result from the proposed development from air ventilation, environmental, traffic, sewerage, drainage, geotechnical, landscape and visual aspects.

6. CONCLUSION

6.1.1. A rezoning study is conducted to examine the feasibility of property development at the existing Pak Shing Kok Ventilation Building Site and adjacent area, taking into consideration the local context, statutory planning context and various development constraints of the Subject Site. A series of technical assessments conclude that the proposed development has no significant adverse impact on its surroundings.



Figure 2.1 Location and Site Conditions



Figure 2.2 Statutory Planning Context (Extracted from approved Tseung Kwan O OZP No. S/TKO/26)



Figure 2.3 Development Constraints

Existing Ventilation Opening

1. Existing functions and facilities of Ventilation Building and ventilation tunnel to be maintained at all times to ensure safe and uninterrupted railway services. The maintenance and emergency access should not be affected during construction phase and after

2. Treatment on ventilation openings to ensure environmental compliance for residential

3. Railway protection zone. 3m clearance from all

6. 10m air quality set back from Chiu Shun Road



Figure 3.1 Conceptual Scheme



Figure 3.2 Indicative Ground Floor Plan



Figure 3.3 Indicative Plan at Level +13mPD



Figure 3.4 Indicative Plan at Level +19mPD



Figure 3.5 Indicative Plan at Level +25mPD



Figure 3.6 Indicative Plan at Level +32mPD



Figure 3.7 Indicative Plan at Level +38.95mPD

TOWER 1

TOWER 2

	+130_00				100.00
	27/F			27/F	↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓
	26/F		-	26/F	
	25/F		1	25/F	
	24/F		1	24/F	
	23/F		1	23/F	
	22/F		1	22/F	
	21/F		-	21/F	
	20/F		1	20/F	
	19/F		1	19/F	
	18/F		1	18/F	
	17/F		1	17/F	
	16/F			16/F	
	15/F		1	15/F	
	14/F		1	14/F	
	13/F		1	13/F	
	12/F		1	12/F	
	11/F		1	11/F	
	10/F			10/F	
	9/F			9/F	
	8/F			8/F	
	7/F			7/F	
	6/F			6/F	
	5/F			5/F	
1	4/F			4/F	
1	3/F			3/F	
	2/F			2/F	
	1/F			1/F	
	LIFT LOBBY CLU	JBHOUSE STAIRS	SHUTTLE LIFT CORE	STAIRS CLUBHOUSE	LIFT LOBBY
I 7/		///////////////////////////////////////	TRANSFER PLATE		
			CAR PARK & CLUBHOUSE		
	⇒+32.00 ⇒+30.00 E&M	FLOOR	<u>z</u>	7+29.72	
	Plant Room f Residential	for			
	♥ +25.00		*/4,1/		
	Plant Room f Ventilation	for MTR Building			
CAR	R LIFT Plant Poor d	for MTR	 Ц	Pak Shing K	ok
	Ventilation	Building		Ventilation Bu	uilding
· 🗸	LOADING/ UNL	LOADING			+
STREET	for railway	use)			
LEVEL EXISTING					EXIST
SITE BOUNDARY					SILE

Figure 3.8 Indicative Section A-A





Figure 3.9 Indicative Section B-B



Figure 3.10 Indicative Landscape Master Plan – Ground Level





Figure 3.11 Indicative Landscape Master Plan – Podium Level





Figure 3.12 Indicative Local Open Space

LEGEND



Site Boundary

Uncovered Open Space at Podium for Passive Recreation = 1,210 m²



Proposed Level

40m

Total open space area is not less than the minimum requirement 1,210 m².
Appendix A Quantitative Air Ventilation Assessment Initial Study

ISSUE NO.	:4
ISSUE DATE	: Sep 2019
PROJECT NO.	: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

AIR VENTILATION ASSESSMENT REPORT

COMMERCIAL-IN-CONFIDENCE

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Issue No.	:4
Issue Date	: Sep 2019
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PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

AIR VENTILATION ASSESSMENT REPORT

COMMERCIAL-IN-CONFIDENCE

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Table of Contents

1.	INTRODUCTIC	DN	
2.	PROJECT INFO	DRMATION	
	2.1 Backgroun	nd	
	2.2 Objectives	3	4
3.	SITE LOCATIO	ON AND SURROUNDING ENVIRONMENTAL CON	TEXT 5
	3.1 Existing C	Condition	
	3.2 Proposed	Development	7
4.	SITE WIND EN	VIRONMENT (WIND AVAILABILITY)	9
	4.1 General		9
	4.2 Site Wind	Availability Data	
5.	EXPERT EVAL	UATION	
	5.1 Land Use	and Existing Urban Morphology	
	5.2 Wind Cor	ridor and Air Path	
	5.3 Annual Pr	evailing Wind Condition	
	5.4 Summer F	Prevailing Wind Condition	
	5.5 Air Ventil	ation Improvement Features	16
	5.6 Focus Are	as	16
	5.7 Conclusio	n on Expert Evaluation	
6.	INITIAL STUD	V	
••	6.1 Assessme	nt Approach and Methodology	18
	6.2 Assessmer	nt Scenarios	18
	6.3 Geometry	and Domain Setting	18
	6.4 Meshing S	Setting	
	6.5 Numeric S	Scheme Setting	
	6.6 Wind Prot	file	28
	6.7 Site Boun	dary Assessment Area and Surrounding Area	
	6.8 Test Point	re	30
	6.9 Wind Vel	ocity Ratio	
7	FINDINGS		36
/•	7 1 Air Ventil	ation Results	36
	7.1 All Vellul 7.2 Site Air V	ation Assessment Results	
	7.2 She All V	Ventilation Assessment Results	
	7.4 Focus Are	ventilation Assessment Results	
8	DISCUSSION P	DIDECTIONAL ANALVSIS	15
0.	8.1 Overall V	entilation Performance under Annual Condition	
	8.2 Overall V	antilation Derformance under Summer Condition	
	8.3 Directiona	al Analysis	
0	CONCI USION		71
٦.	CONCLUSION.		

List of Figures

Figure 3.1	Location of Subject Site
Figure 3.2	Immediate Site Surroundings of the
Figure 3.3	Conceptual Scheme
Figure 3.4	Conceptual Scheme, Section
Figure 4.1	RAMS Wind Roses at Grid (x:099)
Figure 4.2	Summary of Seasonal Prevailing V
Figure 5.1	OZP showing Vicinity of the Subje
Figure 5.2	Building Heights in the Vicinity of
Figure 5.3	Air Path under Annual Prevailing 1
Figure 5.4	Air Path under Summer South-wes
Figure 6.1	CFD Geometry Set-up (Top View
Figure 6.2	CFD Geometry Set-up (Side View)
Figure 6.3	Overall CFD Model
Figure 6.4	CFD Model 3-D View (East) under
Figure 6.5	CFD Model 3-D View (South) und
Figure 6.6	CFD Model 3-D View (West) under
Figure 6.7	CFD Model 3-D View (North) und
Figure 6.8	CFD Model 3-D View (East) under
Figure 6.9	CFD Model 3-D View (South) und
Figure 6.10	CFD Model 3-D View (West) under
Figure 6.11	CFD Model 3-D View (North) und
Figure 6.12	Zoom in 3D model under Concepti
Figure 6.13	CFD Mesh Model
Figure 6.14	CFD Prism Lavers
Figure 6.15	Wind Profile at Grid (099, 041)
Figure 6.16	Subject Site Assessment Area and
Figure 6.17	Positions of Perimeter Test Points
Figure 6.18	Positions of Overall Test Points (1
Figure 6.19	Positions of Special Test Points (2
Figure 7.1	Wind Velocity Ratio of Perimeter
Figure 7.2	Wind Velocity Ratio of Overall Te
Figure 7.3	Wind Velocity Ratio of Perimeter
Figure 7.4	Wind Velocity Ratio of Overall Te
Figure 7.5	Identified Focus Areas
Figure 8.1	Annual frequency weighted VR co
Figure 8.2	Annual frequency weighted VR co
Figure 8.3	Summer frequency weighted VR c
Figure 8.4	Summer frequency weighted VR c
Figure 8.5	VR Contour Plot under ENE wind
Figure 8.6	VR Contour Plot under ENE wind
Figure 8.7	VR Contour Plot under E wind of I
Figure 8.8	VR Contour Plot under E wind of
Figure 8.9	VR Contour Plot under NF wind of
Figure 8 10	VR Contour Plot under NE wind o
Figure & 11	VR Contour Plot under NNF wind
Figure $\$$ 17	VR Contour Plot under NNE wind
Figure 8.12	VR Contour Plot under ESE wind
Figure 0.13	VR Contour Plot under ESE wind
1 iguie 0.14	
Issue 4	

	5
ne Subject Site	6
	8
	9
<i>9</i> , y:041)	. 11
Wind Direction	. 12
ect Site	. 13
f the Subject Site	. 14
Northeasterly Wind	. 15
sterly Wind	. 15
v)	. 19
Γ)	. 19
	. 20
er Existing Condition	.21
der Existing Condition	. 21
ler Existing Condition	. 22
der Existing Condition	. 22
der Conceptual Scheme	. 23
ler Conceptual Scheme	. 23
der Conceptual Scheme	. 24
tuel Scheme	. 24
	. 25 26
	. 20
	29
1 Surrounding Area	30
(23 perimeter test points)	32
12 overall test points)	. 33
20 special test points)	. 34
Test Points (Annual)	. 36
est Points (Annual OP001 – OP112)	. 37
Test Points (Summer)	. 38
est Points (Summer OP001 – OP112)	. 39
· · · · · · · · · · · · · · · · · · ·	. 42
ontour plot under Existing Condition	. 45
ontour plot under Conceptual Scheme	. 45
contour plot under Existing Condition	. 47
contour plot under Conceptual Scheme	. 47
l of Existing Condition	. 50
l of Conceptual Scheme	. 50
Existing Condition	. 52
Conceptual Scheme	. 52
of Existing Condition	. 54
of Conceptual Scheme	. 54
t of Existing Condition	. 55
1 of Conceptual Scheme	. 55
of Existing Condition	. 57
of Conceptual Scheme	. 57
Α	EC

Figure 8.15	VR Contour Plot under SSW wind of Existing Condition	59
Figure 8.16	VR Contour Plot under SSW wind of Conceptual Scheme	
Figure 8.17	VR Contour Plot under SE wind of Existing Condition	61
Figure 8.18	VR Contour Plot under SE wind of Conceptual Scheme	61
Figure 8.19	VR Contour Plot under SW wind of Existing Condition	
Figure 8.20	VR Contour Plot under SW wind of Conceptual Scheme	
Figure 8.21	VR Contour Plot under SSE wind of Existing Condition	65
Figure 8.22	VR Contour Plot under SSE wind of Conceptual Scheme	65
Figure 8.23	VR Contour Plot under S wind of Existing Condition	67
Figure 8.24	VR Contour Plot under S wind of Conceptual Scheme	67
Figure 8.25	Velocity Streamline under S wind of Existing Condition	
Figure 8.26	Velocity Streamline under S wind of Conceptual Scheme	
Figure 8.27	VR Contour Plot under WSW wind of Existing Condition	70
Figure 8.28	VR Contour Plot under WSW wind of Conceptual Scheme	70

List of Tables

Table 4.1	Summary of Wind Contribution at Subject Site	. 10
Table 6.1	Boundary Condition Setting for CFD Modelling	. 28
Table 6.2	Weighted Occurrence Frequency (Fi) of Annual Prevailing Wind Directions	. 35
Table 7.1	Summary of Weighted Site Velocity Ratios (SVRw)	. 40
Table 7.2	Summary of Weighted Local Velocity Ratios (LVRw)	.41
Table 7.3	Focus Area Weighted Average Velocity Ratio	. 43

List of Appendices

Appendix A Detailed Wind Profile

Appendix B Location of Overall and Perimeter Test Points

Appendix C Detailed Velocity Ratio (VR) Results for All Test Points

Appendix D Contour and Vector Plots of CFD Simulation Result of Velocity Ratio

Scheme to optimize local and regional air ventilation performance; if necessary

INTRODUCTION 1.

1.1.1 of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use.

PROJECT INFORMATION 2.

2.1 Background

- 2.1.1 The Subject Site is at the MTR Pak Shing Kok Ventilation Building (PVB) Site and west.
- 2.1.2 The Conceptual Scheme involves a podium and two 27-storey residential towers. The proposed project is planned to be completed in Year 2029.

2.2 Objectives

- 2.2.1 This Air Ventilation Assessment (AVA) is divided into two parts. The first part is to suggested in the EE.
- 2.2.2 Relevant information on the Tseung Kwan O Area Air Ventilation Assessment Expert Hong Kong Planning Standard and Guidelines (HKPSG).

Expert Evaluation (EE)

The main objectives of this EE are:-2.2.3

Allied Environmental Consultants Limited (AEC) was commissioned by the DLN Architects Limited (DLN) to undertake the Consultancy Service for Rezoning Study

adjacent "Green Belt" Site to the south of PVB. Site area is about 4,458m². The site is immediately fronting to Chiu Shun Road at north-west, and Wan Po Road at south-

carry out Expert Evaluation (EE), which is a qualitative assessment to evaluate the wind characteristic to the surrounding environment, with respect to the proposed development scheme, taking into account surrounding buildings and topography (including the planned public housing development). The second part is to carry out Initial Study (IS), is a quantitative assessment to substantiate the preliminary findings

Evaluation Report (2011) made available by the Authority, and wind rose data available from Planning Department (PlanD)¹ have been taken into consideration in this EE, with reference to the recommendations suggested on the "Technical Guide of HPLB and ETWB Technical Circular (TC) on AVA No. 1/06" and Chapter 11 of the

To conduct desk-top review for the wind performance at the vicinity of the proposed development based on available information in PlanD portal;

To compare the Existing Condition & Conceptual Scheme for evaluating qualitatively the wind performance of the proposed development; and

To identify problematic areas and recommend mitigation measures on the Conceptual

¹ http://www.pland.gov.hk/pland en/info serv/site wind/site wind/099041.html Issue 4

Initial Study

2.2.4 Further to the EE, quantitative AVA Initial Study (IS) has been carried out to refine and substantiate the preliminary findings suggested in the EE. This AVA IS presents the cumulative air ventilation performance of the site, taking into account also the planned public housing development to its north-east.

3. SITE LOCATION AND SURROUNDING ENVIRONMENTAL CONTEXT

3.1 **Existing Condition**



Site location of the proposed residential development is shown in *Figure 3.1*. 3.1.1

Figure 3.1 Location of Subject Site

3.1.2 As shown in *Figure 3.1*, Pak Shing Kok Ventilation Building with a maximum height of 29.72mPD is located at the northeastern portion of the Subject Site. North to the Subject Site is dominated with residential developments with maximum building height of 175mPD. To the immediate north and north-east of the Site across Chiu Chun Road is residential developments La Cite Noble and Yuk Ming Court at around

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

146mPD and 115mPD respectively; and a planned public housing development with a maximum building height of 130mPD.

- 3.1.3 Towards the southern part of the Subject Site is a vegetated slope and about 1km the Site.
- 3.1.4 Photos of immediate surroundings are shown in *Figure 3.2*.



Figure 3.2 Immediate Site Surroundings of the Subject Site

Issue 4

south-east of the Subject Site is Sheung Yeung Shan with an elevation of about 250mPD. Open areas Hang Hau Man Kuk Lane Park across Chiu Chun Road is located west of the site, where Tseung Kwan O Sports Ground located further west of



Figure 3.2 Immediate Site Surroundings of the Subject Site (continued)

Proposed Development 3.2

- 3.2.1 The proposed development involves construction of two 27-storey residential towers, combined with a podium including carpark and resident clubhouse. Building height at main roof is 130mPD.
- 3.2.2 Building height of the existing developments surrounding the Subject Site such as La Cite Noble and Yuk Ming Court is at around 146mPD and 115mPD. A planned public housing development is located adjacent north-east of the site with a building height of 130mPD.
- 3.2.3 For this air ventilation assessment, the Conceptual Scheme has been developed to compare the ventilation performance of the existing wind environment. Conceptual Drawings of the Conceptual Scheme are shown in below *Figure 3.3* to *Figure 3.4*.
- 3.2.4 The Conceptual Scheme tries to maximize the setback distance from Chiu Shun Road with around 5m at podium level and 10m from tower block to Chiu Shun Road.





Issue 4

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE



Figure 3.4 Conceptual Scheme, Section

SITE WIND ENVIRONMENT (WIND AVAILABILITY) 4.

General 4.1

- 4.1.1 Hong Kong as a whole is characterised with northeast prevailing wind throughout the year. During summer time, southwest wind is also predominant.
- 4.1.2 In order to analyse the wind characteristics in the vicinity of the proposed development at Subject Site and its surrounding area, a meso-scale model Regional Atmospheric Modeling System (RAMS) simulated site wind availability data at the grid of the subject sites were reviewed.

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

Site Wind Availability Data 4.2

- 4.2.1 The simulated set of meso-scale model Regional Atmospheric Modeling System *4.1*.
- 4.2.2 Referring to PlanD website, the Subject Site is located at Grid (x:099, y:041). *Table* winter and summer.
- 4.2.3 As shown in *Figure 4.1* and *Table 4.1*, the dominated annual prevailing winds are condition reaching the subject site is summarized *Figure 4.2*.

Prevailing Condition	Annual	Summer	Winter
N	3.3%	1.1%	4.4%
NNE	7.2%	1.5%	11.9%
NE	10.7%	2.1%	19.3%
ENE	16.7%	3.9%	27.1%
E	18.0%	9.3%	19.2%
ESE	7.6%	7.8%	6.4%
SE	5.1%	6.2%	3.6%
SSE	4.4%	7.6%	2.1%
S	4.5%	9.9%	1.5%
SSW	6.1%	14.2%	1.1%
SW	6.7%	16.0%	1.0%
WSW	4.1%	9.7%	0.4%
W	2.3%	5.0%	0.5%
WNW	1.0%	2.1%	0.3%
NW	1.0%	2.1%	0.3%
NNW	1.1%	1.3%	0.8%

Table 4.1 Summary of Wind Contribution at Subject Site

(RAMS) wind data at different level (200m, 300m and 500m above terrain) are available at the website of the Planning Department (PlanD) and captured in Figure

4.1 summarises wind contribution under 16 wind directions at 500m during annual,

from E and ENE where winter prevailing wind dominates from ENE and NE, and summer prevailing wind dominates from SW and SSW. The seasonal prevailing wind



Figure 4.1 RAMS Wind Roses at Grid (x:099, y:041)

Issue 4

AEC

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

12



11

5. **EXPERT EVALUATION**

Land Use and Existing Urban Morphology 5.1

Land Use

5.1.1 According to the approved Tseung Kwan O Outline Zoning Plan (OZP No. S/TKO/26) in *Figure 5.1*, the Subject Site is currently situated in between a Residential (Group A) zone (R(A)) and Green Belt zone (GB) with a local access road. Village Houses are located north-east of the Subject Site and open areas are situated west of the subject site together with a heavily traffic Wan Po Road. The maximum building height in immediately surrounding the Site is about 150mPD.



Figure 5.1 OZP showing Vicinity of the Subject Site

Existing Urban Morphology and Topography

5.1.2 The Site is bounded by Chiu Shun Road to the northwest. Pak Shing Kok Ventilation Building (~30mPD) situates at the northeast portion of the Site; north of the Site is existing developments which are mainly high-rise (~150mPD) residential buildings and schools (~40mPD) and village houses (~20mPD); a planned public housing site is

located north-east of the Subject Site (130mPD). In addition, the Hang Hau Man Kuk Lane Park and Tseung Kwan O Sports Ground situate at the west of the site. Sheung Yeung Shan and Pak Shing Kok Hillslope with elevation up to 250mPD are at the south-east of the Subject Site.

5.1.3 Approximate building height of the surrounding existing building developments are indicated in Figure 5.2.



Figure 5.2 Building Heights in the Vicinity of the Subject Site

5.2 Wind Corridor and Air Path

5.2.1 As discussed in Section 4, annual prevailing winds at the Subject Site shall mainly 5.4 under dominated annual easterly and summer westerly wind directions.

Issue 4

come from northerly east, while summer prevailing winds come from southerly west. In other words, Chiu Shun Road would serve as one of the air paths surrounding the Subject Site under both annual prevailing wind and summer wind scenarios. The potential air paths / breezeways are identified and illustrated in Figure 5.3 to Figure



Figure 5.3 Air Path under Annual Prevailing Northeasterly Wind



Figure 5.4 Air Path under Summer South-westerly Wind

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

Annual Prevailing Wind Condition 5.3

- 5.3.1 situations.
- 5.3.2 Under the north-easterly wind direction, Chiu Shun Road acts as an air path to Kwan O Sports Ground and Wan Po Road.
- 5.3.3 The setback distance from Chiu Shun Road aims to facilitate such wind movement easterly wind.

5.4 **Summer Prevailing Wind Condition**

- 5.4.1 South-westerly wind is the prevailing winds under summer period. Similar to annual direction.
- 5.4.2 The open area such as Tseung Kwan O Sports Ground and Po Yap Road located
- 5.4.3 With the proposed setback distance and alignment with the south-westerly orientation, prevailing south-westerly wind.

Air Ventilation Improvement Features 5.5

- 5.5.1 immediately vicinity of the Subject Site such as:
 - wind and summer wind breezeway
 - to the annual and summer prevailing wind
 - zone of the proposed development
 - housing development in 130mPD.

5.6 **Focus Areas**

5.6.1 The height of the residential towers may cause screening effect to the approaching SW and other downstream areas within the assessment boundary.

Issue 4

Under annual prevailing east and north-easterly wind, the site topology is anticipated to divert the upcoming east wind towards to north-easterly direction and the upcoming wind reaching the Subject Site is anticipated to be north-easterly in most probable

facilitate wind penetration through the upstream area towards the downstream Tseung

without causing any substantial blockage and impediment to the approaching north-

prevailing easterly wind, Chiu Shun Road serves as an air path along the SW-NE

south-west of the Subject Site is anticipated to allow prevailing south-westerly wind to flow through towards the subject site and through to the downstream Hang Hau area.

the proposed building aims to minimize any major obstruction or impediment to the

As shown in *Figure 3.3* and *Figure 3.4*, the Conceptual Scheme has allowed air ventilation improvement features to enhance air ventilation and permeability in the

5-10m set back from Chiu Shun Road to improve the width of annual prevailing

Orientated tower blocks aligning with the NE-SW direction to reduce impediment

Provided void areas to enhance building permeability at the lower (pedestrian)

Alignment of building height at a maximum of 130mPD respecting to the immediate surrounding (ie., La Cite Noble in 146mPD) and planned public

prevailing winds through towards downstream village houses of Fat Tau Chau Village

- 5.6.2 Also, open areas such as Tseung Kwan O Sports Ground located south-west of the Subject Site may also be affected by the proposed building under prevailing easterly wind directions.
- 5.6.3 It is important to take into consideration of the above mentioned issues as far as practicable and enhance the permeability of the proposed development to prevailing wind.

5.7 **Conclusion on Expert Evaluation**

- The Conceptual Scheme introduced range of features and design considerations to 5.7.1 maintain a good wind penetrations and wind permeability.
- As the Site is located within the breezeway along Chiu Shun Road, therefore A 5.7.2 Computational Fluid Dynamic shall be carried out to determine velocity ratios (VR) at different concerned locations in order to quantitatively assess the air ventilation performance at pedestrian level to demonstrate whether the proposed private housing development would have any adverse air ventilation impact on the surrounding areas.

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

6. **INITIAL STUDY**

6.1 Assessment Approach and Methodology

- 6.1.1 physics to finite volumes of space and time.
- 6.1.2 The geometry and simulation options for subject development and surrounding topographical features.

6.2 **Assessment Scenarios**

- 6.2.1 To compare the wind environment of the assessment area, CFD analysis has been carried out for two Schemes:
 - area without the proposed residential development in place.
 - area with the proposed residential development in place.

6.3 **Geometry and Domain Setting**

6.3.1 Geometry including roads and buildings was imported to the CFD modelling for an view under Conceptual Scheme is shown in Figure 6.12.

ANSYS FLUENT version 15, as a computational fluid dynamics (CFD) simulation model, has been used for the natural ventilation study. It is a sophisticated modelling method, which takes into account the usual fluid dispersion calculation method under both laminar and turbulence flow stimulation. The equations that the CFD model solves are algebraic equations which result from applying the conservation laws of

environment have been set up to calculate the wind speed at the development and surrounding ambient. Related wind speeds around the development were assessed by setting up a scaled model of the development with surrounding building structures and

1) Existing Condition. This considers the ventilation performance of the assessment

2) Conceptual Scheme. This considers the ventilation performance of the assessment

area of approximately 500m radius around the development. The CFD setup of different perspectives are shown in *Figure 6.1* to *Figure 6.11*. The zoom in 3D model



Figure 6.1CFD Geometry Set-up (Top View)



Figure 6.2 CFD Geometry Set-up (Side View)





Figure 6.4 CFD Model 3-D View (East) under Existing Condition



Figure 6.5 CFD Model 3-D View (South) under Existing Condition

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT



Figure 6.6 CFD Model 3-D View (West) under Existing Condition



Figure 6.7 CFD Model 3-D View (North) under Existing Condition

AEC

22



Figure 6.8 CFD Model 3-D View (East) under Conceptual Scheme



Figure 6.9 CFD Model 3-D View (South) under Conceptual Scheme

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 24



Figure 6.10 CFD Model 3-D View (West) under Conceptual Scheme



Figure 6.11 CFD Model 3-D View (North) under Conceptual Scheme

AEC



Figure 6.12 Zoom in 3D model under Conceptual Scheme

- 6.3.2 The size of the computational domain of the 3D model is illustrated below:
 - x-direction (L) = 3,850m;
 - y-direction (W) = 3,850m; and
 - z-direction (H) = 1,100m
- 6.3.3 It is calculated that the blockage ratio of the model is less than 3.0%.

Meshing Setting 6.4

- Unstructured grid is constructed by ANSYS FLUENT version 15 and the grid size can 6.4.1 be manually adjusted in the aforesaid meshing tools. Within the assessment area, cells located across the x-axis and y-axis are positioned with smaller intervals than those located further from the site location in order to produce a more precise result at higher resolution where it is required.
- 6.4.2 The CFD model is developed with the combination of tetrahedral and prism cells. Approximately 5 million cells are constructed for the study. The grid arrangement within the assessment height of 2m above ground has been refined to facilitate the pedestrian wind environment study. In order to improve accuracy, smaller gird has been adopted in order to achieve a higher resolution at low levels of z-axis and thus capable of resolving small scale height structures and changes in topography at pedestrian level. The expansion ratio between two consecutive cells is less than 1.3. Four prism layers are created at 2m above ground to increase modelling accuracy at pedestrian level. Figure 6.13 and Figure 6.14 show the meshing details of the geometries.



Figure 6.13 CFD Mesh Model

AIR VENTILATION ASSESSMENT REPORT





Figure 6.14 CFD Prism Layers

Numeric Scheme Setting 6.5

- 6.5.1 ANSYS FLUENT offers an unparalleled breadth of turbulence models such as realizable k-epsilon turbulence model and the Reynolds stress model (RSM). In this study, the realizable k-epsilon model and a second order discretization scheme are adopted for simulation.
- 6.5.2 FLUENT uses iterative methods to solve the algebraic system of equations. The termination criterion is usually based on the residuals of the corresponding equations. The termination criterion of 0.001 has been used in this study.
- 6.5.3 The boundary conditions under various winds are tabulated in *Table 6.1*.

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 28

	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	1	1		[	1	
	Wind Directions	East	North	South	West	Тор	Terrain
	Е	Velocity inlet	Symmetry	Symmetry	Pressure outlet	Symmetry	Wall
	ENE	Velocity inlet	Velocity inlet	Pressure outlet	Pressure outlet	Symmetry	Wall
A	NE	Velocity inlet	Velocity inlet	Pressure outlet	Pressure outlet	Symmetry	Wall
Annual Prevailing Winds	NNE	Velocity inlet	Velocity inlet	Pressure outlet	Pressure outlet	Symmetry	Wall
	ESE	Velocity inlet	Pressure outlet	Velocity inlet	Pressure outlet	Symmetry	Wall
	SSW	Pressure outlet	Pressure outlet	Velocity inlet	Velocity inlet	Symmetry	Wall
	SW	Pressure outlet	Pressure outlet	Velocity inlet	Velocity inlet	Symmetry	Wall
	SW	Pressure outlet	Pressure outlet	Velocity inlet	Velocity inlet	Symmetry	Wall
	SSW	Pressure outlet	Pressure outlet	Velocity inlet	Velocity inlet	Symmetry	Wall
	Е	Velocity inlet	Symmetry	Symmetry	Pressure outlet	Symmetry	Wall
Summer	SE	Velocity inlet	Pressure outlet	Velocity inlet	Pressure outlet	Symmetry	Wall
Winds	SSE	Velocity inlet	Pressure outlet	Velocity inlet	Pressure outlet	Symmetry	Wall
	S	Symmetry	Pressure outlet	Velocity inlet	Symmetry	Symmetry	Wall
	WSW	Pressure outlet	Pressure outlet	Velocity inlet	Velocity inlet	Symmetry	Wall
	ESE	Velocity inlet	Pressure outlet	Velocity inlet	Pressure outlet	Symmetry	Wall

 Table 6.1
 Boundary Condition Setting for CFD Modelling

#### Wind Profile 6.6

6.6.1 Wind data used in CFD simulation should be referred to the latest simulated data demonstrated in *Figure 6.15*.

published by Planning Department. The wind profiles from the simulated data are

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 29



Figure 6.15 Wind Profile at Grid (099, 041)

Detailed wind profiles are provided in *Appendix A*. 6.6.2

#### Site Boundary, Assessment Area and Surrounding Area **6.7**

6.7.1 It is recommended in the Technical Guide that the Assessment Area and Surrounding Area of the Project should include the Project's surrounding of up to a perpendicular distance H and 2H respectively from the Project boundary, while H being the height of the tallest building of the proposed development.

### Surrounding Buildings and Structures

6.7.2 All existing buildings and elevated structures have been included. Besides, a planned public housing development to the north-east of the subject site have also been included. Noise barriers, elevated structures and planned development indicated in the CFD model as shown in *Figure 6.3*.

### Assessment Area

6.7.3 The assessment area covers the surrounding environment of the project, which is up to a perpendicular distance H (where H is the height of the tallest building within the site i.e. 123m). However, it is necessary to enlarge the area to distance of 2H up to approximately 260m in order to define a representable assessment area as shown in Figure 6.16.

## Surrounding Area

6.7.4 The surrounding area should normally up to a perpendicular distance of 2H from the project area boundary, which is approximately 260m for this study. In practice of a conservative approach, a surrounding area 500m measured from the Subject Site boundary has been adopted in the model. Figure 6.16 illustrates respectively the Subject Site, assessment area and surrounding area for the project development.



Figure 6.16 Subject Site, Assessment Area and Surrounding Area

#### **Test Points** 6.8

6.8.1 Test points are the locations where Wind VRs are determined and reported. Based on

Issue 4

the VR of the test points, the resultant wind environment of the project can be assessed.

- 6.8.2 Both perimeter test points and overall test points were positioned within the assessment area in order to assess the immediate impact of the Proposed Development to the surrounding area (i.e. Site Air Ventilation Assessment) and local areas (i.e. Local Air Ventilation Assessment) respectively.
- 6.8.3 Perimeter Test Points are distributed along the site boundary of the proposed development which are accessible. Test Points in this group are named with prefix "PP" (i.e. PP001, PP002...). There are a total of 23 Perimeter Test Points located at around 10 m centre to centre.
- 6.8.4 Overall Test Points are evenly distributed at a distance of around 40m centre to centre on the open streets, open space and places of the project and Assessment Areas where pedestrians frequently access. Test points in this group are named with prefix "OP" (i.e. OP001, OP002...). There are a total of 112 overall test points in this study.
- 6.8.5 Special Test Points are evenly distributed at a distance of around 40m centre to centre on the podium of the surrounding residential developments (e.g. La Cite Noble and Maritime Bay) in order to evaluate the potential impact by the proposed development. Test points in this group are named with prefix "SP" (i.e. SP001, SP002...). There are a total of 20 special test points in this study.
- 6.8.6 All test points are the locations where Wind Velocity Ratio (VR) at pedestrian level (2m above ground) is reported.
- 6.8.7 Locations of the perimeter test points, overall test points and special test points are shown in *Figure 6.17*, *Figure 6.18* and *Figure 6.19* respectively. Detailed locations of perimeter test points, overall test points and special test points are shown in *Appendix B*.



PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

Figure 6.17 Positions of Perimeter Test Points (23 perimeter test points)

Issue 4



Figure 6.18 **Positions of Overall Test Points (112 overall test points)** 





#### 6.9 Wind Velocity Ratio

- 6.9.1 Wind Velocity Ratio (VR) should be used as an indicator of wind performance for the availability.
- direction.

AVA. Wind velocity is assessed at 2m above ground level. It indicates how much of the wind availability of a location could be experienced and enjoyed by pedestrians on ground taking into account the surrounding buildings. The higher the wind velocity ratio, the less likely would be the impact of the proposed developments on the wind

6.9.2 The assessment on the overall wind performance of the current situation and the proposed developments are analysed by comparing the weighted-mean wind velocity ratio (VR_w) to account for wind coming from the wind directions for which the sum of occurrence frequency is > 75%. VR_w is the sum of the Wind Velocity Ratio of wind from direction (VR_i) multiplied by the probability (Fi) of wind coming from that

$$VRi = \frac{V_{pi}}{V_{\infty i}}$$

$$VR_w = \sum_{i=1}^n F_i \times VR_i.$$

where VR_i is the velocity ratio of the location when wind comes from direction i;

 $V_{pi}$  is the wind velocity at the pedestrian level (2m above ground) when wind comes from direction i;

 $V_{\infty i}$  is the wind availability of the site when wind comes from direction i, i.e. wind velocity at the top of the wind boundary layer;

F_i is the frequency occurrence of wind from direction i

n is the number of wind from 16 wind directions with sum of occurrence frequency > 75%

6.9.3 The normalized weighting (F_i) for each wind direction under annual and summer prevailing conditions is in *Table 6.2*.

Annual Prevailing Wind condition			Summer Prevailing Wind condition			
Wind Direction	nd tion frequency of the wind direction wind (Fi) Wind Direction Occurrence frequency of the wind direction		Normalized weighting (Fi)			
Е	18.0%	23.0%	SW	16.0%	19.8%	
ENE	16.7%	21.4%	SSW	14.2%	17.6%	
NE	10.7%	13.7%	S	9.9%	12.3%	
ESE	7.6%	9.7%	WSW	9.7%	12.0%	
NNE	7.2%	9.2%	Е	9.3%	11.5%	
SW	6.7%	8.6%	ESE	7.8%	9.7%	
SSW	6.1%	7.8%	SSE	7.6%	9.4%	
SE	5.1%	6.5%	SE	6.2%	7.7%	
Total	78.1%	100%	Total	80.7%	100%	

Table 6.2 Weighted Occurrence Frequency (Fi) of Annual Prevailing Wind Directions

- 6.9.4 For the Site Air Ventilation Assessment, the Site spatial average Velocity Ratio (SVR) is reported, which takes into account the perimeter test points evenly positioned on the existing site boundary as shown in *Figure 6.17*.
- 6.9.5 For the Local Air Ventilation Assessment, the Local spatial average Velocity Ratio (LVR) is reported, which takes into account perimeter test points, the overall test

points and the special test points evenly distributed and positioned in the open spaces, on the streets within the assessment area as shown in *Figure 6.17* to *Figure 6.19*.

#### 7. **FINDINGS**

#### **Air Ventilation Results** 7.1

- 7.1.1 The simulation results of VR at all test points are provided in Appendix C. VR are provided in *Appendix D*.
- 7.1.2 For air ventilation assessment of the Existing Condition and Conceptual Scheme, below.

### Annual Wind Ventilation Performance

7.1.3 The differences of VRw at each perimeter test point between Existing Condition and differences of VRw at each overall test point are presented in *Figure 7.2*.



Figure 7.1 Wind Velocity Ratio of Perimeter Test Points (Annual)

demonstrated in terms of contour and vector plots for all prevailing wind directions

perimeter test points and overall test points are assigned at the pedestrian level. The performance under annual and summer prevailing wind conditions are discussed

Conceptual Scheme under annual condition are presented in *Figure 7.1*, while



**Project No.: 1395** Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use Air Ventilation Assessment Report





Project No.: 1395 PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 38 Summer Wind Ventilation Performance

7.1.4 The differences of VRw at each perimeter test point between Existing Condition and differences of VRw at each overall test point are presented in *Figure 7.4*.



Figure 7.3 Wind Velocity Ratio of Perimeter Test Points (Summer)



Conceptual Scheme under summer condition are presented in Figure 7.3 while





### Project No.: 1395

AEC

Issue

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

#### 7.2 Site Air Ventilation Assessment Results

7.2.1 Conceptual Scheme are summarized in *Table 7.1* below.

Annual Wind Condition	VR _{average} (Existing)	VR _{average} (Conceptual)	VR _{average} Change	Summer Wind Condition	VR _{average} (Existing)	VR _{average} (Conceptual)	VR _{average} Change
Е	0.350	0.261	-0.089	SW	0.144	0.209	0.065
ENE	0.313	0.296	-0.017	SSW	0.134	0.160	0.026
NE	0.148	0.163	0.015	S	0.146	0.153	0.007
ESE	0.274	0.200	-0.074	WSW	0.184	0.170	-0.014
NNE	0.242	0.199	-0.043	Е	0.350	0.261	-0.089
SW	0.144	0.209	0.065	ESE	0.274	0.200	-0.074
SSW	0.134	0.160	0.026	SSE	0.214	0.170	-0.044
SE	0.111	0.163	0.052	SE	0.111	0.163	0.052
SVRw	0.240	0.214	-0.026	SVRw	0.188	0.187	-0.001

 Table 7.1 Summary of Weighted Site Velocity Ratios (SVRw)

- 7.2.2 As shown in *Table 7.1*, the SVRw show changes in the range of -0.089 to 0.065 under an overall reduction of 0.026 in SVRw.
- 7.2.3 The predicted SVRw values for summer prevailing wind condition also show changes minor overall negative change of 0.001 in SVRw.
- 7.2.4 The findings indicated that Conceptual Scheme introduces slightly different wind is slightly reduced under annual and summer wind condition.
- Local Air Ventilation Assessment Results 7.3
- 7.3.1 Local Velocity Ratios (LVR) under annual and summer prevailing winds are Condition and Conceptual Scheme are summarized in *Table 7.2* below.

Issue 4

Site Velocity Ratios (SVR) under annual and summer prevailing winds are evaluated by considering the average Velocity Ratio of all Perimeter Test Points (23 points) along the project site boundary. Weighted Site Velocity Ratios (SVR_w) are determined by taking into account the wind probability of the assessed annual and summer prevailing wind directions. The SVRw results for the Existing Condition and

annual prevailing wind conditions. The weighted average SVR is found to be 0.240 and 0.214 in the Existing Condition and Conceptual Scheme respectively, reflecting

in the range of -0.089 to 0.065. The weighted average SVR is found to be 0.188 and 0.187 in the Existing Condition and Conceptual Scheme respectively, reflecting an

ventilation performance in its immediate vicinity under both annual and summer wind conditions. As annual wind mostly comes from the easterly direction where frontal area at east facing elevation is larger as compared to south facing elevation, the SVRw

evaluated by considering the average Velocity Ratio of at all Perimeter Test Points (23 points) and Overall Test Points (112 test points). Weighted Local Velocity Ratios (LVR_w) are determined by taking into account the wind probability of the assessed annual and summer prevailing wind directions. The LVRw results for the Existing

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 41

Annual Wind Condition	VR _{average} (Existing)	VR _{average} (Conceptual)	VR _{average} Change	Summer Wind Condition	VR _{average} (Existing)	VR _{average} (Conceptual)	VR _{average} Change
Е	0.285	0.258	-0.027	SW	0.270	0.292	0.022
ENE	0.244	0.245	0.001	SSW	0.170	0.183	0.013
NE	0.199	0.199	0.000	S	0.138	0.140	0.002
ESE	0.184	0.166	-0.018	WSW	0.203	0.203	0.000
NNE	0.165	0.151	-0.014	Е	0.285	0.258	-0.027
SW	0.270	0.292	0.022	ESE	0.184	0.166	-0.018
SSW	0.170	0.183	0.013	SSE	0.181	0.157	-0.024
SE	0.192	0.196	0.004	SE	0.192	0.196	0.004
LVRw	0.227	0.221	-0.006	LVRw	0.207	0.207	0.000

Table 7.2 Summary of Weighted Local Velocity Ratios (LVRw)

- 7.3.2 As shown in *Table 7.2*, the LVRw show changes in the range of -0.027 to 0.022 under annual prevailing wind condition. The weighted average LVRw is found to be 0.227 and 0.221 under Existing Condition and Conceptual Scheme respectively, reflecting an overall change of -0.006 in LVRw. The predicted LVR for summer prevailing wind condition also show change in the range of -0.027 to 0.024. The weighted average LVRw is found to be 0.207 under both Existing Condition and Conceptual Scheme.
- 7.3.3 In terms of annual prevailing wind condition, although there is a separation distance of about 15m between the two tower blocks, the frontal area of the development in east facing elevation would impose some wind impediment on the approaching easterly wind and therefore the LVRw is slightly decreased. In summer condition, the Conceptual Scheme is designed to align with the NE-SW direction with setback distance to nearby Chiu Shun Road in order to maintain the ventilation performance of the air path and the wind environment of the surrounding.
- 7.3.4 With the proposed features of the Conceptual Scheme, both SVRw and LVRw under annual and summer prevailing wind conditions indicate slight or no reduction on air ventilation performance within the assessment area. Detailed VR for each individual test points are shown in *Appendix C*.

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

#### 7.4 **Focus Areas**

7.4.1 Within the assessment area, different areas that potentially raise concern after the prevailing wind conditions are tabulated in *Table 7.3*.



development of the proposed building or within major activity zones are labelled as focus areas for further wind environment analysis. The areas are listed below and labelled in Figure 7.5. The VRw of the focus areas under annual and summer

AEC

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 43

Focus Area	Location	Test Points	Annual Prevailing Wind Condition		Summer Prevailing Wind Condition	
			VR _w	VR _w	VR _w	VR _w
			(Existing)	(Conceptual)	(Existing)	(Conceptual)
1	Tsueng Kwan O Sports Ground	OP072, OP073, OP080 - OP082, OP088 - OP091, OP096 - OP099, OP104, OP105	0.204	0.210	0.203	0.202
2	Po Yap Road	OP0100, OP106, OP107, OP110	0.250	0.266	0.243	0.264
3	Wan Po Road	OP054, OP064, OP065, OP074, OP075, OP083, OP084, OP092 - OP094, OP101 - OP103, OP108, OP109, OP111, OP112	0.223	0.217	0.261	0.257
4	Assembly of God Leung Sing Tak Primary School	OP025, OP034, OP044	0.165	0.141	0.189	0.182
5	Hang Hau Man Kuk Lane Park	OP035, OP045 - OP047, OP055 - OP060, OP066 - OP070, OP076 - OP078, OP085	0.189	0.160	0.208	0.186
6	Man Kuk Lane	OP026, OP036	0.134	0.129	0.179	0.193
7	Pui Shing Road	OP006, OP016	0.206	0.210	0.199	0.200
8	Chiu Shun Road	OP015, OP022, OP030, OP039, OP048, OP049, OP061, OP063, OP071, OP079, OP086, OP087, OP095	0.301	0.319	0.210	0.241
9	Ngan O Road	OP007, OP008, OP017, OP018, OP027, OP028, OP037, OP038	0.229	0.237	0.224	0.227
10	Wo Ming Court	OP001, OP002, OP009	0.192	0.203	0.160	0.158
11	Yuk Ming Court	OP010, OP019 - OP021, OP029	0.226	0.219	0.152	0.161
12	Yan Chai Hospital Chan Iu Seng Primary School	OP003, OP011, OP012	0.159	0.164	0.132	0.120
13	Park at the NE of Yuk Ming Court	OP004, OP005, OP013, OP014	0.300	0.305	0.262	0.270
14	Hang Hau Garden	OP023, OP024, OP033	0.201	0.200	0.188	0.187
15	Fat Tau Chau Village	OP031, OP032, OP041 - OP043, OP052, OP053	0.199	0.201	0.183	0.181
16	Planned Public Housing Development	OP040, OP050, OP051	0.280	0.273	0.209	0.206
17	Maritime Bay	SP001 - SP007	0.093	0.081	0.090	0.080
18	La Cite Noble	SP008 - SP020	0.113	0.120	0.146	0.138

 Table 7.3 Focus Area Weighted Average Velocity Ratio

- 7.4.2 During the annual prevailing wind condition, most of the focused areas are generally maintained to level comparable. A slightly increase of 0.018VR is observed for the local breezeway of Chiu Shun Road. The increase in building frontage of the Conceptual Scheme diverts more wind towards the NE-SW direction, while at the same time less wind penetration towards the leeward area under the south-easterly direction. This lead to a minor reduction of 0.024VR and 0.029VR at Assembly of God Leung Sing Tak Primary School and Hang Hau Man Kuk Lane Park respectively.
- 7.4.3 During the summer prevailing wind conditions, wind environment of the most focus areas generally maintain a comparable VR result under Existing Condition and Conceptual Scheme. Slight increase in VR of 0.021VR and 0.031VR is observed in local air path of Po Yap Road and Chiu Shun Road respectively.
- 7.4.4 Since the major prevailing wind under summer is SW, SSW and S, the orientation and alignment and the proposed development creates a "funnel shape" entrance would

### Issue 4

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 44

direct more wind towards Chiu Shun Road, while less wind is diverted to Hang Hau Man Kuk Lane Park, which results in a minor reduction of 0.022 VR for Hang Hau Man Kuk Lane Park.

7.4.5 In terms of the podium of the neighbouring residential developments Maritime Bay Noble under summer prevailing wind condition.

and La Cite Noble, a slight increase in VR is observed in La Cite Noble under annual prevailing wind condition due to the slight increase in VR in Chiu Shun Road. A slight reduction in VR is observed of 0.012VR and 0.01VR for Maritime Bay under annual and summer prevailing wind conditions, and a reduction of 0.008VR for La Cite

#### **DISCUSSION & DIRECTIONAL ANALYSIS** 8.

#### **Overall Ventilation Performance under Annual Condition 8.1**



Figure 8.1 Annual frequency weighted VR contour plot under Existing Condition



Figure 8.2 Annual frequency weighted VR contour plot under Conceptual Scheme

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 46

- 8.1.1 The frequency weighted VR contour shown in Figure 8.1 and Figure 8.2 that:
- 8.1.2 The overall ventilation performances of the Existing Condition and the Conceptual Scheme are comparable.
- 8.1.3 The dominant annual prevailing wind are E (18.0%) and ENE (16.7%) directions. The
- 8.1.4 Chiu Shun Road has a higher VR under the Conceptual Scheme (pink circle in *Figure* annual prevailing wind along Chiu Shun Road.
- 8.1.5 Under Existing Condition, annual prevailing winds will divert to Hang Hau Man Kuk *Figure 8.1*).
- 8.1.6 The site surrounding under the Conceptual Scheme has a slightly higher VR while anticipated that the ventilation impact to its surroundings is minimal.

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demonstrated the integrated effect of the winds under annual condition. It is shown

winds enter the Subject Site through Chiu Shun Road, which is the local breezeway.

8.2). It is because the building frontage of the Conceptual Scheme will divert the

Lane Park and flow towards the Assembly of God Leung Sing Tak Primary School and Man Kuk Lane especially under south and south-easterly wind directions, resulting a better ventilation performance under Existing Condition (black rectangle in

comparing with the Existing Condition. The proposed development captures the high level annual prevailing wind downwash towards the street level. Since the overall VR results under annual condition of leeward surrounding areas are comparable, it is

8.2

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 47

**Overall Ventilation Performance under Summer Condition** Ngan O Road Yuk Ming Court Q Q

Figure 8.3 Summer frequency weighted VR contour plot under Existing Condition



Figure 8.4 Summer frequency weighted VR contour plot under Conceptual Scheme

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 48

- to August. It is shown that:
- 8.2.2 The overall ventilation performances of the Existing Condition and the Conceptual Scheme are comparable.
- 8.2.3 The dominant summer prevailing wind are SW (16.0%) and SSW (14.2%) directions.
- 8.2.4 Similar to the annual condition, Chiu Shun Road has a slightly higher VR under the Yuk Ming Court, result in a slightly reduced VR at the aforementioned area.
- 8.2.5 Since the majority of SW and SSW winds are diverted to Chiu Shun Road, the VR for slightly worse ventilation performance (black rectangle in *Figure 8.4*).
- 8.2.6 The wind penetration towards Ngan O Road and the downstream Yuk Ming Court are **8.3**), the VR in the aforementioned area is slightly better.
- 8.2.7 Since the overall VR results under summer condition of leeward surrounding focus impact to its surroundings is minimal.

8.2.1 The frequency weighted VR contour shown in Figure 8.3 and Figure 8.4 demonstrated the integrated effect of the winds under summer condition during June

The winds enter the Subject Site through Chiu Shun Road, which is the local air path.

Conceptual Scheme. (pink circle in Figure 8.4). It is due to the building frontage of the proposed development and the noise barrier along Chiu Shun Road create a "funnel shape" entrance and divert the wind to the Chiu Shun Road, and thus enhance the ventilation performance of the park at the NE of Yuk Ming Court (orange circle in Figure 8.4). Meanwhile less wind divert from Chiu Shun Road to Ngan O Road and

Man Kuk Lane and the Assembly of God Leung Sing Tak Primary School have

mainly come from Pui Shing Road and Chiu Shun Road. Since the wind diverts more evenly towards Ngan O Road under the Existing Condition (black circle in Figure

areas are comparable in most of the cases. Hence, it is anticipated that the ventilation

#### 8.3 **Directional Analysis**

### **ENE Wind**

- 8.3.1 ENE is the 2nd most dominant annual prevailing wind direction with an annual occurrence frequency of 16.7%. With the Subject Site located west of Sheung Yeung Shan at a lower elevation where annual prevailing easterly wind is anticipated to be diverted by the mountain at low level; north-easterly wind is regard as an important wind direction and was considered significant when designing the project.
- 8.3.2 The proposed building design was designed to be aligned with the NE/SW direction in order to minimise any adverse impact to the north-easterly prevailing wind and summer wind directions (black dotted line in *Figure 8.6*).
- 8.3.3 Better ventilation performance in the Chiu Shun Road is observed (blue circle in *Figure 8.6*). The building height of the Conceptual Scheme is desirable to capture the high level wind and downwash towards the local breezeway. In result the VR at downstream Tseung Kwan O Sports Ground is maintained under the Existing Condition and Conceptual Scheme although the increase in frontal area of the proposed development.
- 8.3.4 The stagnant zone at Hang Hau Man Kuk Lane Park is reduced under the Conceptual Scheme. It is anticipated that more winds would divert to the Hang Hau Man Kuk Lane Park from Chiu Shun Road, which slightly improved the ventilation performance at the Hang Hau Man Kuk Lane Park (black arrow in *Figure 8.5* and *Figure 8.6*).
- 8.3.5 The building frontage of the proposed development induced a larger wake zone at the SW portion of the project building under the Conceptual Scheme (pink circle in Figure 8.6). Since the leeward region is a large open space, it is anticipated that the impact to the surrounding is minimal.

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 50



### Figure 8.5 VR Contour Plot under ENE wind of Existing Condition



Figure 8.6 VR Contour Plot under ENE wind of Conceptual Scheme

51

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 52

### E Wind

- 8.3.6 Although E wind is being the most dominant annual prevailing wind, the Subject Site is located at the downslope area west of Sheung Yeung Shan. The prevailing wind will be diverted by Sheung Yeung Shan and the anticipated wind availability at pedestrian level is relatively lower compared to ENE wind. The major breezeway under E wind is Chiu Shun Road.
- 8.3.7 As shown on the vector plots in *Appendix D*, the approaching easterly wind at pedestrian level is diverted by Sheung Yeung Shan upwards as anabatic wind while some easterly approaching wind and downwash is diverted to Chiu Shun Road.
- 8.3.8 Under the Conceptual Scheme, the project development directs the downwash wind at Chiu Shun Road towards the south-west Wan Po Road (pink arrow in Figure 8.8), while under Existing Condition the wind flow more towards Hang Hau Man Kuk Lane Park (black arrow in *Figure 8.7*). In result, a slight improved ventilation performance is observed at the Tseung Kwan O Sports Ground under the Conceptual Scheme and a wake zone is observed at northern part of Hang Hau Man Kuk Lane Park and Assembly of God Leung Sing Tak Primary School as shown in Figure 8.8.





Figure 8.8 VR Contour Plot under E wind of Conceptual Scheme

Issue 4

NE/NNE Wind

- 8.3.9 NE and NNE wind is the 3rd and 5th dominant prevailing wind accounts for 10.7% and 7.2% probability during annual condition. Since Chiu Shun Road is in the same alignment with the prevailing wind, it is the major breezeway under these wind directions (black dotted line in *Figure 8.10*).
- 8.3.10 Under NE/NNE wind, the high-rise residential buildings at Hang Hau such as Yuk Ming Court, Wo Ming Court, La Cite Noble, Maritime Bay create a large frontal area to the approaching north-easterly wind (black arrow in Figure 8.9) which lead to a relatively calm ventilation performance at the downstream Hang Hau Man Kuk Lane Park, the Assembly of God Leung Sing Tak Primary School and the Tseung Kwan O Sports Ground.
- 8.3.11 Chiu Shun Road is the major breeze way to facilitate air movements towards the downstream open areas. Maximum set back from Chiu Shun Road, as well as enhancing building permeable elements at the lower (pedestrian) zone of the proposed development have been introduced to minimize the impact to Chiu Shun Road.
- 8.3.12 As read on *Figure 8.9* and *Figure 8.10*, some stagnant areas such as Hang Hau Man Kuk Lane Park and Tseung Kwan O Sports Ground are found under Existing Condition at the downstream areas. With the proposed development in place, taking into account the above air ventilation enhancement designs, it is noted that no significant impact to the downstream areas is further introduced.
- 8.3.13 In terms of NNE wind in particular as shown in *Figure 8.11* and *Figure 8.12*, slightly more approaching winds are being diverted towards Sheung Yeung Shan by the proposed development and adjacent planned public housing development, thus a larger wake zone at the leeward region of the proposed development and Wan Po Road is observed (pink circle in *Figure 8.12*).

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT



Figure 8.9 VR Contour Plot under NE wind of Existing Condition



Figure 8.10 VR Contour Plot under NE wind of Conceptual Scheme

Issue 4

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 55



Figure 8.11 VR Contour Plot under NNE wind of Existing Condition



Figure 8.12 VR Contour Plot under NNE wind of Conceptual Scheme

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

## ESE Wind

- 8.3.14 ESE wind contribute 7.6% and 7.8% during annual and summer condition respectively. allows Chiu Shun Road to act as the local breezeway under ESE wind.
- 8.3.15 Under the Conceptual Scheme, the proposed development is perpendicular to the a better local ventilation performance (pink arrow in *Figure 8.14*).
- 8.3.16 In contrast, the building frontage of existing Ventilation Building is smaller, which **8.13**).
- 8.3.17 Under ESE wind, the proposed development is located at the windward region of condition.
- 8.3.18 The wind performance of downstream Ngan O Road as an air path under ESE wind is does not induce a significant impact to the downstream areas.

AEC

The prevailing wind will penetrate from Wan Po Road to the Hang Hau region. Some wind diverted by the Sheung Yeung Shan will flow towards Chiu Shun Road, and

prevailing wind direction. The building separation between the neighbouring planned public housing development and the proposed development allows wind to penetrate through from the Sheung Yeung Shan to Chiu Shun Road in a higher speed as compared to the Existing Condition. The incoming high level wind will then capture by the La Cite Noble and downwash to the street level of Chiu Shun Road, resulting in

allows more wind to penetrate towards the leeward region at the Assembly of God Leung Sing Tak Primary School and Man Kuk Lane. Thus, a slightly higher VR at aforementioned area is observed under Existing Condition (black arrow in Figure

Hang Hau. The increased building frontage is anticipated to divert wind as compared to Existing Condition where some wind energy would be dissipated by the proposed building and wind availability in leeward area is anticipated to be reduced, such as Tsuen Kwan O Sports Ground and along Wan Po Road where a reduction in VR is observed. Nonetheless, the overall LVR under ESE wind is reduced marginally by -0.018 VR as compared to Existing Condition under both annual and summer

maintained as compared to the Existing Condition. Thus, the proposed development

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 57



Figure 8.13 VR Contour Plot under ESE wind of Existing Condition



Figure 8.14 VR Contour Plot under ESE wind of Conceptual Scheme

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

### SSW Wind

- 8.3.19 SSW wind is the second most dominant summer prevailing wind with an occurrence Cite Noble to the Tseung Kwan O Sports Ground (black arrow in *Figure 8.15*).
- 8.3.20 The wind performance at Chiu Shun Road is locally enhanced by the proposed of Conceptual Scheme is slightly improved.
- 8.3.21 However, two residential blocks are introduced in Conceptual Scheme as compared to anticipated immediate downstream of the development as shown in *Figure 8.16*.

frequency of 14.2% during summer. Similar to the NE/NNE directions, the SSW/SW direction was also considered in design point of view that the alignment of major façade should be along the NE/SW direction to facilitate wind penetrations (black dotted line in Figure 8.16). Chiu Shun Road with the same alignment with SSW direction are the major breezeway. Some wind penetration will be diverted by the La

development (orange circle in Figure 8.16) due to a venturi effect as the proposed podium and towers together with the structure of La Cite Noble across Chiu Shun Road created a relatively constricted section as compared to the open area upstream near the roundabout at Wan Po Road. The effect slightly increases wind speed at Chiu Shun Road in Conceptual Scheme and the project development also act as a "funnel shape" to favour more wind to drive towards inner Hang Hau area. In result, the LVR

Existing Condition and therefore a larger shadow zone (pink circle in *Figure 8.16*) is



Figure 8.15 VR Contour Plot under SSW wind of Existing Condition



Figure 8.16 VR Contour Plot under SSW wind of Conceptual Scheme

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

### SE Wind

- 8.3.22 SE wind is the 8th dominant wind under annual and summer condition. The major air direction (black dotted line in *Figure 8.18*).
- 8.3.23 Similar to ESE, the proposed development is perpendicular to the prevailing wind resulting in a better ventilation performance (pink arrow in *Figure 8.18*).
- 8.3.24 On the other hand, the longer building façade divert the approaching wind to the SW in *Figure 8.17* and *Figure 8.18*).

path under SE wind is Wan Po Road and Ngan O Road, as they aligned with the wind

direction. The building separation between the neighbouring planned public housing development and the proposed development creates a "funnel shape" entrance which allows wind penetration from the Sheung Yeung Shan to Chiu Shun Road in a higher velocity under the Conceptual Scheme. The incoming high level wind will then capture by the La Cite Noble and downwash to the street level of Chiu Shun Road,

portion of the development and reduced the wind penetration towards Hang Hau Man Kuk Lane Park (blue arrow in Figure 8.18). However, since Wan Po Road is the major air path under SE wind, wind can penetrate towards the aforementioned area and result in a comparable ventilation performance under both schemes (black arrow

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 61



Figure 8.17 VR Contour Plot under SE wind of Existing Condition



Figure 8.18 VR Contour Plot under SE wind of Conceptual Scheme

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

## SW Wind

- 8.3.25 SW wind is the most probable summer prevailing wind, similar to the discussion practicable by setback and permeable elements (black dotted line in *Figure 8.20*).
- 8.3.26 The approaching wind is slightly diverted by the upstream elevated ground towards along Chiu Shun Road (orange circle in *Figure 8.20*).

above, the Conceptual Scheme is intended to be aligned with the SW/NE direction where blockage to the adjacent wind corridor Chiu Shun Road is minimized as far as

the south-south-westerly direction, in result, a shadow zone is observed at the immediate downstream of the project under Conceptual Scheme within Chiu Shun Road and the effective width of Chiu Shun Road air path is slightly reduced (pink circle in *Figure 8.20*). In contrast, the existing scheme allows more incoming wind to penetrate from Chiu Shun Road towards downstream area, resulting in a higher VR in Ngan O Road and the road between Wo Ming Court and Yuk Ming Court (black arrow in Figure 8.19). On the other hand, the reduction in effective width of Chiu Shun Road air path has led to a slight decrease in VR in Fat Tau Chau Village and

Project No.: 1395

AIR VENTILATION ASSESSMENT REPORT



Wo Ming Court

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

ik Ming Cour

Fat Tau Chau Village Planned Public Chiu Shun Road Housing Development

Figure 8.20 VR Contour Plot under SW wind of Conceptual Scheme

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

## SSE Wind

- 8.3.27 SSE wind occupies 7.6% of the summer prevailing wind probability. Under the south-Wan Po Road and downward open areas (black arrow in *Figure 8.21*).
- 8.3.28 The building width of the proposed development creates a slightly narrow entrance at downstream Chiu Shun Road (orange circle in *Figure 8.22*).
- 8.3.29 The building height of the Conceptual Scheme capture the high level wind and worse ventilation performance as compared to the Existing Condition.

63

south-easterly wind condition, the approaching wind from the open area south of the Subject Site are split into two waves, one flowing north-east direction of the Subject Site through Chiu Shun Road and other flowing north-west of the Subject Site towards

Chiu Shun Road, and accelerate the local wind at the entrance of Chiu Shun Road (black circle in *Figure 8.22*). The narrower entrance leads to an increase in energy dissipation of the incoming wind where a reduction in VR is observed towards the

downwash to the windward open space of the proposed development, result in a local ventilation improvement. Meanwhile, it reduces the high level wind penetration towards the leeward Ngan O Road (pink circle in Figure 8.22), result in a slightly



Figure 8.21 VR Contour Plot under SSE wind of Existing Condition



Figure 8.22 VR Contour Plot under SSE wind of Conceptual Scheme

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

## S Wind

- 8.3.30 S is the 3rd dominant wind during the summer condition. The prevailing wind will be and La Cite Noble (black arrow in *Figure 8.23*).
- 8.3.31 Under the Existing Condition, the approach wind flow directly towards La Cite Noble Tau Chau Village (pink circle in *Figure 8.24*).
- 8.3.32 Under Conceptual Scheme, as more wind is flowing towards Chiu Shun Road, less Hang Hau Man Kuk Lane Park (orange circle in *Figure 8.24*).

diverted by the La Cite Noble and split into 2 streams, one flowing through Chiu Shun Road towards Ngan O Road and other stream towards Hang Hau Man Kuk Lane Park

and separate into two portions, one towards the western side of La Cite Noble and downwash towards Hang Hau Man Kuk Lane Park and other over the Ventilation Building towards Chiu Shun Road and Ngan O Road (orange circle in Figure 8.23 and *Figure 8.25*). Whereas Conceptual Scheme allows more wind to flow around the proposed building towards Chiu Shun Road resulting in an increase in VR in Chiu Shun Road (black circle in Figure 8.24 and Figure 8.26) and also the downstream Fat

wind is flowing towards the western side of La Cite Noble podium and less downwash towards Hang Hau Man Kuk Lane Park is observed resulting in a reduction in VR in

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 67



Figure 8.23 VR Contour Plot under S wind of Existing Condition



Figure 8.24 VR Contour Plot under S wind of Conceptual Scheme

### Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 68



Figure 8.25 Velocity Streamline under S wind of Existing Condition



Figure 8.26 Velocity Streamline under S wind of Conceptual Scheme

AEC

AEC
# Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 69

# WSW Wind

- 8.3.33 WSW prevailing wind accounts for 9.7% probability during summer condition. WSW wind diverts by the upstream development into 2 streams approaching the study area through Po Yap Road and from the NW portion of Wan Po Road towards Chiu Shun Road. The major air path under WSW wind direction is Chiu Shun Road (black arrow in *Figure 8.27*).
- 8.3.34 The proposed development captures more wind towards Chiu Shun Road. Also, the proposed development can effectively capture high level wind and downwash towards the local air path, lead to a higher VR in Chiu Shun Road (pink arrow in *Figure 8.28*).

# Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT



Figure 8.27 VR Contour Plot under WSW wind of Existing Condition



Figure 8.28 VR Contour Plot under WSW wind of Conceptual Scheme

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT 71

# 9. CONCLUSION

- 9.1.1 In this Initial AVA Study, two scenarios, Existing Condition and Conceptual Scheme for the Subject Site being assessed by CFD modelling are investigated.
- 9.1.2 Based on the result of the wind rose analysis, the wind directions for the Subject Site and the surrounding area representative of the prevailing situations are determined to be mainly E, ENE, NNE, NE, ESE, SSW, SW and SE for annual condition and SW, SSW, S, E, WSW, SSE, ESE and SE for summer condition. These wind directions out of the 16 wind directions which occur for respective about 78.1% and 80.7% of time in a year and during summer time are adopted in the Initial Study.
- 9.1.3 According to the CFD modelling result, it concludes that LVRw and SVRw are generally maintained with the level comparable to the Existing Condition. With the proposed development, slight improvement in velocity ratio at local breezy way Chiu Shun Road is observed and slight decrease in velocity ratio is observed in Hang Hau Man Kuk Lane Park and Assembly of God Leung Sing Tak Primary School. No other major stagnation is observed due to the proposed development under annual and summer prevailing wind conditions.
- 9.1.4 The Conceptual Scheme maintains a desirable wind environment by increasing its air permeability at low zone, orientation and alignment with NE-SW prevailing wind direction as well as maximising building setback of the two residential blocks from nearby breezeway (Chiu Shun Road). No significant adverse impact is therefore anticipated in the surrounding wind environment with the addition of proposed development.

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

**Appendix A Detailed Wind Profile** 

(099,041)
Data
Wind
Annual
RAMS
<b>A.1</b>

		-									·		. <u> </u>	. <u> </u>	-										
MNN	0.011	0.001	0.002	0.002	0.002	0.001	0.001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MN	0.01	0.001	0.002	0.002	0.001	0.001	0.001	0.001	0.001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MNW	0.01	0.001	0.001	0.002	0.001	0.001	0.001	0.001	0.001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M	0.023	0.002	0.003	0.003	0.003	0.003	0.003	0.002	0.001	0.001	0.001	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WSW	0.041	0.001	0.002	0.004	0.005	0.005	0.005	0.005	0.004	0.003	0.002	0.001	0.001	0.001	0.001	0	0	0	0	0	0	0	0	0	0
SW	0.067	0.001	0.002	0.004	0.007	0.007	0.007	0.008	0.008	0.005	0.004	0.003	0.003	0.002	0.002	0.001	0.001	0	0	0	0	0	0	0	0
SSW	0.061	0.001	0.002	0.004	0.004	0.006	0.007	0.007	0.007	0.007	0.005	0.004	0.003	0.002	0.001	0.001	0	0	0	0	0	0	0	0	0
s	0.045	0.001	0.002	0.004	0.005	0.007	0.007	0.005	0.005	0.004	0.002	0.001	0.001	0	0	0	0	0	0	0	0	0	0	0	0
SSE	0.044	0.001	0.003	0.005	0.007	0.007	0.006	0.005	0.004	0.002	0.001	0.001	0.001	0	0	0	0	0	0	0	0	0	0	0	0
SE	0.051	0.001	0.003	0.006	0.006	0.008	0.007	0.006	0.004	0.003	0.002	0.001	0.001	0.001	0	0	0	0	0	0	0	0	0	0	0
ESE	0.076	0.001	0.003	0.006	0.007	0.01	0.011	0.011	0.008	0.006	0.004	0.002	0.002	0.001	0.001	0	0	0	0	0	0	0	0	0	0
ш	0.18	0.003	0.006	0.007	0.01	0.015	0.02	0.024	0.024	0.022	0.019	0.013	0.007	0.004	0.003	0.002	0.001	0	0	0	0	0	0	0	0
ENE	0.167	0.001	0.003	0.005	0.008	0.012	0.017	0.024	0.025	0.021	0.019	0.012	0.007	0.004	0.002	0.002	0.001	0	0	0	0	0	0	0	0
NE	0.107	0.001	0.003	0.005	0.009	0.013	0.016	0.016	0.014	0.01	0.007	0.005	0.003	0.002	0.001	0.001	0.001	0	0	0	0	0	0	0	0
NNE	0.072	0.001	0.003	0.004	0.007	0.009	0.007	0.007	0.007	0.006	0.005	0.004	0.004	0.003	0.002	0.002	0.001	0.001	0	0	0	0	0	0	0
z	0.033	0.001	0.002	0.003	0.003	0.003	0.004	0.003	0.002	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.001	0.001	0	0	0	0	0	0	0
Annual (500m)	V_infinity (m/s)	$00_{to_01}$	01_to_02	02_to_03	03_to_04	04_to_05	05_to_06	06_to_07	07_to_08	08_to_09	09_to_10	10_to_11	11_to_12	12_to_13	13_to_14	14_to_15	15_to_16	16_to_17	17_to_18	18_to_19	19_to_20	20_to_21	21_to_22	22_to_23	23_to_24

# A.2 RAMS Summer Wind Data (099,041)

																									r
MNN	0.013	0.001	0.002	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NW	0.021	0.001	0.002	0.003	0.003	0.003	0.002	0.002	0.002	0.001	0.001	0.001	0	0	0	0	0	0	0	0	0	0	0	0	0
WNW	0.021	0.001	0.002	0.003	0.002	0.002	0.003	0.002	0.001	0.001	0.001	0.001	0	0	0	0	0	0	0	0	0	0	0	0	0
M	0.05	0.003	0.005	0.005	0.007	0.007	0.007	0.005	0.003	0.002	0.001	0.002	0.001	0.001	0	0	0	0	0	0	0	0	0	0	0
WSW	0.097	0.001	0.004	0.008	0.012	0.012	0.013	0.012	0.01	0.007	0.005	0.004	0.003	0.002	0.002	0.001	0.001	0	0	0	0	0	0	0	0
SW	0.16	0.002	0.004	0.009	0.016	0.015	0.018	0.02	0.02	0.013	0.01	0.008	0.009	0.006	0.004	0.002	0.002	0.001	0.001	0	0	0	0	0	0
SSW	0.142	0.002	0.005	0.008	0.009	0.011	0.014	0.016	0.016	0.018	0.013	0.011	0.006	0.004	0.004	0.002	0.001	0.001	0.001	0	0	0	0	0	0
S	0.099	0.001	0.004	0.007	0.009	0.012	0.014	0.012	0.013	0.01	0.005	0.005	0.003	0.001	0.001	0	0.001	0.001	0.001	0	0	0	0	0	0
SSE	0.076	0.001	0.004	0.006	0.011	0.01	0.008	0.008	0.009	0.005	0.003	0.004	0.003	0.001	0.001	0.001	0	0	0	0	0	0	0	0	0
SE	0.062	0.002	0.004	0.007	0.00	0.007	0.006	0.006	0.005	0.004	0.004	0.002	0.002	0.002	0.001	0	0	0.001	0	0	0	0	0	0	0
ESE	0.078	0.002	0.004	0.006	0.007	0.01	0.011	0.011	0.006	0.005	0.004	0.002	0.003	0.002	0.001	0.001	0	0	0	0	0	0	0	0	0
Е	0.093	0.003	0.004	0.005	0.006	0.009	0.011	0.012	0.009	0.007	0.007	0.006	0.004	0.002	0.003	0.003	0.001	0	0	0	0	0	0	0	0
ENE	0.039	0.001	0.003	0.003	0.004	0.004	0.004	0.002	0.003	0.003	0.004	0.001	0.001	0.001	0.001	0.001	0.001	0	0	0	0	0	0	0.001	0
NE	0.021	0.001	0.002	0.002	0.003	0.002	0.003	0.001	0.001	0.001	0	0	0	0.001	0.001	0	0.001	0	0	0	0	0	0	0	0
NNE	0.015	0.001	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0	0	0.001	0	0	0	0	0	0	0	0	0	0	0	0	0
N	0.011	0.001	0.002	0.002	0.001	0.001	0.001	0	0	0	0.001	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Summer (500m)	V_infinity (m/s)	$00_{to_01}$	01_to_02	02_to_03	03_to_04	$04_to_05$	05_to_06	06_to_07	07_to_08	08_to_09	09_to_10	10_to_11	11_to_12	12_to_13	13_to_14	14_to_15	15_to_16	16_to_17	17_to_18	18_to_19	19_to_20	20_to_21	21_to_22	22_to_23	23_to_24

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M/MSM/MS/MSS	Uz	2.25	2.28	2.30	2.35	2.38	2.40	2.42	2.43	2.45	2.51	3.10	3.70	4.10	4.40	4.65	4.80	4.90	200
ESE/SE/SSE/S	Uz	3.00	3.10	3.20	3.30	3.45	3.55	3.60	3.75	3.80	3.95	4.25	4.55	4.65	4.75	4.95	5.10	5.25	5 50
NNE/NE/ENE/E	Uz	4.10	4.25	4.35	4.50	4.60	4.80	5.00	5.10	5.25	5.30	5.80	6.10	6.30	6.55	6.75	6.90	7.05	7 10
N/MNN/MN/MNM	Uz	3.30	3.40	3.55	3.63	3.75	3.85	4.00	4.10	4.20	4.30	5.25	6.10	6.75	7.05	7.10	7.05	6.90	6 50
	Zz	10	20	30	40	50	60	70	80	06	100	150	200	250	300	350	400	450	200

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PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

Appendix B Location of Overall and Perimeter Test Points



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PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

Appendix C Detailed Velocity Ratio (VR) Results for All Test Points

**Overall Test Points** 

	ш	ENE	NE	NNE	ESE	SSW	SW	SE	s	SSE	MSW
Test points	VR (Existing)										
<b>OP001</b>	0.35	0.44	0.06	0.19	0.19	0.07	0.16	0.06	0.20	0.08	0.20
<b>OP002</b>	0.26	0.15	0.11	0.23	0.03	0.26	0.14	0.18	0.11	0.16	0.09
<b>OP003</b>	0.51	0.42	0.32	0.28	0.32	0.27	0.58	0.40	0.02	0.01	0.09
<b>OP004</b>	0.37	0:30	0.36	0.18	0.09	0.37	0.44	0.35	0.07	0.06	0.06
<b>OP005</b>	0.53	0.07	0.41	0.35	0.51	0.37	0.50	0.31	0.09	0.05	0.02
<b>OP006</b>	0.17	0.15	0.15	0.19	0.21	0.17	0.09	0.10	0.14	0.16	0.26
<b>OP007</b>	0.19	0.13	0.28	0.25	0.25	0.19	0.33	0.38	0.12	0.09	0.08
<b>OP008</b>	0.10	0.06	0.13	0.24	0.19	0.31	0.48	0.40	0.21	0.22	0.07
00000	0.20	0.20	0.08	0.14	0.09	0.13	0.21	0.16	0.12	0.18	0.14
<b>OP010</b>	0.37	0.17	0.17	0.19	0.19	0.01	0.04	0.02	0.03	0.02	0.02
<b>OP011</b>	0.15	0.20	0.20	0.10	0.17	0.27	0.24	0.22	0.07	0.07	0.07
<b>OP012</b>	0.22	0.18	0.10	0.06	0.05	0.11	0.06	0.12	0.10	0.09	0.04
<b>OP013</b>	0.38	0.36	0.21	0.11	0.36	0.27	0.58	0.45	0.06	0.04	0.01
<b>OP014</b>	0.06	0.12	0.09	0.27	0.41	0.23	0.30	0.32	0.08	0.02	0.05
<b>OP015</b>	0.39	0.48	0:30	0.24	0.40	0.27	0.15	0.22	0.21	0.17	0.08
<b>OP016</b>	0.16	0.37	0.11	0.26	0.30	0.26	0.30	0.36	0.16	0.17	0.17
<b>OP017</b>	0.09	0.22	0.31	0.31	0.24	0.35	0.39	0.38	0.17	0.18	0.15
<b>OP018</b>	0.32	0.22	0.03	0.28	0.13	0.34	0.44	0.42	0.19	0.27	0.11
<b>OP019</b>	0.05	0.05	0.09	0.07	0.04	0.17	0.11	0.12	0.06	0.07	0.06
<b>OP020</b>	0.12	0.19	0.13	0.09	0.17	0.11	0.11	0.05	0.12	0.01	0.04
<b>OP021</b>	0.30	0.39	0.16	0.17	0.10	0.31	0.15	0.11	0.11	0.02	0.01

	Ц	ENE	IJN	NNE	ECE	CCIM	SW	Ц	U	SCE	MCM
Toot	ŗ							3 5			
points	(Existing)	VR (Existing)									
<b>OP022</b>	0.25	0.29	0.20	0.27	0.42	0.24	0.21	0.34	0.23	0.19	0.05
<b>OP023</b>	0.29	0.42	0.27	0.21	0.43	0.25	0.24	0.26	0.24	0.26	0.11
<b>OP024</b>	0.05	0.06	0.08	0.12	0.12	0.29	0.19	0.18	0.18	0.18	0.05
<b>OP025</b>	0.03	0.07	0.20	0.17	0.01	0.26	0.51	0.36	0.06	0.07	0.08
<b>OP026</b>	0.20	0.02	0.16	0.20	0.18	0.12	0.41	0.23	0.11	0.12	0.31
<b>OP027</b>	0.19	0.27	0.29	0.28	0.11	0.30	0.36	0.30	0.18	0.12	0.09
<b>OP028</b>	0.11	0.09	0.17	0.31	0.27	0.16	0.44	0.24	0.14	0.23	0.07
<b>OP029</b>	0.46	0.46	0.29	0.10	0.18	0.24	0.22	0.08	0.12	0.04	0.08
<b>OP030</b>	0.37	0.50	0.24	0.28	0.40	0.24	0.13	0.19	0.27	0.31	0.13
<b>OP031</b>	0.30	0.36	0.21	0.26	0.41	0.11	0.03	0.19	0.25	0.25	0.16
<b>OP032</b>	0.12	0.22	0.19	0.20	0.29	0.22	0.15	0.04	0.05	0.04	0.06
<b>OP033</b>	0.19	0.22	0.16	0.17	0.18	0.19	0.14	0.13	0.09	0.18	0.06
<b>OP034</b>	0.13	0.19	0.23	0.12	0.15	0.18	0.38	0.29	0.05	0.03	0.05
<b>OP035</b>	0.15	0.16	0.22	0.13	0.10	0.12	0.36	0.21	0.08	0.15	0.27
<b>OP036</b>	0.04	0.10	0.09	0.06	0.11	0.10	0.17	0.25	0.11	0.11	0.20
<b>OP037</b>	0.24	0.23	0.22	0.15	0.15	0.13	0.26	0.19	0.09	0.14	0.14
<b>OP038</b>	0.47	0.30	0.28	0.19	0.12	0.08	0.17	0.14	0.09	0.16	0.05
<b>OP039</b>	0.54	0.64	0.31	0.19	0.25	0.25	0.26	0.23	0.21	0.19	0.12
<b>OP040</b>	0.05	0.07	0.04	0.04	0.08	0.04	0.05	0.04	0.05	0.08	0.04
<b>OP041</b>	0.17	0.13	0.08	0.12	0.06	0.22	0.23	0.21	0.15	0.26	0.05
<b>OP042</b>	0.17	0.15	0.11	0.12	0.15	0.07	0.12	0.06	0.03	0.09	0.02
<b>OP043</b>	0.24	0.41	0.17	0.49	0.35	0.28	0.04	0.13	0.32	0.31	0.19
<b>OP044</b>	0.14	0.04	0.24	0.05	0.05	0.20	0.43	0.19	0.10	0.13	0.08
<b>OP045</b>	0.07	0.02	0.15	0.03	0.10	0.04	0.22	0.12	0.06	0.10	0.05

	ш	ENE	NE	NNE	ESE	SSW	SW	SE	S	SSE	MSW
Test	VR (Existing)										
OP046	0.16	0.15	0.12	0.13	0.15	0.14	0.25	0.13	0.07	0.06	0.03
<b>OP047</b>	0.01	0.13	0.07	0.14	0.08	0.14	0.17	0.20	0.12	0.20	0.25
OP048	0.50	0.28	0.20	0.18	0.18	0.13	0.17	0.18	0.15	0.24	0.12
OP049	0.52	0.63	0.22	0.23	0.15	0.06	0.16	0.15	0.13	0.10	0.15
<b>OP050</b>	0.50	0.59	0.09	0.35	0.50	0.38	0.08	0.14	0.16	0.29	0.19
<b>OP051</b>	0.45	0.56	0.07	0.44	0.59	0.47	0.16	0.29	0.22	0.31	0.02
<b>OP052</b>	0.19	0.14	0.13	0.25	0.23	0.32	0.19	0.23	0.20	0.25	0.15
<b>OP053</b>	0.18	0.19	0.13	0.21	0.17	0.43	0.21	0.24	0.26	0.32	0.18
<b>OP054</b>	0.48	0.09	0.07	0.13	0.15	0.15	0.18	0.17	0.07	0.16	0.33
<b>OP055</b>	0.37	0.07	0.10	0.09	0.12	0.16	0.23	0.21	0.12	0.15	0.31
<b>OP056</b>	0.27	0.06	0.09	0.10	0.13	0.14	0.18	0.15	0.08	0.19	0.25
<b>OP057</b>	0.25	0.04	0.19	0.19	0.22	0.19	0.36	0.15	0.09	0.20	0.13
<b>OP058</b>	0.20	0.08	0.20	0.11	0.11	0.23	0.48	0.20	0.10	0.21	0.19
OP059	0.09	0.06	0.13	0.05	0.04	0.11	0.44	0.22	0.07	0.20	0.29
OP060	0.23	0.08	0.20	0.07	0.10	0.10	0.37	0.15	0.07	0.13	0.29
<b>OP061</b>	0.51	0.40	0.21	0.19	0.22	0.04	0.05	0.19	0.11	0.21	0.11
<b>OP062</b>	0.40	0.54	0.19	0.22	0.25	0.08	0.21	0.10	0.14	0.11	0.20
OP063	0.36	0.55	0.16	0.20	0.21	0.12	0.13	0.10	0.14	0.08	0.21
OP064	0.35	0.07	0.26	0.12	0.18	0.22	0.51	0.27	0.08	0.09	0.40
<b>OP065</b>	0.08	0.14	0.21	0.05	0.06	0.24	0.43	0.17	0.05	0.02	0.36
<b>OP066</b>	0.42	0.04	0.22	0.03	0.10	0.20	0.33	0.18	0.08	0.19	0.36
OP067	0.45	0.06	0.25	0.15	0.11	0.21	0.36	0.16	0.09	0.21	0.36
<b>OP068</b>	0.47	0.12	0.25	0.11	0.04	0.17	0.39	0.19	0.05	0.23	0.29
OP069	0.48	0.15	0.24	0.06	0.16	0.16	0.38	0.18	0.03	0.25	0.25

	Ш	ENE	NE	NNE	ESE	SSW	SW	SE	S	SSE	MSW
Test points	VR (Existing)										
0P070	0.48	0.14	0.23	0.15	0.17	0.14	0.31	0.02	0.09	0.20	0.29
<b>OP071</b>	0.49	0.53	0.19	0.22	0.20	0.10	0.17	0.10	0.07	0.26	0.29
<b>OP072</b>	0.27	0.07	0.30	0.14	0.13	0.07	0.44	0.23	0.14	0.06	0.38
<b>OP073</b>	0.27	0.07	0.24	0.13	0.21	0.09	0.43	0.18	0.13	0.07	0.41
<b>OP074</b>	0.26	0.06	0.25	0.09	0.14	0.24	0.45	0.28	0.07	0.17	0.42
<b>OP075</b>	0.61	0.12	0.29	0.06	0.16	0.19	0.41	0.15	0.10	0.20	0.39
<b>OP076</b>	0.43	0.05	0.23	0.11	0.18	0.22	0.39	0.17	0.05	0.22	0.42
<b>OP077</b>	0.44	0.02	0.23	0.09	0.12	0.12	0.30	0.16	0.03	0.22	0.39
<b>OP078</b>	0.44	0.30	0.20	0.12	0.11	0.08	0.21	0.23	0.07	0.25	0.31
0P079	0.42	0.45	0.16	0.13	0.11	0.06	0.22	0.20	0.16	0.26	0.05
<b>OP080</b>	0.20	0.15	0.28	0.12	0.14	0.09	0.37	0.23	0.15	0.07	0.37
<b>OP081</b>	0.27	0.11	0.33	0.12	0.20	0.06	0.47	0.21	0.16	0.10	0.40
<b>OP082</b>	0.29	0.10	0.24	0.11	0.19	0.04	0.44	0.21	0.10	0.19	0.42
<b>OP083</b>	0.29	0.11	0.20	0.06	0.17	0.24	0.37	0.33	0.12	0.25	0.44
<b>OP084</b>	0.31	0.24	0.15	0.08	0.17	0.16	0.39	0.13	0.18	0.32	0.44
<b>OP085</b>	0.31	0.38	0.18	0.11	0.14	0.15	0.39	0.12	0.03	0.21	0.43
<b>OP086</b>	0.25	0.35	0.19	0.06	0.02	0.09	0.30	0.26	0.15	0.26	0.38
<b>OP087</b>	0.44	0.38	0.18	0.16	0.12	0.17	0.21	0.29	0.24	0.31	0.29
<b>OP088</b>	0.17	0.29	0.30	0.08	0.10	0.11	0.25	0.20	0.16	0.06	0.32
OP089	0.24	0.24	0.33	0.11	0.13	0.13	0.37	0.21	0.17	0.11	0.37
<b>OP090</b>	0.26	0.25	0.34	0.07	0.16	0.10	0.45	0.21	0.10	0.19	0.40
<b>OP091</b>	0.25	0.23	0.35	0.07	0.15	0.01	0.51	0.27	0.07	0.26	0.43
OP092	0.29	0.27	0.20	0.08	0.13	0.34	0.34	0.32	0.21	0.30	0.43
OP093	0.31	0.27	0.26	0.09	0.02	0.21	0.36	0.15	0.26	0.30	0.12

	ш	ENE	NE	NNE	ESE	SSW	SW	SE	S	SSE	WSW
Test	VR										
points	(Existing)										
<b>OP094</b>	0.38	0.32	0.21	0.01	0.06	0.08	0.38	0.27	0.16	0.23	0.23
<b>OP095</b>	0.34	0.38	0.07	0.18	0.13	0.22	0.28	0.32	0.29	0.33	0.10
0P096	0.17	0.24	0.15	0.04	0.10	0.08	0.19	0.08	0.14	0.04	0.26
79097	0.23	0.27	0:30	0.08	0.08	0.09	0.22	0.13	0.16	0.08	0.32
<b>OP098</b>	0.26	0.29	0.34	0.05	0.13	0.11	0.34	0.18	0.11	0.18	0.33
0P099	0.27	0.31	0.34	0.10	0.13	0.04	0.41	0.22	0.14	0.27	0.36
<b>OP100</b>	0.29	0.32	0.36	0.12	0.11	0.30	0.49	0.32	0.27	0.32	0.38
<b>OP101</b>	0.19	0.24	0.34	0.13	0.06	0.16	0.46	0.20	0.24	0.28	0.28
<b>OP102</b>	0.17	0.18	0.31	0.16	0.03	0.02	0.41	0.19	0.12	0.17	0.28
<b>OP103</b>	0.11	0.16	0.24	0.19	0.19	0.28	0.44	0.37	0.32	0.35	0.34
<b>OP104</b>	0.08	0.14	0.03	0.06	0.06	0.10	0.14	0.04	0.07	0.03	0.12
<b>OP105</b>	0.27	0.31	0.26	0.01	0.12	0.08	0.19	0.15	0.04	90.0	0.13
<b>OP106</b>	0.30	0.34	0.31	0.11	0.10	0.06	0.28	0.23	0.24	02.0	0.14
<b>OP107</b>	0.32	0.37	0.32	0.14	0.10	0.19	0.28	0.22	0.31	0.32	0.24
<b>OP108</b>	0.23	0.28	0.35	0.20	0.03	0.08	0.47	0.25	0.16	0.19	0.09
<b>OP109</b>	0.19	0.12	0.32	0.07	0.15	0.32	0.45	0.35	0.29	0.32	0.36
<b>OP110</b>	0.11	0.30	0.23	0.12	0.09	0.17	0.16	0.28	0.31	0.33	0.16
<b>OP111</b>	0.12	0.20	0.29	0.04	0.16	0.38	0.43	0.30	0.22	0.30	0.36
<b>OP112</b>	0.19	0.22	0.42	0.07	0.02	0.04	0.58	0.38	0.29	0.33	0.39

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	ш	ENE	NE	NNE	ESE	SSW	SW	SE	S	SSE	WSW
Test points	VR (Existing)										
PP001	0.32	0.29	0.12	0.36	0.51	0.29	0.14	0.19	0.21	0.33	0.18
PP002	0.30	0.32	0.14	0.35	0.50	0.29	0.12	0.20	0.21	0.33	0.18
PP003	0.40	0.36	0.15	0.32	0.47	0.27	0.12	0.21	0.22	0.34	0.22
PP004	0.43	0.36	0.14	0.29	0.43	0.21	0.13	0.20	0.20	0.30	0.24
PP005	0.47	0.40	0.16	0.29	0.40	0.21	0.14	0.18	0.20	0.29	0.19
PP006	0.41	0.32	0.11	0.22	0.30	0.06	0.17	0.21	0.18	0.22	0.23
PP007	0.45	0.34	0.13	0.21	0.28	0.10	0.17	0.18	0.14	0.21	0.15
PP008	0.43	0.32	0.12	0.19	0.25	0.15	0.15	0.17	0.15	0.22	0.13
PP009	0.35	0.25	0.10	0.16	0.20	0.14	0.13	0.14	0.12	0.20	0.08
PP010	0.38	0.29	0.15	0.14	0.16	0.11	0.20	0.12	0.17	0.25	0.10
PP011	0.22	0.22	0.10	0.17	0.17	0.09	0.20	0.05	0.15	0.23	0.10
PP012	0.19	0.13	0.12	0.24	0.18	0.10	0.21	0.04	0.16	0.24	0.11
PP013	0.34	0.19	0.17	0.24	0.18	0.09	0.20	0.07	0.14	0.24	0.18
PP014	0.39	0.30	0.17	0.25	0.20	0.11	0.17	0.06	0.13	0.25	0.27
PP015	0.38	0.35	0.18	0.27	0.24	0.14	0.09	0.05	0.14	0.26	0.25
PP016	0.38	0.38	0.18	0.28	0.26	0.11	0.05	0.06	0.15	0.24	0.19
PP017	0.36	0.42	0.19	0.29	0.29	0.12	0.09	0.06	0.17	0.18	0.17
PP018	0.37	0.47	0.19	0.29	0.29	0.20	0.14	0.06	0.17	0.25	0.16
PP019	0.38	0.43	0.19	0.28	0.28	0.02	0.14	0.04	0.13	0.02	0.21
PP020	0.31	0.37	0.17	0.24	0.22	0.05	0.13	0.04	0.03	0.04	0.22
PP021	0.26	0.20	0.14	0.16	0.16	0.06	0.15	0.06	0.01	0.07	0.23
PP022	0.28	0.12	0.12	0.15	0.14	0.06	0.13	0.06	0.05	0.09	0.22
PP023	0.26	0.36	0.16	0.19	0.19	0.13	0.13	0.09	0.11	0.10	0.22

	ш	ENE	NE	NNE	ESE	SSW	SW	SE	S	SSE	WSW
Test	VR										
points	(Existing)										
<b>SP001</b>	0.10	0.08	0.05	0.07	0.04	0.15	0.06	0.03	0.06	0.01	0.08
SP002	0.04	0.07	0.00	0.15	0.14	0.15	0.03	0.10	0.11	0.09	0.16
SP003	0.05	0.20	0.02	0.20	0.19	0.17	0.13	0.11	0.07	0.08	0.02
<b>SP004</b>	0.13	0.13	0.05	0.09	0.02	0.06	0.05	0.13	0.06	0.08	0.06
<b>SP005</b>	0.09	0.14	0.05	0.20	0.13	0.11	0.27	0.17	0.09	0.01	0.11
SP006	0.01	0.05	0.01	0.07	0.05	0.06	0.02	0.02	0.03	0.01	0.05
SP007	0.08	0.18	0.03	0.23	0.13	0.21	0.04	0.11	0.15	0.04	0.15
SP008	0.02	0.04	0.12	0.04	0.04	0.25	0.39	0.31	0.15	0.16	0.24
SP009	0.10	0.04	0.14	0.11	0.20	0.24	0.31	0.27	0.11	0.03	0.17
SP010	0.07	0.16	0.04	0.15	0.12	0.21	0.21	0.18	0.06	0.06	0.16
SP011	0.05	0.01	0.04	0.05	0.08	0.06	0.19	0.18	0.06	0.13	0.05
SP012	0.07	0.02	0.09	0.09	0.10	0.12	0.21	0.17	0.09	0.10	0.02
SP013	0.05	0.04	0.06	0.08	0.10	0.11	0.22	0.15	0.10	0.10	0.10
SP014	0.06	0.15	0.06	0.11	0.11	0.16	0.12	0.11	0.20	0.09	0.24
SP015	0.23	0.03	0.11	0.02	0.07	0.14	0.24	0.17	0.08	0.08	0.08
SP016	0.10	0.01	0.11	0.00	0.12	0.07	0.11	0.07	0.09	0.12	0.06
SP017	0.11	0.02	0.06	0.09	0.16	0.15	0.29	0.22	0.08	0.17	0.05
SP018	0.33	0.07	0.12	0.03	0.13	0.13	0.10	0.09	0.08	0.12	0.15
SP019	0.24	0.11	0.08	0.06	0.14	0.09	0.08	0.05	0.12	0.14	0.07
SP020	0.09	0.18	0.02	0.17	0.20	0.18	0.35	0.26	0.24	0.27	0.07

**Special Test Points** 

Conceptual Scheme: Wind Velocity Ratio C.2

**Overall Test Points** 

	ш	ENE	RE	NNE	ESE	SSW	SW	SE	S	SSE	MSW
Test points	VR (Conceptual)										
<b>OP001</b>	0.30	0.40	0.02	0.16	0.20	0.04	0.15	0.16	0.22	0.08	0.21
<b>OP002</b>	0.25	0.27	0.08	0.21	0.06	0.14	0.15	0.14	0.13	0.05	0.14
<b>OP003</b>	0.50	0.42	0.33	0.18	0.30	0.39	09.0	0.33	0.01	0.01	0.03
<b>OP004</b>	0.35	0.23	0.37	0.21	0.25	0.37	0.49	0.31	0.03	0.01	0.10
<b>OP005</b>	0.54	0.06	0.43	0.38	0.47	0.42	0.53	0.35	0.04	0.05	0.04
<b>OP006</b>	0.13	0.14	0.18	0.18	0.27	0.26	0.01	0.13	0.18	0.13	0.25
<b>OP007</b>	0.11	0.08	0.24	0.24	0.28	0.29	0.39	0.17	0.07	0.05	0.07
<b>OP008</b>	0.01	0.10	0.11	0.24	0.14	0.33	0.48	0.34	0.16	0.04	0.09
600d0	0.27	0.33	0.06	0.11	0.13	0.15	0.26	0.17	0.10	0.11	0.15
<b>OP010</b>	0.39	0.21	0.18	0.20	0.11	0.05	0.11	0.03	0.02	0.02	0.03
<b>OP011</b>	0.25	0.24	0.16	0.08	0.18	0.07	0.16	0.24	0.07	0.01	0.08
<b>OP012</b>	0.20	0.15	0.13	0.05	0.05	0.11	0.17	0.12	0.08	0.08	0.02
<b>OP013</b>	0.36	0.37	0.23	0.18	0.40	0.33	0.52	0.38	0.04	0.03	0.05
<b>OP014</b>	0.06	0.10	0.13	0.28	0.45	0.30	0.29	0.17	0.07	0.03	0.14
<b>OP015</b>	0.39	0.49	0:30	0.23	0.38	0.31	0.18	0.18	0.21	0.02	0.21
<b>OP016</b>	0.21	0.36	0.15	0.26	0.29	0.29	0.22	0.36	0.18	0.15	0.20
<b>OP017</b>	0.21	0.16	0.28	0.31	0.28	0.33	0.44	0.23	0.17	0.17	0.06
<b>OP018</b>	0.31	0.23	0.06	0.29	0.13	0.38	0.32	0.36	0.09	0.08	0.13
<b>OP019</b>	0.10	0.06	0.01	0.07	0.04	0.13	0.17	0.08	0.04	0.08	0.07
<b>OP020</b>	0.37	0.15	0.14	0.07	0.15	0.08	0.24	0.05	0.10	0.03	0.04
<b>OP021</b>	0.26	0.22	0.20	0.02	0.09	0.07	0.13	0.08	0.13	0.08	0.24

	ш	ENE	NE	NNE	ESE	SSW	SW	SE	S	SSE	WSW
Test	VR	<b>VR</b>	VR S	S KR	VR	VR	<b>VR</b>	<b>VR</b>	VR	VR	VR
boints	(conceptual)										
<b>OP022</b>	0.26	0.29	0.24	0.27	0.43	0.23	0.22	0.19	0.23	0.03	0.26
<b>OP023</b>	0.29	0.40	0.28	0.21	0.41	0.27	0.26	0.15	0.21	0.24	0.22
<b>OP024</b>	0.08	0.13	0.10	0.19	0.15	0.22	0.21	0.12	0.19	0.25	0.03
<b>OP025</b>	0.04	0.03	0.11	0.15	0.06	0.32	0.52	0.35	0.02	0.08	0.04
<b>OP026</b>	0.09	0.06	0.10	0.24	0.20	0.22	0.42	0.24	0.13	0.12	0.32
<b>OP027</b>	0.44	0.23	0.29	0.26	0.14	0.29	0.46	0.21	0.16	0.12	0.08
<b>OP028</b>	0.13	0.17	0.14	0.29	0.22	0.23	0.44	0.28	0.11	0.19	0.07
<b>OP029</b>	0.50	0.32	0:30	0.09	0.11	0.13	0.22	0.10	0.09	0.04	0.26
<b>OP030</b>	0.32	0.48	0.27	0.27	0.40	0.16	0.03	0.10	0.25	0.24	0.27
<b>OP031</b>	0.32	0.36	0.26	0.25	0.40	0.05	0.05	0.16	0.22	0.25	0.20
<b>OP032</b>	0.15	0.23	0.18	0.20	0.31	0.26	0.14	0.05	0.04	0.05	0.03
<b>OP033</b>	0.17	0.21	0.17	0.12	0.18	0.15	0.12	0.06	0.14	0.19	0.08
<b>OP034</b>	0.05	0.25	0.07	0.12	0.08	0.21	0.34	0.26	0.06	0.05	0.07
<b>OP035</b>	0.04	0.11	0.16	0.08	0.04	0.22	0.40	0.23	0.10	0.14	0.29
<b>OP036</b>	0.05	0.12	0.04	0.04	0.09	0.12	0.23	0.27	0.13	0.12	0.20
<b>OP037</b>	0.37	0.03	0.25	0.11	0.11	0.16	0.28	0.25	0.02	0.08	0.04
<b>OP038</b>	0.50	0.42	0.30	0.15	0.12	0.16	0.30	0.19	0.07	0.20	0.21
<b>OP039</b>	0.53	0.63	0.31	0.23	0.16	0.30	0.35	0.24	0.18	0.22	0.25
OP040	0.05	0.07	0.04	0.04	0.07	0.04	0.06	0.04	0.05	0.05	0.05
<b>OP041</b>	0.16	0.07	0.18	0.13	0.11	0.26	0.22	0.17	0.14	0.15	0.04
<b>OP042</b>	0.17	0.16	0.11	0.11	0.17	0.07	0.12	0.05	0.03	0.04	0.03
<b>OP043</b>	0.24	0.38	0.16	0.46	0.29	0.42	0.04	0.13	0.33	0.26	0.13
<b>OP044</b>	0.11	0.02	0.14	0.09	0.05	0.19	0.38	0.17	0.10	0.11	0.10
<b>OP045</b>	0.09	0.09	0.10	0.00	0.09	0.17	0.20	0.13	0.04	0.09	0.05

MSM	VR (Conceptual)	0.03	0.25	0.24	0.26	0.27	0.03	0.05	0.10	0.34	0.30	0.25	0.18	0.18	0.27	0.24	0.18	0.24	0.31	0.39	0.33	0.36	0.35	0.30	0.24
SSE	VR (Conceptual)	0.06	0.20	0.31	0.14	0.05	0.23	0.24	0.27	0.14	0.14	0.18	0.19	0.20	0.19	0.11	0.30	0.03	0.04	0.09	0.03	0.17	0.19	0.21	0.23
S	VR (Conceptual)	0.08	0.12	0.22	0.21	0.11	0.26	0.18	0.29	0.08	0.13	0.08	0.09	0.08	0.07	0.06	0.20	0.04	0.08	0.11	0.12	0.09	0.10	0.07	0.05
SE	VR (Conceptual)	0.11	0.20	0.36	0.15	0.26	0.22	0.24	0.27	0.17	0.23	0.21	0.16	0.16	0.23	0.20	0.35	0.07	0.06	0.21	0.15	0.22	0.22	0.14	0.15
SW	VR (Conceptual)	0.22	0.12	0.23	0.17	0.18	0.19	0.21	0.23	0.24	0.32	0.36	0.36	0.18	0.11	0.22	0.35	0.39	0.45	0.48	0.42	0.35	0.42	0.46	0.30
SSW	VR (Conceptual)	0.12	0.13	0.31	0.25	0.39	0.46	0.32	0.43	0.09	0.17	0.11	0.13	0.17	0.13	0.15	0.29	0.17	0.12	0.18	0.30	0.22	0.15	0.08	0.06
ESE	VR (Conceptual)	0.13	0.07	0.15	0.13	0.46	0.56	0.21	0.18	0.13	0.15	0.13	0.17	0.04	0.06	0.04	0.21	0.17	0.14	0.20	0.17	0.08	0.07	0.09	0.12
NNE	VR (Conceptual)	0.19	0.07	0.17	0.18	0.33	0.42	0.23	0.22	0.16	0.14	0.16	0.17	0.06	0.05	0.02	0.22	0.21	0.20	0.08	0.09	0.05	0.10	0.02	0.10
NE	VR (Conceptual)	0.13	0.06	0.20	0.10	0.08	0.10	0.18	0.10	0.22	0.25	0.23	0.24	0.19	0.06	0.12	0.33	0.32	0.32	0.21	0.13	0.19	0.23	0.23	0.21
ENE	VR (Conceptual)	0.18	0.12	0.55	0.63	0.58	0.57	0.16	0.14	0.11	0.09	0.06	0.03	0.02	0.07	0.14	0.61	0.53	0.56	0.05	0.16	0.03	0.08	0.12	0.09
ш	VR (Conceptual)	0.08	0.03	0.45	0.41	0.40	0.45	0.20	0.16	0.29	0.22	0.08	0.09	0.14	0.12	0.14	0.56	0.39	0.43	0.21	0.23	0.25	0.18	0.21	0.21
	Test points (	OP046	<b>OP047</b>	OP048	OP049	OP050	<b>OP051</b>	<b>OP052</b>	OP053	<b>OP054</b>	<b>OP055</b>	<b>OP056</b>	<b>OP057</b>	<b>OP058</b>	OP059	OP060	OP061	OP062	OP063	OP064	OP065	OP066	OP067	OP068	0P069

	ш	ENE	NE	NNE	ESE	SSW	SW	SE	S	SSE	WSW
Test points	VR (Conceptual)										
OP070	0.39	0.29	0.21	0.03	0.13	0.06	0.15	0.01	0.08	0.17	0.23
<b>OP071</b>	0.24	0.61	0.21	0.29	0.26	0.26	0.25	0.33	0.25	0.30	0.14
OP072	0.24	0.05	0.25	0.03	0.13	0.02	0.46	0.27	0.12	0.08	0.33
<b>OP073</b>	0.20	0.08	0.27	0.06	0.22	0.08	0.43	0.20	0.12	0.09	0.38
<b>OP074</b>	0.15	0.05	0.23	0.08	0.19	0.12	0.41	0.24	0.12	0.16	0.40
<b>OP075</b>	0.44	0.11	0.28	0.07	0.14	0.29	0.43	0.16	0.08	0.17	0.34
OP076	0.31	0.05	0.17	0.11	0.12	0.26	0.41	0.24	0.08	0.20	0.40
<b>OP077</b>	0.32	0.02	0.19	0.10	0.02	0.07	0.34	0.12	0.08	0.21	0.38
<b>OP078</b>	0.40	0.36	0.20	0.08	0.10	0.02	0.24	0.18	0.13	0.24	0.31
0P079	0.29	0.52	0.11	0.12	0.14	0.11	0.37	0.18	0.15	0.22	0.03
<b>OP080</b>	0.27	0.13	0.26	0.04	0.13	0.08	0.36	0.25	0.14	0.05	0.32
<b>OP081</b>	0.28	0.11	0.25	0.10	0.21	0.13	0.47	0.23	0.12	0.10	0.37
<b>OP082</b>	0.27	0.10	0.26	0.14	0.22	0.08	0.49	0.20	0.07	0.17	0.39
<b>OP083</b>	0.23	0.12	0.13	0.12	0.20	0.23	0.37	0.32	0.15	0.24	0.41
<b>OP084</b>	0.30	0.27	0.21	0.12	0.12	0.36	0.40	0.17	0.21	0.30	0.39
<b>OP085</b>	0.36	0.45	0.28	0.11	0.05	0.18	0.42	0.17	0.13	0.21	0.39
<b>OP086</b>	0.31	0.28	0.31	0.07	0.02	0.04	0.37	0.20	0.18	0.25	0.36
<b>OP087</b>	0.48	0.25	0:30	0.13	0.10	0.17	0.35	0.26	0.22	0.27	0.30
<b>OP088</b>	0.27	0.29	0.30	0.02	0.07	0.03	0.27	0.20	0.12	0.05	0.29
OP089	0.36	0.27	0.32	0.12	0.13	0.09	0.38	0.25	0.13	0.11	0.32
06040	0.37	0.29	0.24	0.14	0.19	0.15	0.45	0.23	0.09	0.17	0.36
<b>OP091</b>	0.35	0.27	0.17	0.13	0.19	0.05	0.54	0.24	0.12	0.24	0.39
<b>OP092</b>	0.39	0.34	0.19	0.03	0.17	0.39	0.36	0.36	0.24	0.29	0.40
OP093	0.36	0.19	0.20	0.06	0.03	0.22	0.36	0.22	0.26	0.31	0.05

MSW	VR (Conceptual)	0.08	0.07	0.24	0.27	0.30	0.34	0.37	0.16	0.29	0.30	0.12	0.14	0.18	0.26	0.16	0.34	0.13	0.35	0.37
SSE	VR (Conceptual)	0.22	0.30	0.03	0.06	0.14	0.25	0.31	0.28	0.15	0.32	0.02	0.04	0.25	0.31	0.18	0.30	0.31	0.30	0.32
S	VR (Conceptual)	0.18	0.28	0.11	0.12	0.08	0.19	0.28	0.22	0.17	0.31	0.04	0.04	0.26	0.30	0.18	0.28	0.32	0.21	0.29
SE	VR (Conceptual)	0.18	0.30	0.07	0.12	0.19	0.21	0.33	0.28	0.11	0.34	0.05	0.15	0.25	0.21	0.19	0.31	0.29	0.27	0.34
SW	VR (Conceptual)	0.33	0.25	0.19	0.23	0.35	0.42	0.52	0.48	0.40	0.42	0.12	0.20	0.31	0.28	0.49	0.43	0.16	0.43	0.59
SSW	VR (Conceptual)	0.02	0.21	0.07	0.05	0.09	0.06	0.38	0.18	0.04	0.26	0.02	0.05	0.06	0.25	0.11	0.30	0.21	0.33	0.19
ESE	VR (Conceptual)	0.05	0.05	0.10	0.09	0.16	0.16	0.15	0.12	0.02	0.02	0.05	0.13	0.13	0.14	0.06	0.03	0.12	0.03	0.01
NNE	VR (Conceptual)	0.02	0.10	0.04	0.07	0.09	0.03	0.09	0.13	0.02	0.03	0.07	0.05	0.06	0.12	0.20	0.13	0.07	0.25	0.20
NE	VR (Conceptual)	0.21	0.19	0.19	0.29	0.34	0.34	0.33	0.19	0.27	0.18	0.05	0.26	0.30	0.32	0.34	0.30	0.23	0.28	0.40
ENE	VR (Conceptual)	0.27	0.37	0.24	0.29	0.31	0.31	0.31	0.27	0.14	0.14	0.17	0.33	0.35	0.38	0.31	0.14	0.28	0.22	0.22
ш	VR (Conceptual)	0.41	0.42	0.11	0.24	0.27	0.31	0.36	0.20	0.23	0.10	0.10	0.28	0.33	0.35	0.27	0.23	0.20	0.06	0.19
	Test points	<b>OP094</b>	<b>OP095</b>	0P096	<b>0P097</b>	<b>0P098</b>	6604O	<b>OP100</b>	<b>OP101</b>	<b>OP102</b>	<b>OP103</b>	<b>OP104</b>	<b>OP105</b>	<b>OP106</b>	<b>OP107</b>	<b>OP108</b>	<b>OP109</b>	<b>OP110</b>	<b>OP111</b>	<b>OP112</b>

	ш	ENE	NE	NNE	ESE	SSW	SW	SE	S	SSE	WSW
Test points	VR (Conceptual)										
PP001	0.36	0.24	0.12	0.35	0.48	0.37	0.29	0.33	0.26	0.27	0.09
PP002	0.41	0.33	0.13	0.40	0.51	0.35	0.24	0.32	0.29	0.35	0.04
PP003	0.46	0.30	0.13	0.36	0.46	0.31	0.18	0.30	0.29	0.34	0.06
PP004	0.34	0.26	0.13	0.26	0.29	0.23	0.10	0.24	0.24	0.29	0.06
PP005	0.36	0.27	0.15	0.20	0.24	0.20	0.07	0.22	0.24	0.29	0.14
PP006	0.21	0.20	0.05	0.14	0.12	0.17	0.12	0.20	0.23	0.26	0.10
PP007	0.26	0.27	0.08	0.16	0.13	0.16	0.04	0.17	0.25	0.29	0.09
PP008	0.26	0.25	0.17	0.01	0.11	0.09	0.18	0.08	0.21	0.25	0.21
PP009	0.21	0.22	0.19	0.08	0.12	0.03	0.24	0.07	0.19	0.21	0.06
PP010	0.37	0.22	0.34	0.09	0.17	0.18	0.52	0.14	0.09	0.12	0.30
PP011	0.23	0.13	0.11	0.09	0.08	0.22	0.10	0.22	0.11	0.13	0.27
PP012	0.15	0.08	0.06	0.03	0.04	0.29	0.11	0.32	0.19	0.23	0.24
PP013	0.16	0.09	0.08	0.32	0.28	0.30	0.04	0.35	0.24	0.29	0.11
PP014	0.23	0.20	0.19	0.29	0.25	0.14	0.44	0.19	0.21	0.25	0.13
PP015	0.11	0.30	0.13	0.27	0.22	0.04	0.18	0.01	0.12	0.13	0.11
PP016	0.29	0.49	0.23	0.24	0.20	0.18	0.36	0.14	0.05	0.01	0.19
PP017	0.11	0.53	0.20	0.26	0.21	0.04	0.18	0.06	0.04	0.01	0.19
PP018	0.33	0.58	0.28	0.24	0.20	0.07	0.25	0.06	0.05	0.04	0.25
PP019	0.27	0.45	0.27	0.16	0.10	0.07	0.26	0.03	0.03	0.03	0.25
PP020	0.26	0.40	0.26	0.16	0.11	0.09	0.33	0.04	0.05	0.04	0.23
PP021	0.23	0.29	0.22	0.15	0.09	0.07	0.20	0.06	0.05	0.03	0.24
PP022	0.13	0.20	0.05	0.13	0.07	0.06	0.06	0.09	0.04	0.03	0.23
PP023	0.29	0.51	0.19	0.17	0.11	0.03	0.30	0.11	0.05	0.01	0.33

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	ш	ENE	NE	NNE	ESE	SSW	SW	SE	S	SSE	MSW
Test	VR	NR	VR								
points	(Conceptual)										
SP001	0.05	0.09	0.05	0.08	0.03	0.17	0.02	0.07	0.09	0.03	0.08
SP002	0.03	0.07	0.01	0.17	0.18	0.11	0.01	0.08	0.13	0.07	0.16
SP003	0.10	0.19	0.05	0.19	0.21	0.19	0.06	0.13	0.08	0.09	0.04
SP004	0.03	0.14	0.03	0.08	0.06	0.06	0.06	0.11	0.05	0.07	0.01
SP005	0.04	0.14	0.05	0.19	0.11	0.08	0.12	0.07	0.10	0.02	0.11
SP006	0.03	0.05	00.0	0.09	0.08	0.07	0.02	0.03	0.05	0.02	0.07
SP007	0.03	0.11	0.01	0.20	0.14	0.16	0.07	0.07	0.15	0.01	0.15
SP008	0.03	00.0	0.01	0.03	0.06	0.26	0.23	0.34	0.18	0.18	0.24
SP009	0.12	0.02	0.08	0.07	0.15	0.17	0.14	0.12	0.10	00.0	0.13
SP010	0.05	0.12	0.04	0.08	0.11	0.14	0.14	0.16	0.08	0.04	0.11
SP011	0.15	0.04	0.03	0.09	0.19	0.14	0.25	0.33	0.10	0.23	0.10
SP012	0.10	0.05	0.08	0.07	0.09	0.10	0.13	0.07	0.08	80.0	0.02
SP013	0.03	0.07	90.0	0.06	0.10	0.10	0.15	0.07	0.10	60.0	0.08
SP014	0.07	0.04	0.04	0.10	0.06	0.21	0.12	0.08	0.15	0.07	0.19
SP015	0.29	90.0	0.19	0.04	0.04	0.12	0.17	0.05	0.10	80.0	0.08
SP016	0.33	0.03	0.13	0.03	0.08	0.13	0.27	0.20	0.11	0.14	0.04
SP017	0.10	0.01	90.0	0.08	0.14	0.20	0.11	0.24	0.04	0.17	0.05
SP018	0.28	0.25	0.15	0.02	0.08	0.06	0.13	0.15	0.07	60.0	0.09
SP019	0.23	0.24	0.10	0.07	0.09	0.12	0.13	0.16	0.12	0.12	0.07
SP020	0.23	0.23	0.03	0.12	0.15	0.25	0.20	0.25	0.20	0.21	0.11

E F			-	-		-		-	-	-
	VR _{average} Change	0.022	0.013	0.002	000.0	-0.027	-0.018	-0.024	0.004	0000
	VR _{average} (Conceptual)	0.292	0.183	0.140	0.203	0.258	0.166	0.157	0.196	0.207
	VR _{average} (Existing)	0.270	0.170	0.138	0.203	0.285	0.184	0.181	0.192	0.207
-	Summer Wind Condition	SW	SSW	S	MSM	Ш	ESE	SSE	SE	LVRw
-	VR _{average} Change	-0.027	0.001	0.000	-0.018	-0.014	0.022	0.013	0.004	-0.006
-	VR _{average} (Conceptual)	0.258	0.245	0.199	0.166	0.151	0.292	0.183	0.196	0.221
	VR _{average} (Existing)	0.285	0.244	0.199	0.184	0.165	0.270	0.170	0.192	0.227
-	Annual Wind Condition	ш	ENE	NE	ESE	NNE	MS	MSS	ЗE	LVRw

Local Spatial Average Velocity Ratio (LVR)

	SVR)	
	Ratio (	
•	/elocity	
1	verage V	
	atial Av	
	Site Sp:	

	VR _{average} Change	0.065	0.026	0.007	-0.014	-0.089	-0.074	-0.044	0.052	-0.001
	VR _{average} (Conceptual)	0.209	0.160	0.153	0.170	0.261	0.200	0.170	0.163	0.187
	VR _{average} (Existing)	0.144	0.134	0.146	0.184	0.350	0.274	0.214	0.111	0.188
	Summer Wind Condition	SW	SSW	S	MSM	ш	ESE	SSE	SE	SVRw
	VR _{average} Change	-0.089	-0.017	0.015	-0.074	-0.043	0.065	0.026	0.052	-0.026
	VR _{average} (Conceptual)	0.261	0.296	0.163	0.200	0.199	0.209	0.160	0.163	0.214
L' V VIVUIL V VIVUIL V	VR _{average} (Existing)	0.350	0.313	0.148	0.274	0.242	0.144	0.134	0.111	0.240
mint i minda nia	Annual Wind Condition	Ш	ENE	NE	ESE	NNE	SW	SSW	SE	SVRw

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE AIR VENTILATION ASSESSMENT REPORT

Appendix D Contour and Vector Plots of CFD Simulation Result of Velocity Ratio





Existing Condition E wind (7.1 m/s @ 500m)











Conceptual Scheme ESE Wind (5.5 m/s @ 500m)











Existing Condition NNE Wind (7.1 m/s @ 500m)











Conceptual Scheme SE Wind (5.5 m/s @ 500m)



VI



Existing Condition SSE Wind (5.5 m/s @ 500m)

Existing Condition SSW Wind (5.5 m/s @ 500m)





Conceptual Scheme SSW Wind (5.5 m/s @ 500m)





Existing Condition SW Wind (5.0 m/s @ 500m)





Existing Condition Annual Overall Weighted Velocity Ratio



Existing Condition Summer Overall Weighted Velocity Ratio



Conceptual Scheme Annual Overall Weighted Velocity Ratio





Conceptual Scheme Summer Overall Weighted Velocity Ratio

# Appendix B

# Environmental Assessment

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE ENVIRONMENTAL ASSESSMENT REPORT – PVB ii

Issue No.: 7Issue Date: May 2020Project No.: 1395

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

ENVIRONMENTAL ASSESSMENT REPORT – PVB

# COMMERCIAL-IN-CONFIDENCE

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This report has been prepared by Allied Environmental Consultants Limited with all reasonable skill, care and diligence within the terms of the Agreement with the client, incorporating our General Terms and Conditions of Business and taking account of the resources devoted to it by agreement with the client. We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

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CONSULTANCY Q047403 AGREEMENT

# PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

ENVIRONMENTAL REPORT – PVB ASSESSMENT

**COMMERCIAL-IN-CONFIDENCE** 

Checked:

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# **Table of Contents**

1.	INT	RODUCTION	1
2.	PRO	JECT INFORMATION	1
	2.1	Background	1
	2.2	Site Location and Surrounding Environmental Context	1
	2.3	Proposed Development	1
	2.4	Major Noise and Air Quality Issues	2
3.	AIR	QUALITY IMPACT ASSESSMENT	3
	3.1	Introduction	3
	3.2	Air Quality Objectives	3
	3.3	Potential Air Quality Impact during Construction Phase	5
	3.4	Potential Air Quality Impact – Vehicular Emission	6
	3.5	Potential Air Quality Impact – Exhaust from PVB	6
	3.6	Potential Air Quality Impact – Industrial Emission of Chimney	7
	3.7	Conclusions	7
4.	NOI	SE IMPACT ASSESSMENT	8
	4.1	Introduction	8
	4.2	Road Traffic Noise Impact Assessment	8
	4.3	Fixed Plant Noise Impact Assessment	10
	4.4	Conclusions	10
5.	CON	ICLUSION	11
	5.2	Air Quality	11
	5.3	Noise	11
	5.4	Summary	12

PROPOSED REZONING OF PAK SHING KOK VENT RESIDENTIAL USE Environmental Assessment Report – PVB

# List of Figures

Page

Figure 2.1	Location of Subject Site
Figure 2.2	Proposed Residential Developmen
Figure 2.3	Slope at South East Bounding the
Figure 2.4	Residential Developments Opposi
Figure 3.1	Location of Air Quality Buffer Zo
Figure 3.2	Tunnel Ventilation Shafts / Louve
Figure 3.3	Tunnel Ventilation Shafts / Louv
-	Car Park)
Figure 4.1	Locations of Representative Noise
Figure 4.2	Typical Configurations of Acoust
Figure 4.3	Locations of Road Traffic Noise N

# List of Tables

Table 3.1	Hong Kong Air Quality Objective
Table 3.2	Guidelines of Buffer Distance bet

# List of Appendices

Appendix 2.1	Conceptual Scheme of Proposed Develo
Appendix 4.1	Traffic Forecast Data of Year 2044
Appendix 4.2	Predicted Traffic Noise at Proposed Dev
Appendix 4.3	Schedule of Road Traffic Noise Mitigat
Appendix 4.4	Information of Existing Noise Mitigatio
	(Obtained from Highways Department)

iv

nt at Subject Site e Subject Site ite to the Site, Separated by Chiu Shun Road one ers at PVB (view from Chiu Shun Road) vers at PVB (view from PVB Existing Open

e Assessment Points on Typical Floor Plan tic Windows Mitigation Measures

res etween Road Kerb and Permitted Uses

Development 44 sed Development, Unmitigated Scenario Mitigation Measures (itigation Measures adopted around Site rtment) PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR **RESIDENTIAL USE** ENVIRONMENTAL ASSESSMENT REPORT – PVB

**INTRODUCTION** 1.

1.1.1 Allied Environmental Consultants Limited (AEC) was commissioned by DLN Architects Limited (DLN) to undertake the Consultancy Service for Rezoning Study of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use.

### **PROJECT INFORMATION** 2.

### Background 2.1

- 2.1.1 The Subject Site is at the MTR Pak Shing Kok Ventilation Building (PVB) Site and adjacent "Green Belt" Site to the south of PVB. Site area is about 4,458m². The Site is immediately fronting to Chiu Shun Road at north west. Wan Po Road is located about 110m away from the Site at south west. The proposed scheme involves a podium and two 27-storey residential towers decking over the existing Pak Shing Kok Ventilation Building. The proposed project is planned to be completed in Year 2029.
- 2.1.2 This is not a designated project under the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). Environmental Assessment (EA) has been carried out for the project.
- 2.1.3 This EA has been undertaken with reference to the guidance for environmental considerations provided in Chapter 9 "Environment" of the Hong Kong Planning Standards and Guidelines (HKPSG). This EA presents a study of the potential environmental impacts, including air quality and noise. Drainage and sewerage impact assessments shall be presented separately from this EA report.

### Site Location and Surrounding Environmental Context 2.2

- 2.2.1The Subject Site locates at Tseung Kwan O (TKO) near Hang Hau Station, as shown in Figure 2.1. Residential development is proposed to be constructed at the Pak Shing Kok Ventilation Building Site and adjacent "Green Belt" Site to the south of PVB (see **Figure 2.2**).
- 2.2.2 Slope covered by vegetation is at the south east bounding the Site (see Figure 2.3). Residential developments La Cite Noble and Yuk Ming Court situate opposite to the Subject Site, separated by Chiu Shun Road (see Figure 2.4).

### **Proposed Development** 2.3

The proposed development involves construction of two 27-storey residential towers, 2.3.1 combined with podium including carpark and resident clubhouse, providing a total number of 432 flats. Building height at main roof level is 130 mPD.

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR **RESIDENTIAL USE** ENVIRONMENTAL ASSESSMENT REPORT – PVB

- 2.3.2 As shown in Figure 2.1, about 110m separation between the Subject Site boundary to vehicular air emission buffer distance recommended under the HKPSG.
- 2.3.3 Design drawings of the proposed scheme, including conceptual scheme, indicative floor plans and section drawings are presented in Appendix 2.1.
- 2.3.4 It should be noted that the conceptual scheme represents a conceptual design of would be studied in the detailed design stage.

### Major Noise and Air Quality Issues 2.4

2.4.1 below:

# Air Quality

- Any potential air quality impact during construction phase
- Po Road

# Noise

• Potential road traffic and fixed plant noise impact to the proposed development

Wan Po Road (road type of District Distributor) has been allowed, which provides more than sufficient 10m buffer distance as recommended under the HKPSG, Table 3.1 in Chapter 9, in order to minimise potential air quality impact due to on-road vehicular emission. Meanwhile, at least 10m set back from Chiu Shun Road immediate fronting the Subject Site (road type of District Distributor) has been also allowed for the residential tower and associated active amenity spaces, in order to fulfil

proposed residential development, to demonstrate suitability of the Subject Site being re-zoned for proposed residential use only. Further optimisation of floor layouts would be studied in later development stage. The flat layout as shown in Figure 4.1 represents typical floors of development as indicative illustration for this rezoning study only. There will be variation in demarcation of flats at upper floor levels which

Major noise and air quality issues associated with the proposed development at the Subject Site have been initially discussed with governmental departments, as identified

• Potential vehicle emissions from nearby roads including Chiu Shun Road and Wan

• Any potential emissions from nearby Pak Shing Kok Ventilation Building / shafts

due to Chiu Shun Road, Wan Po Road and Pak Shing Kok Ventilation Building

AEC

### **AIR QUALITY IMPACT ASSESSMENT** 3.

### 3.1 Introduction

- This section addresses the potential air quality impacts associated with the proposed 3.1.1 residential development. Following considerations are included:
  - Vehicular emissions
  - Exhaust from Pak Shing Kok Ventilation Building (PVB)

### 3.2 **Air Quality Objectives**

# Hong Kong Air Quality Objectives

3.2.1 Air quality in Hong Kong is governed under the Air Pollution Control Ordinance (APCO) (Cap. 311) and its subsidiary Regulations. Under this legislation, the Government has designated Air Control Zones (ACZ) for the whole territory, along with the new Air Quality Objectives (AQOs) which takes effect in 2014. The AQOs stipulate the statutory limits for 7 pollutants and dictate the maximum number of allowable exceedances over specified time periods. For details, please refer to below **Table 3.1**.

### Hong Kong Air Quality Objectives Table 3.1

	Concentration Limit, µg/m ^{3 [1]}								
Pollutant	(Number of	f Exceedances	per Calendar	Year Allowed	in Brackets)				
	10-minute	1-hour	8-hour	24-hour	Annual				
Sulphur dioxide (SO ₂ )	500 (3)			125 (3)					
Respirable suspended particulates (PM ₁₀ ) ^[2]				100 (9)	50 (N/A)				
Finesuspendedparticulates (PM2.5)[3]				75 (9)	35 (N/A)				
Nitrogen dioxide (NO ₂ )		200 (18)			40 (N/A)				
Ozone (O ₃ )			160 (9)						
Carbon monoxide (CO)		30,000 (0)	10,000 (0)						
Lead (Pb)					0.5 (N/A)				

# Notes:

[1] All measurements of the concentration of gaseous air pollutants, i.e., SO₂, NO₂, O₃ and CO, are to be adjusted to a reference temperature of 293 K (20°C) and a reference pressure of 101.325 kPa (one atmosphere). Meanwhile, "N/A" represents not applicable since there is no AQO for such parameter. [2]  $PM_{10}$  means the suspended particulates in air with a nominal aerodynamic diameter of 10  $\mu$ m or smaller. [3]  $PM_{2.5}$  means the suspended particulates in air with a nominal aerodynamic diameter of 2.5  $\mu$ m or

smaller.

# Hong Kong Planning Standards and Guidelines

HKPSG is provided below.

### Table 3.2 Guidelines of Buffer Distance between Road Kerb and Permitted Uses (Table 3.1 of HKPSG Ch.9)

Pollution Source	Parameter (Type of Road)	Buffer Distance	Permitted Uses
		>20m	Active and passive recreational uses
	Trunk Road and Primary Distributor (UT/ PD)	3 – 20m	Passive recreational uses
	Distributor (CT/TD)	<3m	Amenity areas
Road and		>10m	Active and passive recreational uses
Highways	District Distributor (DD)	<10m	Passive recreational uses
		>5m	Active and passive recreational uses
	Local Distributor (LD)	<5m	Passive recreational uses
	Under Flyovers		Passive recreational uses

Issue 7

3.2.2 The Hong Kong Planning Standards and Guidelines (HKPSG) also provides guidance for including environmental considerations in the planning application of both private and public sectors. A summary of environmental design guidelines extracted from the
3.2.3 The buffer distance stated in the HKPSG requirement refers to the site nature and the road types of adjacent roads. Since there is no specific buffer distance requirement for "domestic premises" indicating on the HKPSG, buffer distance for this Site has been referred to "Open Space Site". In accordance with the HKPSG, the buffer distance between roads kerb and permitted uses is given in Table 3.2.

#### **Potential Air Quality Impact during Construction Phase** 3.3

- 3.3.1 The proposed development will involve the following activities during construction:
  - Site hoarding, site clearance and tree removal;
  - Superstructure works Modification of existing Ventilation Building;
  - Site preparation works and slope stabilization;
  - Foundation and piling; and
  - Superstructure.
- 3.3.2 Construction dust will be generated from the construction activities including open site erosion, excavation, material handling and truck movement. It is anticipated that no significant fugitive dust impact which the implementation of relevant mitigation measures stipulated in the Air Pollution Control (Construction Dust) Regulation:
  - Use of regular watering to reduce dust emissions from exposed site surfaces, unpaved roads, dusty construction areas;
  - Adoption of side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions. Where this is not practicable owing to frequent usage, watering shall be used to aggregate fines;
  - Open stockpiles shall be avoided or covered. Prevent placing dusty material storage piles near ASRs;
  - All dusty vehicle loads transported to, from and between site locations shall be covered by tarpaulin;
  - Vehicle wheel and body washing facilities shall be established at exit points of the site;
  - Loading, unloading, transfer, handling or storage of bulk cement or dry pulverised fuel ash shall be carried out in a totally enclosed system or facility, and any vent or exhaust shall be fitted with an effective fabric filter or equivalent air pollution control system; and

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR **RESIDENTIAL USE** ENVIRONMENTAL ASSESSMENT REPORT – PVB

- and re-suspension within the site from the operating dump trucks.
- 3.3.3 The contractor will be required to follow the relevant mitigation measures stipulated in

#### 3.4 Potential Air Quality Impact – Vehicular Emission

- 3.4.1 In general, the assessment area for an air quality impact assessment (AQIA) is defined by a distance of 500m from the site boundary.
- 3.4.2 According to the "Guidelines for Potentially Polluting Uses" as stated in Section 3.3 further assessment is necessary.
- 3.4.3 Therefore, the dominant potential sources of impacts include the vehicular emissions mainly from the Wan Po Road and Chiu Shun Road.
- 3.4.4 With reference to the Annual Traffic Census 2016 issued by Transport Department 10m horizontal buffer distance as recommended in the HKPSG.
- 3.4.5 Meanwhile, with reference to the Annual Traffic Census 2016, the sections of Chiu requirement has been allowed in the proposed scheme, as shown in Figure 3.1.
- 3.4.6 In this connection, it is anticipated no adverse air quality impact due to on-road vehicular emissions would be imposed to the Subject Site.

#### Potential Air Quality Impact – Exhaust from PVB 3.5

3.5.1 Two tunnel ventilation shafts (TVS), each consists of two ventilation louvers, are

6

• Travelling speeds should be controlled to reduce traffic induced dust dispersion

the Air Pollution Control (Construction Dust) Regulation under contract provisions.

of the HKPSG, the potentially polluting uses surrounding the Site were investigated by performing site survey on 8 August 2016 and reviewing the specified licence records on 18 August 2016. From the results, it was concluded that no industrial building is located within 200m radius of the Project whilst slaughterhouses, sewage treatment works facilities, village incinerators, odour sources and duty uses are not found within 500m radius of the Project. Thus, no adverse air quality impact is anticipated and no

(TD), the section of Wan Po Road locates the nearest to the Subject Site is classified as District Distributor. About 110m from Wan Po Road to the Subject Site boundary has been provided, as indicated in Figure 2.1, which has fully satisfied the recommended

Shun Road immediate fronting the Subject Site is classified as District Distributor. A minimum of 10m horizontal separation from the proposed residential development towers with openable windows and all active amenities on podium garden to the edge of road kerb would be required in accordance with the HKPSG. Such a setback

currently constructed at Pak Shing Kok Ventilation Building (PVB), as shown in Figures 3.2 and 3.3. Each of the TVS is connected to one tunnel ventilation fan (TVF), serving MTR Tseung Kwan O (TKO) Line respectively. Under normal condition, the ventilation fans are providing natural ventilation to the railway tunnel and not necessarily turned on except congestion or emergency situations of fire etc. These shafts only provide fresh air intake / exhaust serving TKO Line via the underground

ventilation tunnel. No undesirable emissions, pollutants and / or odorous gas are emitted from the tunnel ventilation building / shafts under normal operations.

3.5.2 The tunnel ventilation fans can operate as smoke extraction during tunnel firing emergency condition. The ventilation shafts will be decked-over by transfer plate of the proposed development, and at least 5m exhaust air zone buffer distance from the tunnel ventilation louvers has been allowed to the future residential development where openable windows for natural ventilation are required, fulfilling fire services and smoke exhaust requirements by Fire Services Department (FSD), and to avoid flow and smoke disturbance to the future tenants during emergency smoke extraction.

#### Potential Air Quality Impact – Industrial Emission of Chimney 3.6

- Site visit has been carried out in August 2016. It is confirmed that no chimney is 3.6.1 located within 200m of the Subject Site. The nearest chimney is located at Tseung Kwan O Hospital that is more than 500m to the northeast of the Subject Site.
- Therefore, it is anticipated no adverse air quality impact due to industrial emission of 3.6.2 chimney would be imposed to the proposed development.

#### Conclusions 3.7

- 3.7.1 With implementation of relevant mitigation measures stipulated in the Air Pollution Control (Construction Dust) Regulation, no significant fugitive dust impact is anticipated.
- 3.7.2 The vehicular emission horizontal buffer distance between Wan Po Road and Chiu Shun Road to the Subject Site is sufficient as stipulated in Chapter 9 - Environment of HKPSG. No adverse air quality impact due to vehicular emission is anticipated at the Subject Site.
- 3.7.3 No undesirable emissions, pollutions, and / or odorous gas emission from the tunnel ventilation building / shafts is anticipated, which would not bring to any adverse air quality impact to the proposed development.
- With no identification of chimney within 200m of the Subject site, no adverse air 3.7.4 quality impact due to industrial emission of chimney is anticipated at the Subject Site.

NOISE IMPACT ASSESSMENT 4.

#### 4.1 Introduction

- 4.1.1 residential development. Following considerations are included:
  - Chiu Shun Road immediately fronting the Site
  - Fixed plant noise from Pak Shing Kok Ventilation Building (PVB)

#### **Road Traffic Noise Impact Assessment** 4.2

#### Assessment Criteria

openable windows for ventilation.

#### Assessment Methodology

- 4.2.2 According to the HKPSG, predictions can be readily based on the procedures given in surface and barriers.
- 4.2.3 In accordance with the requirements of the CRTN, road traffic noise should be the project traffic consultant.
- 4.2.4 Traffic noise prediction has been conducted by employing the RoadNoise 2000 computer software.

#### Impact Assessment

4.2.5 Referring to the proposed development scheme, G/F (+7.0mPD), Level +13.0mPD, for residential uses.

This section addresses the potential noise impacts associated with the proposed

• On-road traffic noise emanated from the adjacent road network, particularly from

4.2.1 According to the Hong Kong Planning Standards and Guidelines (HKPSG), road traffic noise impact has been assessed against the noise limit of L₁₀ (1-hr) 70 dB(A) for domestic premises/hostels/offices. The standard applies to the uses which rely on

the UK Department of Transport "Calculation of Road Traffic Noise" 1988 (CRTN). For application in Hong Kong, the road traffic noise is represented in terms of  $L_{10}$  (1hr) dB(A). The predicted noise levels at the building facades include 2.5 dB(A) facade reflection and correction factors for effects due to gradient, distance, view angle, road

predicted based on the maximum traffic forecast within 15 years upon the occupation of the proposed development. In this connection, the assessment is conducted based on the peak hour traffic flow predictions for year 2044, as the operation of the proposed residential development shall be commenced in year 2029 tentatively. Traffic flows and heavy vehicle percentages are given in Appendix 4.1, provided by

Level +19.0mPD and Level +25.0mPD are mainly reserved for lift lobby, car lifts and plant room for MTR Ventilation Building. Level +32.0mPD is carpark and clubhouse. Podium garden is provided at Level +38.95mPD above transfer plate. Two 27-storey residential towers will be above the podium garden. A total of 432 flats are proposed

- 4.2.6 Locations of representative Noise Assessment Points (NAPs) for typical floor are shown in Figure 4.1. The noise assessment locations indicated on Figure 4.1 can be applied for all 27 storeys residential tower for noise sensitive determination.
- Project construction is tentatively completed by year 2029. Traffic forecast data up to 4.2.7 15 years after project commencement, i.e. year 2044, has been taken into consideration in the road traffic noise impact assessment.
- 4.2.8 By year 2044, Chiu Shun Road with hourly vehicle flow over 2,190 during peak hours is the major source contributing to traffic noise impact to the proposed residential development. Wan Po Road with hourly vehicle flow of 2,100 during peak hours also contributes to certain traffic noise impact. Referring to the modelling result, the maximum value of predicted road traffic noise level on the proposed scheme is 75 dB(A). Traffic noise mitigation measures such as road-side noise barriers and low noise paving materials have been adopted in the traffic noise evaluation, based on the information provided by Highways Department (HyD) as shown in Appendix 4.4.
- The predicted traffic noise impact compliance rate is 34%. 283 out of 432 flats would 4.2.9 exceed road traffic noise limit L_{10 (1-hr)} 70 dB(A) under the HKPSG requirements. Details of the predicted traffic noise levels are presented in Appendix 4.2.

### Mitigation Measures

- 4.2.10 In order to alleviate traffic noise impact, the following noise design features have been already adopted in developing the proposed development scheme, which results in traffic noise impact compliance rate is 34% as abovementioned.
  - Building setback increasing separation between the noise sources (Chiu Shun Road and Wan Po Road) and residential development
  - Building block disposition arranging the building block layout in T-shape such that direct view angle to Chiu Shun Road from some of the noise sensitive facades at the back row could be minimised.
  - Internal layout design arranging noise tolerant portions of building, such as kitchens and toilets at end falls facing Chiu Shun Road as far as practicable.
  - Building on elevated ground arranging residential portion of the development elevated at some 20m above Chiu Shun Road, in order to increase separation between noise source and the residential dwellings.
- 4.2.11 In order to further improve the predicted traffic noise level compliance at the affected flats of the proposed development, fixed window / maintenance windows, as well as appropriate type(s) of acoustic window, will be provided as mitigation measures with respect to required noise reduction at the sensitive facades.
- 4.2.12 Fixed windows / maintenance windows are designated for particular façade locations with predicted traffic noise exceedance. They will not be relied on openable windows

for ventilation. The maintenance window shall only be opened occasionally for cleansing / maintenance purpose. Glass pane of minimum 6mm thickness can provide transmission loss (TL) of 28dB or above in 250Hz octave-band and Sound Transmission Class (STC) 31 or above, which will be adopted for the fixed windows / maintenance windows for securing quiet indoor environment.

- 4.2.13 Selection of acoustic window type and associated noise reduction achievable is acoustic windows in detailed design stage.
- 4.2.14 Locations for the use of fixed window / maintenance window, as well as acoustic adopted, compliance rate extends to 100% to all flats.

#### 4.3 **Fixed Plant Noise Impact Assessment**

## **Impact Assessment and Mitigation Measures**

- 4.3.1 All ventilation shafts, roof-top AC units of Ventilation Building will be located under diagrams in Appendix 2.1.
- 4.3.2 The roof-top AC units will be relocated into concrete enclosed plant rooms. Typical (ANLs) stipulated under Noise Control Ordinance.
- 4.3.3 Existing ventilation louvres of the two ventilation shafts will be equipped with nearby noise sensitive receivers.

#### Conclusions 4.4

In order to alleviate traffic noise impact to the proposed residential development, use 4.4.1 the traffic noise criterion recommended in the HKPSG.

Issue 7

subjected to parameters such as room dimensions, size of ventilation opening required under the Building Regulations and façade design. Acoustic window (top-hung type or baffle type) can be adopted for the proposed development. Typical configurations of the acoustic window are provided in Figure 4.2. It is considered that the required noise reduction ranged from 1 to 5 dB(A) would be achievable by selection of proper

window, with respect to conceptual layout are presented in Appendix 4.3 and Figure 4.3 respectively. With the abovementioned additional traffic noise mitigation measures

the transfer plate of the proposed development, as shown in indicative section

plant room noise control treatments such as acoustic louvres and acoustic lining will be provided in the plant rooms as necessary in detailed design stage, such that cumulative impact from noise sources will comply with Acceptable Noise Levels

additional air plenums with louvres located underneath building line of transfer plate, so as to comply with the smoke extraction requirement stipulated by Fire Services Department. Necessary acoustic louvres / silencers would also be provided to ensure there will be no adverse fixed plant noise impact to the proposed development and

of fixed glazing / maintenance window and acoustic window at affected NSRs have been recommended. Compliance rate of 100% can be achieved and fully comply with

4.4.2 Fixed plant noise mitigation measures have been recommended to alleviate potential fixed plant noise impact. No residual fixed plant noise impact is anticipated with fully compliance with the fixed plant noise criterion stipulated under the Noise Control Ordinance.

#### **CONCLUSION** 5.

In order to evaluate the acceptability of the proposed residential development in 5.1.1 respect of environmental aspects, an Environmental Assessment has been carried out to examine the impacts during the construction and operation phases. Potential environmental impacts in air quality and noise impacts have been presented in this report. Key findings of this assessment are summarised in the following sections.

#### Air Quality 5.2

- The proposed scheme has provided about 110m separation and 10m setback from Wan 5.2.1 Po Road (district distributor) and Chiu Shun Road (district distributor) respectively. Corresponding HKPSG's buffer separation requirements on minimising vehicular emission can be fulfilled.
- No undesirable emissions, pollutants, and / or odorous gas shall be emitted from Pak 5.2.2 Shing Kok Ventilation Building / shaft. Existing Pak Shing Kok Ventilation Building / shaft will be decked-over under transfer plate of the proposed development. At least 5m exhaust air zone buffer distance from the existing tunnel ventilation louvers has been allowed to the future residential development where openable windows for natural ventilation are required, fulfilling both fire services and smoke exhaust requirements by Fire Services Department (FSD).
- With no identification of chimney within 200m of the Subject site, no adverse air 5.2.3 quality impact due to industrial emission of chimney is anticipated at the Subject Site.
- 5.2.4 It is expected that no adverse air quality impact would be imposed on the proposed residential development during operation phase.
- 5.2.5 With implementation of relevant mitigation measures stipulated in the Air Pollution Control (Construction Dust) Regulation, no significant fugitive dust impact is anticipated during construction phase.

#### 5.3 Noise

- 5.3.1 In order to alleviate traffic noise impact to the proposed residential development, the use of fixed window / maintenance window as well as acoustic window have been recommended. Compliance rate of 100% can be achieved and fully comply with the traffic noise criterion recommended in the HKPSG.
- 5.3.2 Fixed plant noise mitigation measures have been recommended to alleviate potential fixed plant noise impact. No residual fixed plant noise impact is anticipated with fully compliance with the fixed plant noise criterion stipulated under the Noise Control Ordinance.

#### Summary 5.4

5.4.1 Overall, with proper implementation of mitigation measures and good site practice, no feasible.

12

insurmountable impacts on air quality and noise is anticipated. The proposed residential development is therefore considered environmentally acceptable and

AEC

Figures



#### Figure 2.1 Location of Subject Site





Pak Shing Kok Ventilation Building

Figure 2.2

Proposed Residential Development at Subject Site





Figure 2.3 Slope at Southeast Bounding the Subject Site

Figure 2.4

separated by Chiu Shun Road





Figure 3.1Location of Air Quality Buffer Zone





Figure 3.2Tunnel Ventilation Shafts / Louvers at PVB (view from<br/>Chiu Shun Road)Figure 3.3Tunnel Ventilation Shafts / Louvers at PVB<br/>(view from PVB Existing Open Car Park)



Locations of Representative Noise Assessment Points on Typical Floor Plan Figure 4.1





Figure 4.2 Typical Configurations of Acoustic Windows





Figure 4.3Locations of Road Traffic Noise Mitigation Measures



Appendices

Appendix 2.1 –

**Conceptual Scheme of Proposed Development** 



**Conceptual Scheme** 







Appendix 4.1 –

**Traffic Forecast Data of Year 2044** 

		% of Heavies	[1-P]	40%	43%	62%	48%	47%	31%	26%	46%	21%	33%	23%	33%	23%	31%	19%	18%	18%	45%
		Total		100%	100%	100%	100%	100%	100%	400%	100%	100%	100%	400%	100%	100%	%001	400%	100%	100%	100%
	cle Type ⁽⁵⁾	Bus, Coach		2%	%L	16%	15%	10%	4%	%8	1%	4%	%9	2%	%9	2%	3%	%9	2%	2%	%L
	e Split by Vehi	MGV, HGV		2%	2%	4%	1%	2%	1%	2%	1%	1%	10%	4%	10%	4%	11%	2%	%8	%2	27%
	Percentag	LGV		15%	8%	7%	2%	10%	%9	2%	20%	%9	1%	1%	1%	1%	2%	1%	2%	3%	8%
		Light bus		20%	25%	34%	31%	21%	21%	15%	24%	10%	16%	14%	16%	14%	15%	%L	%L	%2	3%
		PC, Taxi, MC	[b]	%09	%19	38%	52%	23%	%69	74%	54%	%6 <i>L</i>	%19	% <i>LL</i>	%19	% <i>LL</i>	%69	81%	82%	82%	%22
	2044 Project Traffic Flows	(veh/hr) ⁽³⁾⁽⁴⁾		1,100	1,800	480	830	330	069	0£9	540	088	026	1,220	1,390	1,170	480	820	1,130	026	1,450
	2044 Project Traffic Flows	(pcu/hr) ⁽²⁾	[C=Ax(1+B) ²³ ]	1,337	2,255	664	1,094	428	811	736	664	982	1,176	1,396	1,692	1,339	571	932	1,260	1,081	1,925
	Adopted Growth	Rate	[B]	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%	+1.7%
	Adopted 2021 BDTM (With Development)	Traffic Flows (pcu/hr)	[A]	206	1,530	450	742	290	550	499	450	666	798	947	1,148	806	387	632	855	733	1,306
	2021 BDTM Traffic	Flows (pcu/hr)		206	1,530	243	742	290	380	499	365	587	754	858	1,135	887	356	584	855	733	1,306
2 2044 I rattic Forecast	Road			Ming Shing Street	Pui Shing Road	Pui Shing Road	Pui Shing Road	Man Kuk Lane	Ngan O Road EB	Ngan O Road WB	Chiu Shun Road EB	Chiu Shun Road WB	Chiu Shun Road EB	Chiu Shun Road WB	Po Yap Road NB	Po Yap Road SB	Slip Road from Wan Po Road SB	Slip Road to Wan Po Road NB	Slip Road to Wan Po Road SB	Slip Road from Wan Po Road NB	Wan Po Road [Flyover]
lable	No. ⁽¹⁾			A	B1	B2	B3	с	D1	D2	E1	E2	E3	E4	Ē	F2	6	G2	G3	G4	G5

(5, 4) (2, 3) (2, 1)

Planning Dep ed by MD 6

G:/F

opted to convert BDTM traffic flows from pcu/hr to veh/hr. PLB = Public Light Bus; MGV = Medium Goods Vehicle & Refer A +1. Traffi PCU PC =



Appendix 4.2 –

Predicted Traffic Noise at Proposed Development, Unmitigated Scenario





Tower 1 75 56 216 81 135 38%

> Max Min Total No. d dB(A), L10( dB(A), L10( dB(A), L10(

Appendix 4.3 –

Schedule of Road Traffic Noise Mitigation Measures

#### Road Traffic Noise Impact Assessment

Project: Date: Rev: Proposed Residential Development at PVB

27/2/2018 SK-09d Unmitigated Scenario based on traffic data available on 2017.06.27 (Year 2044)

Mitigation Measures Schedule

To	ower	Test Block 1														Test B	lock 2																				
Flat		Flat A		Flat A		Flat A		Flat A		Flat A		Flat B	Flat C	Flat D	F	lat E		Flat F		Flat G		Flat H		F	lat A	Flat B	Flat C	Flat D	Fla	at E		Flat F		Flat G		Flat H	
Floor/ NAP	Floor (mPD)	T1_1	T1_2	T1_3	T1_4	T1_5	T1_6	T1_7	T1_8	T1_9	T1_10	T1_11	T1_12	T1_13	T1_14	T2_1	T2_2	T2_3	T2_4	T2_5	T2_6	T2_7	T2_8	T2_9	T2_10	T2_11	T2_12	T2_13	T2_14								
1/F	42.75	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
2/F	45.9	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
3/F	49.05	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	AW								
4/F	52.2	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	AW								
5/F	55.35	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	AW								
6/F	58.5	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	AW								
7/F	61.65	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	AW								
8/F	64.8	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	AW								
9/F	67.95	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	AW								
10/F	71.1	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	AW								
11/F	74.25	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	AW								
12/F	77.4	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	AW								
13/F	80.55	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	AW								
14/F	83.7	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
15/F	86.85	-	AW	AW	AW	AW	AW	FW	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
16/F	90	-	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
17/F	93.15	-	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
18/F	96.3	-	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
19/F	99.45	-	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
20/F	102.6	-	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
21/F	105.75	-	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
22/F	108.9	-	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
23/F	112.05	-	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
24/F	115.2	-	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
25/F	118.35	-	AW	AW	WA	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
26/F	121.5	-	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								
27/F	124.65	-	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-	FW	AW	AW	AW	AW	AW	-	-	-	-	-	-	-	-								

Remark:

Acoustic Window (AW) Fixed Window/ Maintenance Window (FW)



Appendix 4.4 –

Information of Existing Noise Mitigation Measures adopted around Site (Obtained from Highways Department)



GAMMIN	Г		
	NOTES :		
	77777	Subiec	t Site
		000,00	
		300m f	rom Subject Site
May Cat 2010		Noise E	Barrier
		Low No	bise Road Surface
	Consultant		
100.0			
0L 105.5 1002 107g		AEC	
1048	Allied Enviro	onmental	Consultants Limited
1156	ACOUSTICIA	NS & ENVI	ROMENTAL ENGINEERS
	Project No. :		1395
	File Name :		
	Project : Propose	ed Rezonin	g of Pak Shing Kok
	Ventilat for Resi	ion Building	g and Adjacent Area
	Drawing Title : Consoli	dated Drav	ving of
	the Loc Low No	ations of N ise Road S	bise Barriers and Burface
1172 COL			
163. 105			
	Drawing No :	n 4 4	Revision :
120 150	Scale :	shown	Date : Jul 2018
	DO NOT SCALE OFF CONSTRUCTION PURE	DRAWING. THI	S DRAWING IS NOT FOR S EXPRESSLY STATED.
	ALL RIGHTS RESERVE APPROVED BY ALLIED	ED AND REPR	ODUCTION IN ANY FORM MUST BE NTAL CONSULTANTS LIMITED.



















# Appendix C

# Visual Impact Assessment

# Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use

**Technical Assessment** 

Visual Impact Assessment

January 2019

Prepared By: ADI Limited



# ADI

Project Title	Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use
Report Title	Visual Impact Assessment
Date of Issue	23 rd January 2019

	Name	Signature	Date
Compiled by	Chung Ho Man	hep	23 rd January 2019
Checked by	Elsa Kwong	150.	23 rd January 2019
Approved by	Alison Lee	100	23 rd January 2019



### Visual Impact Assessment

### **Table of Contents**

- 1.0 Introduction
- 2.0 The Proposed Development
- 3.0 Baseline Condition
- 4.0 Visual Appraisal
- 5.0 Evaluation of Overall Visual Impact

### Figures

- V1.0 Visual Context
- V2.0 Assessment Area and Location of Public Viewing Points
- V3.1 Photomontage of Proposed Development Viewpoint A: View South from the Peak of Duckling Hill
- V3.2 Photomontage of Proposed Development Viewpoint B: View Southwest from Footbridge across Chiu Shun Road
- V3.3 Photomontage of Proposed Development Viewpoint C: View Northeast from Hang Hau Man Kuk Lane Park
- V3.4 Photomontage of Proposed Development Viewpoint D: View East from Hong Kong Velodrome Park
- V3.5 Photomontage of Proposed Podium Treatment Viewpoint E: View East from Chiu Shun Road
- V3.6 Photomontage of Proposed Podium Treatment Viewpoint F: View South from Chiu Shun Road

#### 1.0 Introduction

- 1.1 This report sets out to assess the potential visual impacts of the proposed development at the existing Pak Shing Kok ventilation building (PVB) site and adjacent "Green Belt" site to the south of PVB (hereafter "the Site") in support of the proposed amendments to OZP. This visual impact assessment appraises the effect of the proposed development on the overall visual composition, visual changes to the public viewers and on the visual resources in the surroundings. Photomontages of the proposed development from key public viewing points will be used to facilitate the evaluation, and photomontages at pedestrian level at Chiu Shun Road will be used to illustrate the proposed visual mitigation measures. The report is prepared in accordance with TPB PG-No.41 'Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board'.
- This report should be read in conjunction with the Indicative Landscape Master Plan 1.2 (LMP) in a separate appendix of this Study Report.

#### 2.0 The Proposed Development

- 2.1 The Site, with an area of 4,458m², is located at the southern edge of Hang Hau and foothill of the Pak Shing Kok hillslope. It is currently occupied by an operating ventilation building at the north-eastern portion, and a car parking and vehicular circulation area at the south-western part. The man-made slope surrounding the Site is largely hard surfaced with little greenery whilst the upper portion of the Pak Shing Kok hillslope at the backdrop is covered by vegetation.
- 2.2 The proposed development comprises two 27-storey (+130mPD) residential towers sitting on podium and built over the ventilation building. A landscaped garden is set at +38.95mPD on podium providing recreation facilities for the enjoyment of future residents. The existing ventilation building (+24.17mPD at main roof) will remain in-situ and will be covered by the podium. Greenery treatment will be applied on existing slopes within the Site. The conceptual scheme, indicative section and development schedule are provided in separate appendix of this Study Report.
- The design and disposition of the proposed residential towers is guided by the need for 2.3 continuing operation of the ventilation building, environmental concerns, development needs and various site constraints. To ameliorate the potential visual impact and to better integrate the proposed development with the existing and planned context at this planning stage, the following design measures are incorporated in the conceptual scheme:
  - Responsive building height of the proposed development is similar and compatible with the surrounding residential high-rises in Hang Hau;

- indicative elevation in Appendix 8 of the Indicative LMP;
- refers to indicative elevation in **Appendix 8** of the Indicative LMP;
- along Chiu Shun Road (along the north-south visual axis); and
- Application of multi-levelled greenery at ground floor, carpark floor edge planting, indicative elevation in Appendix 8 of the Indicative LMP.
- Regarding the potential visual impact of the proposed podium, various mitigation 2.4 measures including multi-levelled greenery, voids and building facade treatment are proposed aiming to soften the development edges and enhance visual permeability. The landscape mitigation measures will be in the form of multi-levelled greenery that compose of the following:
  - Roadside tree and shrub planting along Chiu Shun Road;
  - Edge planting at carpark floor and podium floor; •
  - Tree and shrub planting at podium garden; and •
  - Greenery treatment on slope within site.

#### **Baseline Condition** 3.0

### Assessment Area

3.1 Considering the dense urban context of Hang Hau to the northwest, the cluster of open spaces to the southwest and the hilly topography of Pak Shing Kok to the southeast of the Site, the assessment area (visual envelope) extends to Po Ning Road to the northeast, the Pak Shing Kok hillslope to the east, the Wan Po Road/ Chiu Shun Road Roundabout to the south and Hong Kong Velodrome Park to the west. While the northern boundary is generally defined by high-rises along Chiu Shun Road and Wan Po Road beyond which direct sightline to the proposed development will largely be blocked, it will extend locally to the peak of Duckling Hill, a popular lookout point commanding panoramic view towards Hang Hau Area and mountain ranges of Clearwater Bay

• Setting the two residential towers with a separation of 15m apart to maintain visual access from the surrounding developments to the Pak Shing Kok hillslope, refers to

Voids incorporated at low level of the development to provide permeable openings to the development and visual access to the green backdrop at Pak Shing Kok hillslope,

The disposition of two residential towers are able to reduce the building mass and presents a slender profile particularly in views looking from the south and the north

podium garden and on slope of the proposed residential towers to soften the development edge and provide visual relief, refers to Figures V3.5 and V3.6, and

Peninsula. Visual context of the Site is shown in Figure V1.0. The extent of the assessment area is presented in Figure V2.0.

### **Existing Visual Context and Visual Elements**

- 3.2 Hang Hau where the proposed development situates is a densely developed urban area with residential high-rises surrounding MTR Hang Hau Station. The highest building group of Residence Oasis is located at the MTR Hang Hau Station and building height of surrounding developments gradually descends to the edge of Hang Hau. Several lowrise free-standing retail, carpark and GIC buildings mingled in between to provide visual relief from the high-rises.
- Opposite of Ming Tak Estate to the northeast of the Site is characterised by the low-rise 3.3 developments of Tin Ha Wan Village (+16mPD). A public housing development is planned to the immediate northeast of the Site. To the southeast of the Site is the hillslope of Pak Shing Kok that provides a mountain backdrop to the proposed development. Roadside planters along Chiu Shun Road provide visual relief from the surrounding high-rises.
- To the further south and southwest of the Site feature a relatively vast visual openness 3.4 attributed to the Pak Shing Kok hillslope, the Wan Po Road/ Chiu Shun Road Roundabout, as well as the public open space of Hang Hau Man Kuk Lane Park, Tseung Kwan O Sports Ground and Hong Kong Velodrome Park. To the further northeast of the Site is characterised by the lower ridge north of Hang Hau Road. All of them provide visual amenity to the surrounding neighbourhood of the Site.
- 3.5 In sum, the high-rises of Hang Hau are key urbanised visual elements in the visual context. The roadside trees along Chiu Shun Road, the Pak Shing Kok hillslope and public open spaces in Hang Hau including Hang Hau Man Kuk Lane Park, Tseung Kwan O Sports Ground and Hong Kong Velodrome Park are key visual resources providing visual amenity in the visual context of the Site. Major roads surrounding Hang Hau including Chiu Shun Road, Wan Po Road and Po Ning Road are key infrastructure edges that serve as visual corridor and breezeway in the dense urbanised context.

### Key Public Viewing Points

- Taking into account the siting and the scale of the proposed development and its 3.6 surrounding visual context, a total of 6 viewpoints, which are publicly accessible, are identified within the assessment area with direct sightlines to the proposed development:
  - (1) Viewpoint A: View south from the peak of Duckling Hill;
  - (2) Viewpoint B: View southwest from footbridge across Chiu Shun Road;
  - (3) Viewpoint C: View northeast from Hang Hau Man Kuk Lane Park;
  - (4) Viewpoint D: View east from Hong Kong Velodrome Park;

- (5) Viewpoint E: View east from Chiu Shun Road at pedestrian level; and (6) Viewpoint F: View south from Chiu Shun Road at pedestrian level.
- 3.7 The location of the viewpoints is shown in **Figure V2.0**.

# Viewpoint A - View South from the Peak of Duckling Hill (Figure V3.1)

The peak of Duckling Hill is located at a distance of approximately 1,190m to the north of 3.8 the Site. The viewing point from the pavilion at the peak of the Hill (+152mPD) is selected, representing mainly long-range transient views of the hikers to Duckling Hill. This viewpoint provides panoramic view over the high-rise developments in Hang Hau and the ridgeline of mountain ranges at Clearwater Bay Peninsula setting as the backdrop. Alternative view towards Silverstrand is also available to the east. The visual sensitivity of the public viewers at this viewpoint is low.

## Viewpoint B - View Southwest from Footbridge across Chiu Shun Road (Figure V3.2)

The footbridge across Chiu Shun Road is located at a distance of approximately 235m to 3.9 the northeast of the Site, at an elevated level on the footbridge (+12mPD), mainly representing short-range transient views of the pedestrians crossing Chiu Shun Road. The general view of this viewpoint is composed of high-rise residential developments in Hang Hau to the west, the hillslope of Pak Shing Kok to the east, as well as roadside planters. High-rises in Tseung Kwan O Town Centre can also be seen at the background. Considering the quality of view being fair and the transient nature of the viewpoint, the visual sensitivity of the public viewers from this viewpoint is low.

# Viewpoint C - View Northeast from Hang Hau Man Kuk Lane Park (Figure V3.3)

3.10 Hang Hau Man Kuk Lane Park is a popular open space among locals of Hang Hau. It is located at a distance of approximately 150m to the west of the Site at street level (+7mPD), mainly representing short-range views of visitors to the Park engaging in passive recreational activities. The selected viewpoint is at the Chinese Garden, which is the focal point of the Park. The general view of this viewpoint is dominated by La Cite Noble and other residential developments, open sky view as the background, with the landscape feature and trees of the park at the foreground serving as visual relief. Considering the location and nature (passive recreation/open space), the location of the visitors in the eastern portion of the Park is close to the proposed development, the sensitivity of viewers at this viewpoint is high.

# Viewpoint D - View East from Hong Kong Velodrome Park (Figure V3.4)

3.11 Hong Kong Velodrome Park is a town park that provides important recreational outlet for the densely developed Tseung Kwan O. It is located at a distance of approximately
520m to the west of the Site at street level (+6mPD), mainly representing medium-range views of visitors to the Park and the Tseung Kwan O Sports Ground. The selected viewpoint is near to the central lawn of the Park where visitors will congregate for passive recreational activities. The general view of the viewpoint is characterised by landscape features in the Park and the low-rise Hong Kong Velodrome at the foreground, residential high-rises to the east and open sky view to the south at the background. As the quality of existing view is fair and viewers there are occasional in nature, the visual sensitivity of the public viewers from this viewpoint is **medium**.

## Viewpoint E - View East from Chiu Shun Road at Pedestrian Level

3.12 This viewpoint locates at the northwest side of Chiu Shun Road pedestrian footpath near a taxi stand and minibus stop at a distance of approximately 25m to the west of the Site at street level (+7.0mPD). It represents transient views of pedestrians along Chiu Shun Road. The view is composed of row of trees at central median in the front, ventilation building with a hard-paved area in the middle, and vegetated hill slope as the background. Considering the transient nature and small number of viewers, with the view characterised by vegetation of road corridor of Chiu Shun Road, the visual sensitivity of the public viewers at this viewpoint is **low**. This viewpoint at close distance to the Site is selected to illustrate the proposed treatments on podium, and their relation with the existing landscape context.

## Viewpoint F - View South from Chiu Shun Road at Pedestrian Level

3.13 This viewpoint represents the views of vehicular travellers along Chiu Shun Road. It is viewing from the north of the Site at close distance of about 12m at street level (+6.7mPD). Framed by roadside vegetation and residential developments along Chiu Shun Road, general view is confined along road corridor and quality is fair. Together with the occasional nature of view by the vehicular travellers, the visual sensitivity of the viewers is low. This viewpoint with direct view to the Site could demonstrate the overall visual impact of the podium at pedestrian level, and allows illustration of proposed treatments on podium, which the existing view comprises the ventilation building and roadside shrub planting with self-seeded weedy young trees in front.

### Visual Appraisal 4.0

4.1 The effects of visual changes on the assessment area and sensitive public viewers as a result of the proposed development is assessed, taking into account the visual composition, its effect on visual obstruction, visual changes to public viewers and visual resources. Photomontages showing the proposed development vis-à-vis the visual context of the viewing points are presented in Figures V3.1 to 3.4. Photomontages showing the proposed podium treatment viewing from pedestrian level at Chiu Shun Road are presented in Figures V3.5 and V3.6.

# Viewpoint A - View South from the Peak of Duckling Hill (Figure V3.1)

- 4.2 Visual Composition – The visual composition of this viewpoint comprises dense vegetation around Duckling Hill and the high-rises at Hang Hau at the foreground, as well as the mountain ranges of Clearwater Bay Peninsula at the background. As demonstrated in Figure V3.1, the proposed development is entirely screened off by La Cite Noble and East Point City at the front. Visual composition of the viewing point remains unchanged.
- Visual Obstruction The proposed development does not affect the existing skyline of 4.3 developments at Tseung Kwan O Centre. No additional open sky view and ridgeline will be blocked by the proposed development.
- 4.4 Effect on Visual Resources – The proposed development will integrate with the highrises at Hang Hau and is screened entirely. Moreover, no additional obstruction to existing visual resources of this viewpoint, such as the mountain ranges and the open sky view, will be caused by the proposed development. The visual character will remain the same.
- 4.5 Effect on Public Viewers – View to the proposed development will be entirely screened off by the existing high-rises at Hang Hau at this viewpoint. There is no change to this viewpoint and thus no impact caused.
- Based on the above, there will be no visual impact brought by the proposed development 4.6 to public viewers at the peak of Duckling Hill.

# Viewpoint B - View Southwest from Footbridge across Chiu Shun Road (Figure V3.2)

47 Visual Composition – The visual composition of this viewpoint consists of high-rise blocks of Yuk Ming Court, the roadside planters along Chiu Shun Road and the dense vegetation of the Pak Shing Kok hillslope at the foreground, as well as the high-rises at Tseung Kwan O Town Centre and the open sky view at the background. With the implementation of the proposed development, the high-rise urban character currently dominant to the northwest of Chiu Shun Road will extend to the southeast across the road. With responsive building mass and disposition of proposed residential towers, nevertheless, the scale of the proposed development will be in keeping with the existing high-rise context. A public housing development is planned to the immediate northeast of the Site along Chiu Shun Road. The proposed development is therefore considered compatible with the visual composition.

- 4.8 <u>Visual Obstruction</u> – By virtue of its close proximity, the proposed development would inevitably obstruct some sky view at the background. With due considerations given to the building mass and disposition, the proposed development presents a slender profile towards the northeast that minimises its visual obstruction.
- 4.9 Effect on Visual Resources – With its scale and height in keeping with adjacent developments, the proposed development and the planned public housing development to its northeast can be seen as an extension of the high-rises group at Hang Hau. Although the proposed development will result in visual obstruction to some sky view at the background, distant view and visual opening towards the south and southwest is still available. The dense vegetation on the hillslope of Pak Shing Kok and the roadside planters along Chiu Shun Road which serve as visual relief will not be affected.
- 4.10 Effect on Public Viewers Visual experience at the viewpoint is already dominated by existing high-rises to the northwest of Chiu Shun Road. The proposed development will not significantly change such experience. With a slender profile of the proposed residential towers facing the viewpoint, obstruction to sky view has already been minimised. Alternative sky view is still available towards the south. Existing roadside planters providing visual amenity to viewers at street level will not be affected. The magnitude of change to this viewpoint is small.
- 4.11 Considering the small magnitude of change and low sensitivity of the public viewers. visual impact brought by the proposed development to public viewers at footbridge across Chiu Shun Road would be slightly adverse.

### Viewpoint C – View Northeast from Hang Hau Man Kuk Lane Park (Figure V3.3)

- 4.12 Visual Composition The visual composition of this viewpoint is composed of tree, vegetation and other landscape features of the Hang Hau Man Kuk Lane Park at the foreground, as well as the high-rises at Hang Hau and open sky view at the background. By virtue of low elevation and close proximity of this viewpoint, the proposed development will inevitably reduce visual openness towards the east. With due consideration to building mass and height, however, the scale and proportion of the proposed residential towers will be in keeping with the adjacent La Cite Noble at the background. The proposed development is therefore considered compatible with the visual composition.
- 4.13 Visual Obstruction Due to low elevation and close proximity of this viewpoint, the proposed development would inevitably obstruct some sky view at the background. By incorporation of separation between towers, obstruction brought by the proposed development will be minimised.

- 4.14 Effect on Visual Resource The proposed development will result in visual blockage to some sky view and hillside at the background. However, such obstruction is minimised through the incorporation of 15m building separation between the two residential towers. The visual amenity as provided by the water feature and landscape trees of the Park will not be affected. With its scale and height in keeping with adjacent developments, the proposed development can be seen as an extension of the high-rises group at Hang Hau.
- 4.15 <u>Effect on Public Viewers</u> The imposing high-rises at Hang Hau has already formed an important part of existing viewers' visual experience. The proposed development will be seen as an extension of the high-rises group and will not significantly alter such perception. Whilst the proposed development will diminish visual openness towards the east, access to open view is preserved between proposed towers. Meanwhile, there is alternative sky view towards the south. View looking towards portion of hillslope and sky view will be replaced by residential towers and podium garden. The visual amenity as provided by the water feature and landscape of the Park will not be affected. Since views from other portion of the Park are largely confined by trees and built structures, only visitors in the eastern portion closed to the development would be affected. The magnitude of change to this viewpoint is intermediate.
- 4.16 Considering the intermediate magnitude of change and high sensitivity of the public viewers at the eastern portion of Park, visual impact brought by the proposed development to public viewers at the Hang Hau Man Kuk Lane Park would be moderately adverse.

# Viewpoint D - View East from Hong Kong Velodrome Park (Figure V3.4)

- 4.17 Visual Composition The visual composition of this viewpoint comprises the Hong Kong Velodrome and its adjoining landscape features at the foreground, as well as Nan Fung Plaza and open sky view at the background. The proposed development, by virtue of its farther distance, is perceived as smaller in scale than the existing high-rises at Hang Hau, and seen as being part of the existing high-rises group. The visual composition will not be significantly changed by virtue of the proposed development.
- 4.18 Visual Obstruction When viewed from this viewpoint, the proposed development will only slightly obstruct the sky view at the background. The visual openness currently available will be largely maintained while the 15m building separation between towers will further increase visual permeability to the sky view.
- 4.19 Effect on Visual Resources The height and mass of the proposed development is in keeping with adjacent high-rises group at Hang Hau. It will only cause minor blockage to the sky view. Visual openness and distant view will be largely maintained. The landscape features of the Hong Kong Velodrome Park that provide visual amenity to public viewers will not be affected.

- 4.20 Effect on Public Viewers With its scale and height in keeping with adjacent developments, the proposed development will be perceived as part of the existing group of high-rises at Hang Hau. Visual obstruction is insignificant in that majority of open sky view and visual opening currently enjoyed by viewers will be maintained. The magnitude of change to this viewpoint is small.
- 4.21 Considering the small magnitude of change and medium sensitivity of the public viewers, visual impact brought by the proposed development to public viewers at the Hong Kong Velodrome Park would be slightly adverse.

## Viewpoint E - View East from Chiu Shun Road at Pedestrian Level (Figure V3.5)

- 4.22 Visual Composition The visual composition of this viewpoint comprises row of existing roadside tree planted at central median along Chiu Shun Road in front of the proposed development. Due to close proximity to the Site, the view is largely occupied by the proposed development.
- 4.23 Visual Obstruction By virtue of its very close proximity and low elevation, the proposed development would inevitably obstruct the green slope and sky view at the background. The existing ventilation building and surrounding area are covered and replaced by the proposed podium. Voids on different levels of podium would increase visual permeability and allow visual access to the green slope behind, which also create more building articulation to the podium, minimising the obstruction of view by the podium.
- 4.24 Effect on Visual Resources The proposed development will introduce high quality multi-levelled greenery particularly facing Chiu Shun Road to replace existing planting of fair to poor condition with the growth of weedy tree species. Multi-levelled greenery composed of roadside tree and shrub planting at ground level, edge planting at carpark floor and podium floor, will soften the development edge of the podium and enrich the landscape context along Chiu Shun Road for public enjoyment. The existing roadside tree planting at central median of Chiu Shun Road will be respected. Visual resources will thus be optimised with the proposed development.
- 4.25 Effect on Public Viewers Apart from maintaining access to green slope through voids on podium and introduction of multi-levelled greenery, façade treatment on podium helps to create a less prominent building structure. As a result, though the podium may bring visual obstruction, the enriched roadside landscape, with consideration on visual permeability, building articulation and façade treatment will result in a pleasant landscape context respecting existing resources for the pedestrians of Chiu Shun Road. The magnitude of change to this viewpoint is intermediate.
- 4.26 Considering the intermediate magnitude of change and low sensitivity of the public viewers, visual impact brought by the proposed development to public viewers at Chiu Shun Road would be slightly adverse.

# Viewpoint F - View South from Chiu Shun Road at Pedestrian Level (Figure V3.6)

- Visual Composition The visual composition of this viewpoint mainly consists of the 4.27 proposed development with proposed footpath on Chiu Shun Road in front. Due to close proximity to the Site, the view is largely occupied by the proposed development.
- 4.28 Visual Obstruction Due to very close proximity and low elevation of this view, the proposed development would inevitably obstruct the sky view behind the ventilation building. Podium design incorporating voids above ventilation building and at other levels of podium improves visual permeability and allows visual access to the sky view and the green slope at the background. The voids create articulation and minimise wall structure of the podium, reducing the visual impact by the podium.
- 4.29 Effect on Visual Resources Proposed roadside planters with tree and shrub planting at ground floor will help screening the proposed development. Meanwhile, with the selection of high quality tree and shrub to replace existing weedy trees of fair to poor condition, landscape context along Chiu Shun Road could be improved for public enjoyment. Also, edge planting at carpark floor and podium floor softens development edge. Visual resources could be optimised.
- 4.30 Effect on Public Viewers With the voids at lower levels of the podium allowing visual access to the sky view and green slope at the background, tree and shrub planting at ground level, edge planting at carpark floor and podium floor, the development edges will be softened and visual permeability will be improved. Visual amenity is introduced to reduce the potential impact of the podium. The magnitude of change to this viewpoint is intermediate.
- Considering the intermediate magnitude of change and low sensitivity of the public 4.31 viewers, visual impact brought by the proposed development to public viewers at Chiu Shun Road would be slightly adverse.

### 5.0 **Evaluation of Overall Visual Impact**

The proposed development is located at the periphery of the high-rises group at Hang 5.1 Hau. With the proposed building height and mass in keeping with the existing and planned high-rises in the surroundings, the proposed residential towers will be perceived as part of the high-rises group when viewed from the long and medium-range viewpoints. It will cause little change to the visual amenity currently enjoyed by public viewers at these viewpoints. Visual impact to these viewpoints will in general be considered as negligible.

- 5.2 By virtue of the close proximity, the proposed development will inevitably cause visual changes to viewers from the short-range viewpoints. Efforts have been made to minimise the potential visual impact, including the application of responsive building height, mass and disposition, and tower separation, such that visual obstruction to the viewpoints will be minimised and visual permeability of the proposed development will be improved. Besides, the provision of multi-levelled greenery and voids at lower level of proposed development will also soften the development edges, contribute to the permeability of the proposed residential development, and introduce visual amenity to these viewpoints.
- 5.3 In overall terms, the proposed development is compatible with the existing urban highrise context. Its effect on visual resources and key public viewers is not significant. Whilst some degree of visual obstruction to short-ranged viewers will occur, the proposed development will make a positive contribution to the supply of housing unit and optimise land utilisation. The resultant overall impact is therefore concluded as **slightly to moderately adverse**.

Figures



LEGEND

Source: Survey & Mapping Office, Lands Department, HKSAR Photo taken Date: 17 Jan 2015 Viewing Height: 8000'

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use Visual Context		As Shown	DATE	MAR 201
		ELK	DRAWN	TEAM
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Site Boundary



ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE 2018:0800 FACSMALE 2018 0809 推導 臭頓 國際 役 計 有限 公司 国際環境管理, 與原規基度的 , 國東建築的環境 者者上環友成為新十八號盤谷根作大道十總 電镀: (八五二) ニーニー 八大草素 標直: (八五二) ニーニー 八大草丸



Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use		As Shown	DATE	JAN 20	)19
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Assessment Area and Location of Public Viewing Points	FIGURE NO. V2.0		V2 0		F
			VZ.0	ſ	



- Site Boundary
- Assessment Area (Visual Envelope)
- A Public Viewing Points
- Public Viewing Points
- Viewpoint A: View South from the Peak of Duckling Hill
- Viewpoint B: View Southwest from Footbridge across Chiu Shun Road
- Viewpoint C: View Northeast from Hang Hau Man Kuk Lane Park
- Viewpoint D: View East from Hong Kong Velodrome Park
- Viewpoint E: View East from Chiu Shun Road
- Viewpoint F: View South from Chiu Shun Road



# ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE 210 1880 FACSIMLE 211 800 TELEPHONE 2318 8800 FACSAMLE 2137 8800 推 薄 美 頓 國 際 役 対 方 原 公 司 所席准定原, 以中枢制度は, 原 注理基単領取将 音法上度 文成而所十人號 盤 谷 旅行大度十種 電時: (人五二) ニーニー 人大三零 傳真: (人五二) ニーニー 八大零丸



Existing View



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KEY PLAN

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	SCALE	N.T.S.	DATE	MAR 20
	CHECKED	ELK	DRAWN	TEAM
Photomontage of Proposed Development - Viewpoint A: View South from the Peak of Duckling Hill	FIGURE NO.		V3.1	-



Viewpoint A Viewpoint Elevation: +152mPD at Duckling Hill Viewing Distance: 1190m Proposed Building Height in the Site: +130mPD



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Photomontage

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	SCALE	N.T.S.	DATE	JAN 201
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Photomontage of Proposed Development - Viewpoint B: View Southwest from Footbridge across Chiu Shun Road			1/2 2	
			v3.2	Г



KEY PLAN

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南豐廣場 Nan Fur

Viewpoint B

Viewpoint Elevation: approx. +12mPD on Footbridge across Chiu Shun Road Viewing Distance: 235m Proposed Building Height in the Site: +130mPD



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Existing View



Photomontage

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	SCALE	N.T.S.	DATE	JAN 20
	CHECKED	ELK	DRAWN	TEAM
Photomontage of Proposed Development - Viewpoint C: View Northeast from Hang Hau Man Kuk Lane Park		V3.3		
			V0.0	



Viewpoint C

Viewpoint C Viewpoint Elevation: approx. +7mPD in Hang Hau Man Kuk Lane Park Viewing Distance: 150m Proposed Building Height in the Site: +130mPD



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Existing View



Photomontage

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	SCALE	N.T.S.	DATE	JAN 20
	CHECKED	ELK	DRAWN	TEAM
Photomontage of Proposed Development - Viewpoint D: View East from Hong Kong Velodrome Park			V3.4	



Viewpoint D

Viewpoint Elevation: +6mPD in Hong Kong Velodrome Park Viewing Distance: 520m Proposed Building Height in the Site: +130mPD



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Photomontage (Artist's impression. For illustrative purpose only, subject to detailed design)

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use		N.T.S.	DATE	JAN 20
		ELK	DRAWN	TEAI
Photomontage of Proposed Podium Treatments - Viewpoint E: View East from Chiu Shun Road	FIGURE NO.		V3.5	



KEY PLAN

Viewpoint E

Viewpoint Elevation: +7mPD at Chiu Shun Road Viewing Distance: 25m Proposed Building Height in the Site: +130mPD



ADILIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANCKOK BANK BULDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE 2318 8030 FACSMILE 2318 8030 推導 集頓 国 際 成 計 有 民 公 司 國際現代学校, 以学校制文成计, 副学校集組可取得 参考上現文成合時十八定型を取け大量十種 電線: (ハネニ) ニーニー ハホニ家 俳素: (ハネニ) ニーニー ハホを丸



Existing View



Photomontage (Artist's impression. For illustrative purpose only, subject to detailed design)

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Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEA
Photomontage of Proposed Podium Treatments - Viewpoint F: View South from Chiu Shun Road	FIGURE NO.		V3.6	



Viewpoint F

Viewpoint Elevation: +6.7mPD at Chiu Shun Road Viewing Distance: 12m Proposed Building Height in the Site: +130mPD



ADILIMITED LANDSCAFE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANCKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE 2131 8820 FACSMILE 2131 8820 推算 発明 国 際 役 計 有 限 公 司 国際現在学术、从学校創入保计: 副連連集編問版件 参考上現文成合時十入使量を取け大量十種 変称: (ハヨニ) ニーニー ハホニ家 俳具: (ハヨニ) ニーニー ハホ家丸

# Appendix D

# Traffic Impact Assessment

### DOCUMENT STATUS CONTROL RECORD

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use

Traffic Impact Assessment Report

Originating Organisation :	Prepared by: GWL	Güej	Date: 6 May 2020
LLA Consultancy Limited Unit 610, 6/F, Island Place Tower,	Approved by: SLN	NY	Date: 6 May 2020
510 King's Road, North Point, Hong Kong	Revision No.: F		Date of Issue: 6 May 2020

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### **Table of Content**

			Page
1	INTE	RODUCTION	1
	1.1 1.2	Background Objectives	1 1
2	THE	PROPOSED DEVELOPMENT	1
	2.1 2.2	The Site Proposed Development Schedule	1 1
3	EXIS	STING TRAFFIC SITUATION	1
	3.1 3.2 3.3 3.4	Existing Traffic Conditions Traffic Count Survey Existing Junction Capacity Assessment Existing Public Transport Services	1 1 2 2
4	FUT	URE TRAFFIC SITUATION	3
	4.1 4.2 4.3 4.4 4.5 4.6 4.7	Design Year Future Road Network Traffic Forecast Planned/Committed Developments Traffic Generation of the Proposed Development Reference and Design Flows Junction/Link Capacity Assessment	3 3 3 4 4 4
5	PUB	LIC TRANSPORT ASSESSMENT	5
	5.1 5.2	Future Public Transport Services Impact Assessment on Public Transport Services	5 5
6	PRC	POSED PEDESTRIAN FACILIATES	6
	6.1	Proposed Improvement along Chiu Shun Road and at J/O of Chiu Shun Road/Ngan O Road	6
7	PRC	POSED TRANSPORT FACILITIES PROVISIONS	7
	7.1 7.2 7.3	Access Arrangement Car Parking and Loading/Unloading Provision Car Lift Assessment	7 7 7
8	SUN	IMARY AND CONCLUSION	8
	8.1 8.2	Summary Conclusion	8 8

### List of Tables

Table 2.1	Proposed Development Schedule
Table 3.1	Existing Junction Performance – Junction Capacity
Table 3.2	Existing Junction Performance – Link Capacity Asse
Table 3.3	Existing Public Transport Routes
Table 4.1	Annual Traffic Census Data
Table 4.2	Growth Rate Derived from TPEDM
Table 4.3	Planned and Approved Developments
Table 4.4	Traffic Generations by the Planned and Approved D
Table 4.5	Development Traffic Generation
Table 4.6	Junction Capacity Assessment for Design Year 203
Table 4.7	Link Capacity Assessment for Design Year 2032
Table 5.1	Pedestrian Generation of the Site
Table 5.2	Modal Split from Travel Characteristics Survey 2011
Table 5.3	Estimated Number of Visitors using Public Transpor
Table 6.1	Junction Capacity Assessment for Design Year 203
Table 7.1	Parking and Loading/Unloading Provision

### List of Figures

Figure 1	Location Plan
Figure 2	Surveyed Junctions
Figure 3	Observed Traffic Flows
Figure 4	Development Traffic Flows
Figure 5	2032 Reference Traffic Flows
Figure 6	2032 Design Traffic Flows
Figure 7	Proposed Pedestrian Connections Across Chiu Sh

### List of Appendices

Appendix 1	Junction Capacity Assessment – Existing Scenario
Appendix 2	Schematic Junction Layout of J/O Po Ning Road/ S
Appendix 3	Junction Capacity Assessment - Reference & Des
Appendix 4	Schematic Junction Layout of J/O Po Ning Road/ F
Appendix 5	Junction Capacity Assessment – Design Scenario
Appendix 6	Car Lift Assessment

	. 1
Assessment	. 2
essment	. 2
	. 2
	. 3
	. 3
	. 3
Developments	. 4
	. 4
2	4
	5
	5
1	5
rt Services	6
2	6
	7

nun Road

Sheung Ning Road/ Ying Yip Road sign Scenarios Po Shun Road/ Po Lam Road North (With Proposed Layout)

### INTRODUCTION 1

### Background 1.1

- The MTR Pak Shing Kok Ventilation Building (PVB) and adjacent "Green Belt" site to the south of 1.1.1 PVB are located on Chiu Shun Road (hereinafter referred to as "the Site"). A location plan of the Site is shown in Figure 1.
- 1.1.2 LLA Consultancy Limited was commissioned to carry out a traffic impact assessment study to assess the potential traffic impact due to the proposed residential development scheme at the Site. This report presents the findings of the study.

### 1.2 Objectives

- The objectives of the traffic impact assessment study are as follows: 1.2.1
  - to review the existing traffic conditions in the surrounding road network:
  - to estimate the potential traffic generation due to the proposed development;
  - to assess the future traffic situation in the surrounding road network;
  - to appraise the potential traffic impact of the proposed development;
  - to recommend the transport facilities provisions for the proposed development; and •
  - to consider road improvement proposals, if required.

### 2 THE PROPOSED DEVELOPMENT

### 2.1 The Site

2.1.1 As shown in Figure 1, the Site is located at Chiu Shun Road near its junction with Ngan O Road, Tseung Kwan O.

### 2.2 **Proposed Development Schedule**

2.2.1 The key parameters of the proposed development are summarized in Table 2.1:

### Table 2.1 **Proposed Development Schedule**

Components	The Site
Development Site Area	4,458m ²
Domestic Plot Ratio	6
Domestic GFA	26,748m ²
No. of Flats	432
Average Flat Size (GFA)	About 62m ²

#### **EXISTING TRAFFIC SITUATION** 3

#### **Existing Traffic Conditions** 3.1

Chiu Shun Road is a dual two-lane district distributor road which connects Po Ning Road and Wan Po 3.1.1 Road and the slip roads to/from the Tseung Kwan O Tunnel. The section of Chiu Shun Road along the frontage of the Site between Ngan O Road and Wan Po Road roundabout carried an AADT of 19.850 vehicles in 2015.

### 3.2 Traffic Count Survey

In order to assess the existing traffic conditions, traffic count surveys were carried out at the following 3.2.1 locations in the vicinity of the Site on 6 June 2017 (Tuesday) (for Junctions J1 to J3); on 27 February 2018 (Tuesday) (for Junctions J4 to J7) and on 14 March 2018 (Wednesday) (for Junction J8) during the peak hour period from 07:30 to 09:30 and 17:00 to 19:00. Supplementary traffic count surveys are carried out on 28 May 2019 (Tuesday). The locations of the surveyed junctions/road links and the Area of Influence (AOI) are presented in Figure 2.

### Junctions

- J1 Chiu Shun Road/Po Ning Road Roundabout
- J2 Chiu Shun Road/Ngan O Road
- J3 Chiu Shun Road/Wan Po Road Roundabout
- J4 Po Yap Road/ Po Hong Road/ Chi Shin Street
- J5 Po Yap Road/ Tong Chun Street
- J6 Po Ning Road/ Sheung Ning Road/ Ying Yip Road
- J7 Po Ning Road/ Po Shun Road/ Po Lam Road North
- J8 Clear Water Bay Road/Ying Yip Road/Hang Hau Road

### Road Links

- L1 Po Shun Road
- L2 Wan Po Road
- L3 Po Yap Road
- L4 Hang Hau Road
- L5 Po Lam Road North
- L6 Ying Yip Road
- L7 Clear Water Bay Road
- 3.2.2 The identified AM and PM peak hours are 07:45 08:45 and 17:45 18:45, respectively. The peak hour traffic flows are presented in Figure 3.

**TIA Report** 

### 3.3 **Existing Junction Capacity Assessment**

Based on the existing traffic flows, the performance of the key junctions during the AM and PM peak 3.3.1 hours were assessed. The results are summarized and presented in Table 3.1 and detailed junction capacity calculation sheets are presented in Appendix 1.

Table 3.1	Existing Junction Performance – Junction Ca	pacity	Assessment
-----------	---------------------------------------------	--------	------------

No.	Junction Location	Type/Capacity Index ⁽¹⁾	AM Peak Hour	PM Peak Hour
J1	Chiu Shun Road/Po Ning Road Roundabout	Roundabout/DFC	0.43	0.34
J2	Chiu Shun Road/Ngan O Road	Signalized/RC	46%	104%
J3	Chiu Shun Road/Wan Po Road Roundabout	Roundabout/DFC	0.55	0.59
J4	Po Yap Road/ Po Hong Road/ Chi Shin Street	Roundabout/DFC	0.23	0.33
J5	Po Yap Road/ Tong Chun Street	Signalized/RC	76%	69%
J6	Po Ning Road/ Sheung Ning Road/ Ying Yip Road	Roundabout/DFC	0.81	0.83
J7	Po Ning Road/ Po Shun Road/ Po Lam Road North	Roundabout/DFC	0.72	0.58
J8	Clear Water Bay Road/Ying Yip Road/Hang Hau Road	Roundabout/DFC	0.68	0.61

Note: (1) RC = Reserve Capacity for signalized junction. DFC = Design Flow to Capacity ratio for priority junction and roundabout.

- 3.3.2 As shown in **Table 3.1**, it is noted that all junctions are operating satisfactorily under the existing scenario.
- 3.3.3 At the same time, link capacity assessments have been conducted and the results are presented in Table 3.2. The results showed that the concerned road links are operating with spare capacity.

Table 3.2 Existing Junction Performance – Link Capacity Assessment

				Flows (pcu/h	our) [V/C Ratio]
No.	Link	Bound	Capacity (pcu/hr)	AM Peak Hour	PM Peak Hour
L1	Po Shun Road	S/B	3,600	815 [0.23]	206 [0.06]
		N/B	3,600	1,095 [0.30]	1,381 [0.38]
L2	Wan Po Road	S/B	3,600	1,382 [0.38]	1,591 [0.44]
		N/B	3,600	1,904 [0.53]	2,086 [0.58]
L3	Po Yap Road	E/B	3,600	1,079 [0.30]	1,278 [0.36]
		W/B	3,600	645 [0.18]	878 [0.24]
L4	Hang Hau Road	S/B	1,140	395 [0.35]	459 [0.40]
		N/B	1,140	303 [0.27]	403 [0.35]
L5	Po Lam Road North	S/B	3,600	766 [0.21]	758 [0.21]
		N/B	3,600	898 [0.25]	815 [0.23]
L6	Ying Yip Road	S/B	1,140	802 [0.70]	774 [0.68]
		N/B	1,140	484 [0.42]	788 [0.69]
L7	Clear Water Bay Road	S/B	1,320	929 [0.70]	823 [0.62]
		N/B	2,640	1,110 [0.42]	1,059 [0.40]

### **Existing Public Transport Services** 3.4

3.4.1 At present, there are a few bus routes and minibus route travelling along Chiu Shun Road and Ngan O Road and the MTR Hang Hau Station is within 500m radius of the Site. The details of the bus/minibus routes are shown in Table 3.3.

Table 3.3 **Existing Public Transport Routes** 

Mode	Route No.	Terminating Points	Frequency (min)
Bus	91M	Po Lam – Diamond Hill Station	12 – 20
	98A	Hang Hau (North) – Ngau Tau Kok Station	8 – 15
	98C	Hang Hau (North) – Mei Foo	8 – 20
	98D	Hang Hau (North) – Tsim Sha Tsui East	8 – 15
	98P	Hong Sing Garden – Tsim Sha Tsui East	3 per day
	98S	LOHAS Park Station – Mei Foo	4 per day
	290	Choi Ming – Tsuen Wan West Station	10 – 20
	296M	Hang Hau Station – Hong Sing Garden	15 – 25
	290A	Choi Ming – Tsuen Wan West Station	10 – 25
	297	Hang Hau (North) – Hung Hom (Hung Luen Road)	12 – 25
	297P	Hang Hau (North) –Hung Hom (Hung Luen Road)	07:55, 08:05
	298E	Hang Hau Railway Station – Tseung Kwan O Industrial Estate	10 – 20
	694	Tiu Keng Leng Station – Siu Sai Wan Estate	15 – 25
	798	Tiu Keng Leng Station – Fo Tan	10 – 20
	798B	LOHAS Park – Shatin Station	07:05, 18:30
	A29	Po Lam – Airport	15 – 30
	E22A	Hong Sing Garden – AsiaWorld Expo	25 – 30
	E22C	Tiu Keng Leng Station – Aircraft Maintenance Area	4 per day
	E22S	Po Lam – Tung Chung	07:13, 07:28
	N293	Sheung Tak – Mong Kok East Station	15 – 20
	N691	Tiu Keng Leng – Central (Macau Ferry)	20 – 30
	N29	Hong Sing Garden – Tung Chung Station	7 per day
	NA29	Tseung Kwan O (Po Lam) – Airport /HZMB Hong Kong Port	6 per day
GMB	15	Hang Hau – Hong Sing	5 – 15
	15A	Hang Hau (North) – Verbena Heights	12 – 14
	16	Po Lam – Po Toi O	10 – 30
	19S	Hau Hau (North) – Causeway Bay	15
	113	Hang Hau - The Beaumount	20 – 30
	102	Hau Hau Station – San Po Kong	2 – 15
	102B	Yuk Ming Court – Choi Hung	12 – 20
	102S	Hang Hau Station – San Po Kong	6 – 20
	103M	Tseung Kwan O Station PTI – Clear Water Bay	7 – 20
	108A	Hang Hau (North) – Choi Ming PTI	6 – 15
	109M	Hang Hau Station – Oscar By The Sea	3 – 25

### **FUTURE TRAFFIC SITUATION** 4

#### 4.1 **Design Year**

The proposed development will be completed in 2029. Therefore, the design year for the subsequent 4.1.1 traffic impact assessment will be 2032, i.e. 3 years after the completion of the proposed development.

### Future Road Network 4.2

According to the latest information, the Tseung Kwan O-Lam Tin Tunnel (TKO-LTT) and the Cross 4.2.1 Bay Link (CBL) will be completed by 2021 and 2022, respectively. Slip roads and branch tunnels will be constructed to connect Po Shun Road of Tseung Kwan O in the east with Eastern Harbour Crossing and Cha Kwo Ling Road of Kwun Tong in the west. TKO-LTT, together with the proposed Trunk Road T2 and Central Kowloon Route, will form the Route 6 providing an east-west express link between West Kowloon and TKO areas. In association with the TKO-LTT and CBL, the future traffic pattern will be changed and the effect of TKO-LTT and the CBL will be taken into consideration in the following assessments.

### J6 – Po Ning Road/ Sheung Ning Road/ Ying Yip Road

- 4.2.2 Under the Final Report of Agreement No. CE 61/2014 (CE) Site Formation and Infrastructure Works for nine Housing Sites in Tseung Kwan O - Feasibility Study Final Report (Five TKO Sites) issued in April 2017, CEDD has committed to implement the junction improvement works before the population intake of the housing sites in Tseung Kwan O in design year 2024. The schematic layout of the proposed junction improvement extracted from Transport Department's Report on the Progress of the Stage II Improvement Works of the Roundabout at Ying Yip Road (Amendment 1) (Document No. 185/14) of the Sai Kung District Council Traffic & Transport Committee held on 18 September 2014 is shown in Appendix 2.
- J/O Po Ning Road/ Sheung Ning Road/ Ying Yip Road will be converted from the existing roundabout 4.2.3 to a signalized junction. It is anticipated that the junction improvement scheme will be completed before the completion of the proposed development at Pak Shing Kok Ventilation Building (PVB) site in 2029. It should also be noted that Ying Yip Road northbound will be widened from 1 lane to 2 lanes. This proposed layout will be taken into consideration in the following assessments.

### 4.3 Traffic Forecast

Reference was made to the 2012 to 2016 Annual Traffic Census Reports on the historical traffic data. 4.3.1 The traffic data recorded at counting stations in the vicinity of the Development Site are shown in Table 4.1.

Station		Road Sectio	n			AADT ⁽¹⁾			Average
No.	Road	From	То	2012	2013	2014	2015	2016	Growth%
5503	Chiu Shun Road	Ngan O Road	Wan Po Road Roundabout	16,180	16,420 (+1.5%)	18,540 (+12.9%)	19,850 (+7.1%)	20,080 (+1.2%)	+5.5%
5295	Chiu Shun Road	Po Ning Road	Ngan O Road	9,580	11,600 (+21.1%)	12,110 (+4.4%)	12,330 (+1.8%)	12,470 (+1.1%)	+6.8%
6079	Ngan O Road	Pui Shing Road	Chiu Shun Road	10,260	10,480 (+2.1%)	10,340 (-1.3%)	10,520 (+1.7%)	10,640 (+1.1%)	+0.9%
5864	Po Ning Road	Ying Yip Road	Chiu Shun Road	13,380	13,580 (+1.5%)	13,400 (-1.3%)	13,640 (+1.8%)	12,340 (-9.5%)	-2.0%
			Total	49,400	52,080 (+5.4%)	54,390 (+4.4%)	56,340 (+3.6%)	55,530 (-1.4%)	+3.0%

Table 4.1 **Annual Traffic Census Data** 

Figures in bracket indicated the % increase between two years. Note: (1)

- 4.3.2 From **Table 4.1**, the recorded average traffic growth rate was +3.0% between the years 2012 to 2016 for the above counting stations.
- 4.3.3 Apart from the historical traffic data, reference was also made to 2014-based Territorial Population and Employment Data Matrix (TPEDM) published by the Planning Department. The population and employment data of year 2021 and 2026 are summarized in Table 4.2.

Table 4.2 Growth Rate Derived from TPEDM

Year	Population	Employment	Total
2021	434,850	96,450	531,300
2026	484,850	91,700	576,550
Average Annual Growth Rate	+2.3%	-1.1%	+1.7%

4.3.4 As shown in **Table 4.2**, the average annual growth rate for both population and employment is +1.7%. Given design year is 2032 which is 15 years from the existing year, the long term growth rate of +1.7% which is derived from the future forecast based on the TPEDM is adopted in the following traffic forecast.

#### 4.4 Planned/Committed Developments

4.4.1 To estimate the future traffic flows, updated information has been obtained from available information regarding the planned and approved developments in the vicinity of the study area. Details of these developments are given in Table 4.3.

Table 4.3	Planned and	Approved	Development
		Apploved	Development

No.	Location/Area	Proposed Use / Content
S1 ⁽¹⁾	North of Tseung Kwan O (TKO) Village	Residential/3,700 units ⁽²⁾
S2 ⁽¹⁾	Northwest of Ying Yip Road	Residential/1,600 units
S3 ⁽¹⁾	South of Chiu Shun Road	Residential/560 units
S4 ⁽¹⁾	West of Yau Yue Wan (YYW) Village	Residential/2,500 units
S5 ⁽¹⁾	East of Hong Kong (HK) Movie City Residential/2,900 units	

Notes: Information obtained from Discussion Paper No. 111/17 of Sai Kung District Council dated 19 April 2017. (1) According to the 1171st meeting of Town Planning Board held on 21 June 2018, it was agreed that Site S1 should (2) not be rezoned to "Residential (Group)7" for the proposed public housing development. Therefore, Site S1 is excluded from the following assessment.

4.4.2 Reference was also made to the latest set of traffic generation and attraction rates published by Transport Department (TD) for the estimation of the traffic generated by these developments. Also, per comments from Housing Department, a 10% design flexibility is incorporated in the following assessment to estimate the traffic generation and attraction of the planned housing developments. The total traffic generation and attraction by these adjacent developments are summarized in Table **4.4**.

### ts

	lles / Content	AM Peak Hour			PM Peak Hour		
	Use / Content	Gen.	Att.	Total	Gen.	Att.	Total
Trip Rates							
Subsidised Sale Flat ⁽¹⁾	pcu/hr/flat	0.0622	0.0426	-	0.0297	0.0401	-
Traffic Generation/Attraction	on ⁽²⁾						
S2 – NW of Ying Yip Road	Residential/1,760 units	110	75	185	53	71	124
S3 – S of Chiu Shun Road	Residential/616 units	39	27	66	19	25	44
S4 – W of YYW Village	Residential/2,750 units	172	118	290	82	111	193
S5 – E of HK Movie City	Residential/3,190 units	199	136	335	95	128	223

Table 4.4 Traffic Generations by the Planned and Approved Developments

Mean trip rate of Subsidised Housing: HOS / PSPS with average flat size of 50m² is adopted. Note: (1) A 10% design flexibility is incorporated to estimate the traffic generation/attraction of the planned housing (2) developments per comments from Housing Department received on 11 December 2019.

### 4.5 Traffic Generation of the Proposed Development

The traffic generation and attraction of the proposed residential development are summarised in 4.5.1 Table 4.5.

#### Table 4.5 **Development Traffic Generation**

	lles / Content	AM Peak Hour			PM Peak Hour		
	Use / Content	Gen.	Att.	Total	Gen.	Att.	Total
Trip Rates	Residential (60m²) / pcu/hr/flat	0.0718	0.0425	-	0.0286	0.0370	-
Traffic Generation	432 flats@ 62m ²	32	19	51	13	16	29

Mean trip rates for private housing (average flat size of 60m²) is adopted to represent the worst case scenario. Notes: (1)

4.5.2 The proposed development is expected to generate a two-way traffic of 51 pcu/hour and 29 pcu/hour in the AM and PM peak hours respectively. The estimated traffic volumes of the proposed development are presented in Figure 4.

### **Reference and Design Flows** 4.6

- With the introduction of TKO-LTT and CBL, significant changes in traffic volumes of Tseung Kwan O 4.6.1 area are expected. Therefore, reference traffic flows were obtained from the latest available 2008based Base District Traffic Model (BDTM) output for year 2021, which has already taken into account the effect of TKO-LTT and CBL.
- 4.6.2 The 2032 Reference Flows, i.e. the traffic flows in the local road network without the proposed development, are estimated based on the following equations.

2032 Reference Flows	=	2021 BDTM Traffic Flows x (1 + 1.7%) ¹¹ + Traffic Generated by
		Planned Developments in the Vicinity

4.6.3 The 2032 Design Flows, i.e. the traffic flows in the local road network with the additional traffic generated by the proposed conversion, were estimated based on the following equation:

2032 Design Flows =

4.6.4 The 2032 Reference and Design Flows are shown in **Figure 5** and **Figure 6**, respectively.

### **Junction/Link Capacity Assessment** 4.7

4.7.1 Assessments of the junction and link performances were based on the reference and design flows for the year 2032. Two scenarios were assessed, they are scenario with the existing junction layout and scenario with junction modification. The results are summarized and presented in Table 4.6 and 4.7. The detailed junction capacity calculation sheets are presented in Appendix 3.

### **Junction Capacity Assessment for Design Year 2032** Table 4.6

Jun.	lunation	Type/ Capacity	2032 Re	eference	2032 Design	
No.	Junction	Index ⁽¹⁾	AM Peak	PM Peak	AM Peak	PM Peak
With	out Junction Modification (Existing	Layout)				
J1	Chiu Shun Road/Po Ning Road Roundabout	Roundabout/DFC	0.63	0.59	0.64	0.60
J2	Chiu Shun Road/Ngan O Road	Signalized/RC	57%	69%	55%	68%
J3	Chiu Shun Road/Wan Po Road Roundabout	Roundabout/DFC	0.71	0.51	0.72	0.52
J4	Po Yap Road/ Po Hong Road/ Chi Shin Street	Roundabout/DFC	0.42	0.40	0.42	0.41
J5	Po Yap Road/ Tong Chun Street	Signalized/RC	6%	71%	5%	68%
J6	Po Ning Road/ Sheung Ning Road/ Ying Yip Road	Roundabout/DFC	1.36	1.27	1.36	1.27
J7	Po Ning Road/ Po Shun Road/ Po Lam Road North ⁽²⁾	Roundabout/DFC	1.91	1.77	1.91	1.77
J8	Clear Water Bay Road/Ying Yip Road/Hang Hau Road	Roundabout/DFC	0.96	0.86	0.96	0.86
With	Junction Modification					
J6	Po Ning Road/ Sheung Ning Road/ Ying Yip Road	Signalized/RC	12%	5%	12%	5%
J7	Po Ning Road/ Po Shun Road/ Po Lam Road North ⁽²⁾	Roundabout/DFC	0.90	0.94	0.90	0.94

Note: (1) RC = Reserve Capacity for signalized junction.

(2)

Based on the modified road marking as shown in Appendix 4, an exclusive traffic lane is introduced of Po Ning Road westbound. The layout will be subjected to further review if deemed necessary.

4.7.2 As shown in **Table 4.6**, all concerned junctions will operate with spare capacity in future scenarios, except for J/O Po Ning Road/Po Shun Road/Po Lam Road North (Junction J7). Junction modification is proposed as shown in Appendix 4 for J/O Po Ning Road/Po Shun Road/Po Lam Road North (Junction J7). By providing a segregated left turning lane for Po Ning Road westbound, the left turn traffic does not have to give way to others using the roundabout which can help to improve the DFC of the junction. Moreover, by comparing the assessment results in the Reference and the Design Scenarios, the numbers are almost identical for Junction J7. As a result, the traffic generated by the proposed residential development is not anticipated to induce significant traffic impact onto the adjacent junctions.

### 2032 Reference Flows + Development Traffic Flows

DFC = Design Flow to Capacity ratio for priority junction and roundabout.

				Flows (pcu/ho	our) [V/C Ratio]
No.	Link	Bound	Capacity (pcu/hr)	AM Peak Hour	PM Peak Hour
2032 F	Reference				
L1	Po Shun Road	S/B	3,600	1,156 [0.32]	1,095 [0.30]
	-	N/B	3,600	1,769 [0.49]	1,676 [0.47]
L2	Wan Po Road	S/B	3,600	1,742 [0.48]	1,691 [0.47]
		N/B	3,600	1,286 [0.36]	1,032 [0.29]
L3	Po Yap Road	E/B	3,600	1,465 [0.41]	1,069 [0.30]
		W/B	3,600	1,305 [0.36]	1,237 [0.34]
L4	Hang Hau Road	S/B	1,140	886 [0.78]	802 [0.70]
		N/B	1,140	512 [0.45]	702 [0.62]
L5	Po Lam Road North	S/B	3,600	1,156 [0.32]	1,080 [0.30]
		N/B	3,600	1,114 [0.31]	1,318 [0.37]
L6	Ying Yip Road	S/B	1,140	1,109 [0.97]	884 [0.78]
		N/B	2,280 ⁽¹⁾	1,514 [0.66]	853 [0.37]
L7	Clear Water Bay Road	S/B	1,320	1,240 [0.94]	1,102 [0.83]
		N/B	2,640	1,477 [0.56]	1,375 [0.52]
2032 [	Design				
L1	Po Shun Road	S/B	3,600	1,156 [0.32]	1,095 [0.30]
		N/B	3,600	1,777 [0.49]	1,682 [0.47]
L2	Wan Po Road	S/B	3,600	1,742 [0.48]	1,691 [0.47]
		N/B	3,600	1,325 [0.37]	1,051 [0.29]
L3	Po Yap Road	E/B	3,600	1,475 [0.41]	1,077 [0.30]
		W/B	3,600	1,337 [0.37]	1,250 [0.35]
L4	Hang Hau Road	S/B	1,140	894 [0.78]	808 [0.71]
		N/B	1,140	533 [0.47]	717 [0.63]
L5	Po Lam Road North	S/B	3,600	1,156 [0.32]	1,080 [0.30]
		N/B	3,600	1,122 [0.31]	1,324 [0.37]
L6	Ying Yip Road	S/B	1,140	1,109 [0.97]	884 [0.78]
		N/B	2,280 ⁽¹⁾	1,514 [0.66]	853 [0.37]
L7	Clear Water Bay Road	S/B	1,320	1,241 [0.94]	1,104 [0.84]
		N/B	2,640	1,477 [0.56]	1,375 [0.52]

### Table 4.7 Link Capacity Assessment for Design Year 2032

### Note: (1)

Ying Yip Road northbound will be widened to 2 lanes in association with the planned housing sites in Tseung Kwan Ó.

4.7.3 As shown in **Table 4.7**, all concerned road links will operate with spare capacity in future scenarios, except for Ying Yip Road southbound. Again, by comparing the assessment results in the Reference and the Design Scenarios, the numbers are almost identical. As a result, the traffic generated by the proposed residential development is not anticipated to induce significant traffic impact onto Ying Yip Road.

### 5 PUBLIC TRANSPORT ASSESSMENT

### 5.1 **Future Public Transport Services**

5.1.1 Since the Site is located within 500m radius of the MTR Hang Hau Station, it is expected that the residents will make use of MTR and the PTI for public transport services.

### 5.2 Impact Assessment on Public Transport Services

In order to assess the impact on the public transport services, the pedestrian generation/attraction of 5.2.1 the Site during peak hour are estimated in Table 5.1.

Table 5.1 **Pedestrian Generation of the Site** 

Turne	Unit/Contont	AM	Peak	PM Peak		
туре	Unit/ Content	Att.	Gen.	Att.	Gen.	
Pedestrian Trip Rates	ped/hr/flat	0.2200	0.8000	0.5000	0.1700	
Pedestrian Generation	432 flats	96	346	216	74	

- 5.2.2 **Table 5.1** shows that the Site will generate a two-way pedestrian flow of 442 and 290 pedestrian/hour during AM and PM peak, respectively.
- 5.2.3 In order to estimate the public transport demand of the proposed development, reference was made to the recorded number of boardings for different transport mode as documented in the Final Report of the Travel Characteristics Survey 2011. The adopted modal split for local guests is shown in Table **5.2**.

Table 5.2 Modal Split from Travel Characteristics Survey 2011

		Public		Priv	vate		
Mode	MTR PLB ^{Fr}		Franchised Bus	Taxi	Private Vehicle	Total	
Total Boardings ('000)	4,047	1,972	3,987	950	1,735	12,691	
% of Total	31.9%	15.5%	31.4%	7.5%	13.7%	100.0%	
% of Total		78.8%		21.	2%	100.0%	

5.2.4 Based on the estimated pedestrian generation/attraction in **Table 5.1**, the number of visitors using each of the transport mode are summarized in Table 5.3.

		MTR	PLB	Franchised Bus
Adop	oted Modal Split	31.9%	15.5%	31.4%
No. of Passenger	s (passenger/hour)			
AM Peak	Attraction	31	15	31
	Generation	111	54	109
	Two-way	142	69	140
PM Peak	Attraction	69	34	68
	Generation	24	12	24
	Two-way	93	46	92
No. of Vehicles/T	rains (veh/hour or train/hou	r )		
	Assumed Capacity	1,780 ⁽¹⁾	16	90
AM Peak	Attraction	0.1	1.0	0.4
	Generation	0.1	3.4	1.3
	Two-way	0.2	4.4	1.7
PM Peak	Attraction	0.1	2.2	0.8
	Generation	0.1	0.8	0.3
	Two-way	0.2	3.0	1.1

Table 5.3 **Estimated Number of Visitors using Public Transport Services** 

Capacity adopted from Legislative Council Panel on Transport Subcommittee on Matters Relating to (1) Railways dated 2014.

5.2.5 As shown in **Table 5.3**, it is anticipated that the proposed development will not generate significant amount of pedestrian demand on the public transport facilities.

### **PROPOSED PEDESTRIAN FACILIATES** 6

- 6.1 Proposed Improvement along Chiu Shun Road and at J/O of Chiu Shun Road/Ngan O Road
- 6.1.1 Currently, there is no pedestrian footpath at the eastern kerbside of Chiu Shun Road along the frontage of the Site. With the proposed development, it is proposed to modify the existing planter to provide a minimum 3-meter wide footpath.
- 6.1.2 In order to improve the accessibility of the Site to the public transport services provided on Ngan O Road and the public transport interchange at MTR Hang Hau Station, a schematic layout of the pedestrian connection is proposed as shown in Figure 7 to introduce an at-grade pedestrian crossing across Chiu Shun Road as well as to modify the existing planter to provide a minimum 3-meter wide footpath. Based on the proposed layout, the junction is re-assessed and the results are shown in 
   Table 6.1. The detailed calculation sheets are shown in Appendix 5.

Jun. No.	Junction	Junction Type/ Capacity Index ⁽¹⁾		Design Existing out)	2032 Design (With Proposed Layout)	
			AM Peak	PM Peak	AM Peak	PM Peak
J2	Chiu Shun Road/Ngan O Road	Signalized/RC	55%	68%	25%	42%
<u>.                                    </u>						

Note: RC = Reserve Capacity for signalized junction. (1)

6.1.3 As shown in **Table 6.1**, the provision of pedestrian crossing across Chiu Shun Road will not induce significant adverse traffic impact on the junction. However, it should be noted that the proposed layout is schematic and indicative only. It may be subject to modifications under the detailed design stage.

Note:

### esign Year 2032

### **PROPOSED TRANSPORT FACILITIES PROVISIONS** 7

### 7.1 **Access Arrangement**

At present, the ingress/egress of the existing Ventilation Building is provided at Chiu Shun Road. The 7.1.1 existing vehicular access will be maintained. The overall traffic layout will be subjected to detail design under the GBP stage.

### Car Parking and Loading/Unloading Provision 7.2

- 7.2.1 The car parking and loading/unloading provision of the proposed private residential development has been estimated in accordance with the latest Hong Kong Planning Standards and Guidelines (HKPSG).
- 7.2.2 The proposed car parking provision for the Site is calculated as shown in **Table 7.1**.

### Table 7.1 Parking and Loading/Unloading Provision

Residential (432 flats)	HKPSG Standards	Required Provision	Proposed Provision
Car Parking	Parking Requirement = GPS x R1 x R2 x R3 Where GPS = 1 car space per $6 - 9$ flats R1 = 0.7 for average flat size $40 - 70m^2$ GFA R2 = 0.75 for developments within a 500m-radius of rail station R3 = 0.90 for domestic plot ratios $5.00 - 8.00$	23 – 35	35 ⁽¹⁾
	1-5 visitor parking spaces for private residential developments with more than 75 units per block or as determined by the Authority	2 – 10	10 ⁽²⁾
	Total	25 – 45	<b>45</b> ⁽³⁾
Motorcycle Parking	1 motorcycle parking space per 100 – 150 flats	3 – 5	10 ⁽⁴⁾
Loading/Unloading	1 loading / unloading bay for goods vehicles per block	2	2
Bicycle Parking	Within a 0.5-2km radius of a rail station, 1 bicycle parking space for every 15 flats with flat size smaller than 70m ²	29	44 ⁽⁵⁾

Note: (1) 1 no. of car parking space to be allocated for disable use.

(2) 1 no. of visitor car parking space to be allocated for disable use.

A total of 2 car parking spaces to be allocated for disable use. (3)

(4) A higher provision standard to be adopted as per comments from Transport Department received on 29 May 2019.

A higher provision standard to be adopted at a rate of 10% of the number of flats as per comments from (5) Transport Department received on 29 May 2019.

- 7.2.3 Based on **Table 7.1**, a total of 45 car parking spaces (including 2 no. of parking space for disable use), 10 motorcycle parking spaces, 2 MGV/HGV loading/unloading spaces and 44 bicycle parking spaces will be provided in accordance with HKPSG standards.
- 7.2.4 Two car lifts will be provided to serve the car parking spaces on the upper floor. More details will be discussed in Section 7.3.

### Car Lift Assessment 7.3

- 7.3.1 To assess the performance of the car lift system, it is necessary to adopt an appropriate arrival rate (attraction rate) in the assessment. With reference to the trip rates as documented in the latest Transport Planning and Design Manual, Volume 1, Chapter 3 prepared by the Transport Department, the peak traffic attraction rate of the proposed development is 0.0425 pcu/hr/unit occurred during the AM peak period.
- 7.3.2 The servicing rate of the car lift system is estimated based on the operation data provided by the car lift supplier.
- 7.3.3 A M/M/N queuing model is adopted to assess the probability of nos. of vehicle queuing in the car lift system. The adopted model is based on the following assumptions:
  - In M/M/N, the first "M" denotes the average arrival rates of vehicles is exponentially (i.e. randomly) distributed:
  - In M/M/N, the second "M" denotes the average arrival rates of the lift is exponentially (i.e. randomly) distributed; and
  - In M/M/N, the last "N" denotes multiple service channels (i.e. lifts) are provided.

7.3.4 Given the assumption that the arrival rates of vehicles and lifts are random, the worst case scenario, when the 1st, 2nd and 3rd cars arrive when both lifts have just left ground floor, has already been taken into account in the Car Lift Assessment. From the assessment result, the probability of queuing onto the public road is only 0.6%. In other words, there is 99.4% confidence level that no traffic queue will occur in the public road and the system performance is found to be satisfactory. The details of the car lift assessment calculation are shown in Appendix 6.

7.3.5 At the same time, the future car park operator will ensure that the vehicles waiting for car lifts will not obstruct the loading/unloading and RCV bays.

### 8 SUMMARY AND CONCLUSION

### 8.1 Summary

- 8.1.1 LLA Consultancy Limited was commissioned to carry out a traffic impact assessment study to assess the potential traffic impact due to the proposed residential development scheme at the Site.
- 8.1.2 The proposed development will consist of 432 flats with an average flat size of about 62m². The proposed development is expected to generate two-way traffic volumes of 51 pcu/hour and 29 pcu/hour, in the AM and PM peak hours, respectively. The increase in traffic was assigned onto the existing road network based on the observed traffic pattern.
- 8.1.3 Junction/Link capacity assessments were carried out for the key junctions/road links for both the Reference and Design scenarios in 2032 based on both the existing junction layout and the layout after modification. The assessment results reveal that all concerned junctions will operate with spare capacity in the future scenario, except for J/O Po Ning Road/Po Shun Road/Po Lam Road North (Junction J7) and Ying Yip Road southbound. However, by comparing the assessment results in the Reference and the Design Scenarios, the numbers are almost identical for both Junction J7 and Ying Yip Road southbound. As a result, the traffic generated by the proposed residential development is not anticipated to induce significant traffic impact onto the adjacent junctions
- 8.1.4 In order to improve the accessibility of the Site to the public transport services provided on Ngan O Road and the public transport interchange at MTR Hang Hau Station, a schematic layout of the pedestrian connection is proposed at J/O Chiu Shun Road/Ngan O Road to introduce an at-grade pedestrian crossing across Chiu Shun Road.
- 8.1.5 The existing vehicular access on Chiu Shun Road will be maintained.
- 8.1.6 The proposed residential development will provide the following internal transport facilities:
  - 45 private car parking spaces (including 2 nos. for disable use)
  - motorcycle parking spaces
  - 2 MGV/HGV loading/unloading spaces
  - 44 bicycle parking spaces

### 8.2 Conclusion

8.2.1 The findings of the traffic impact assessment indicated that the traffic generated by the proposed residential development is not anticipated to induce significant traffic impact onto the adjacent junctions and railway network. As a result, the proposed residential development is acceptable in traffic point of view.















Appendix 1

Junction Capacity Assessment – Existing Scenario

# **LLA** CONSULTANCY LIMITED

# ROUNDABOUT CALCULATION

Proposed Residential Development at PVB

PROJECT NO .: 40370 G:\Project\40370\D; CHEC

J/O Chiu Shun Road/Po Ning Road

Existing AM FILENAME : REFERENCE NO .:



ARM			А	В	С	D	
INPU	[ PAR/	AMETERS:					
V	=	Approach half width (m)	3.70	7.40	4.30	3.50	
E	=	Entry width (m)	7.30	11.00	7.30	6.90	
L	=	Effective length of flare (m)	11.00	1.00	20.00	20.00	
R	=	Entry radius (m)	15.00	55.00	23.00	26.00	
D	=	Inscribed circle diameter (m)	78.00	78.00	78.00	78.00	
A	=	Entry angle (degree)	32.00	40.00	50.00	35.00	
Q	=	Entry flow (pcu/h)	571	67	437	395	
Qc	=	Circulating flow across entry (pcu/h)	331	840	329	239	
OUTF	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.52	5.76	0.24	0.27	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.98	1.00	0.94	0.99	
X2	=	V + ((E-V)/(1+2S))	5.46	7.69	6.33	5.70	
М	=	EXP((D-60)/10)	6.05	6.05	6.05	6.05	
F	=	303*X2	1654	2329	1917	1728	
Td	=	1+(0.5/(1+M))	1.07	1.07	1.07	1.07	
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.57	0.51	0.48	
Qe	=	K(F-Fc*Qc) *	1317	1659	1475	1443	Total In Sum =
			0.40	0.04	0.00	0.07	DEC of Critical Approach

	INITIALS	DATE	
	\/\\/	Dec 2010	
	SIN	Dec 2019	
	SLN	Dec 2019	
		200 2013	
1470	PCU		
0.43			
		I	

# **LLA** CONSULTANCY LIMITED

# ROUNDABOUT CALCULATION

Proposed Residential Development at PVB J/O Chiu Shun Road/Po Ning Road 
 PROJECT NO.:
 40370
 PREP

 Existing PM
 FILENAME :
 G:\Project\40370\D/CHEC

REFERENCE NO .:



ARM			А	В	С	D	
INPUT	[ PAR	AMETERS:					
V	=	Approach half width (m)	3.70	7.40	4.30	3.50	
E	=	Entry width (m)	7.30	11.00	7.30	6.90	
L	=	Effective length of flare (m)	11.00	1.00	20.00	20.00	
R	=	Entry radius (m)	15.00	55.00	23.00	26.00	
D	=	Inscribed circle diameter (m)	78.00	78.00	78.00	78.00	
A	=	Entry angle (degree)	32.00	40.00	50.00	35.00	
Q	=	Entry flow (pcu/h)	438	37	479	459	
Qc	=	Circulating flow across entry (pcu/h)	394	762	346	338	
OUTP	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.52	5.76	0.24	0.27	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.98	1.00	0.94	0.99	
X2	=	V + ((E-V)/(1+2S))	5.46	7.69	6.33	5.70	
М	=	EXP((D-60)/10)	6.05	6.05	6.05	6.05	
F	=	303*X2	1654	2329	1917	1728	
Td	=	1+(0.5/(1+M))	1.07	1.07	1.07	1.07	
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.57	0.51	0.48	
Qe	=	K(F-Fc*Qc) *	1291	1699	1468	1400	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.34	0.02	0.33	0.33	DFC of Critical Approach =

PREPARED BY: SLN Dec 2019 REVIEWED BY: SLN Dec 2019		INITIALS	DATE	
D CHECKED BY: SLN Dec 2019 REVIEWED BY: SLN Dec 2019		\/\\/I	Dec 2010	
REVIEWED BY: SLN Dec 2019	CHECKED BY	SLN	Dec 2019	
	REVIEWED BY:	SLN	Dec 2019	
		OLIN	200 2010	
			<u>.</u>	
1413 PCU	1413	PCU		
0.34	0.34			
	0.01			



00%		=	46	%
		=	0.844	
		=	33.3	sec
		=	52.4	%
		=	0.795	
		=	29.3	sec
		=	54.3	sec
		=	1843	pcu
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	, ,			
_ ( 0 )	Reviewed By:		SLN	Dec-19
NOR(Straight2).xlsx	Checked By:		SLN	Dec-19
	Prepared By:		VWI	Dec-19
			INITIALS	DATE

Width	Green Time Required			Green Tim	e Provided
(m)	SG	FG	Delay	SG	FG

	L	g	g	Degree of	Queue	Average		
	sec	(required)	(input)	Saturation	Length	Delay		
		sec	sec	Х	(m / lane)	(seconds)		
	14	40	40	0.618	42	20		
		00	70	0.010	20	22		
		23	72	0.618	30	33		
		1	51	0.618	0	129		
		29	29	0.618	42	27		
		36	40	0.618	42	22		
		7	7	0.618	12	53		
IG	G LENGTH = AVERAGE QUEUE * 6m							



			INITIALS	DATE
	Prepared By:		VWI	Dec-19
_NOR(Straight2).xlsx	Checked By:		SLN	Dec-19
	Reviewed By:		SLN	Dec-19
		N =	3	
		C =	90	sec
		Y =	0.373	
		L =	14	sec
		=	1695	pcu
		=	41.5	sec
		=	22.3	sec
		=	0.795	
		=	113.0	%
		=	23.9	sec
		=	0.844	
00%		=	104	%

Width	Green Time Required			Green Tim	e Provided
(m)	SG	FG	Delay	SG	FG

L	g	g	Degree of	Queue	Average
sec	(required)	(input)	Saturation	Length	Delay
	sec	sec	Х	(m / lane)	(seconds)
14					
	28	28	0.442	24	24
	56	70	0.442	- 24	
	00	72	0.442	24	9
	6	40	0.442	6	47
	41	41	0.442	30	17
	40	53	0.442	30	17
	8		0 442	6	43
	Ū		0		
IG LENGTH	I = AVERAG	GE QUEUE	* 6m		
#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB

PROJECT NO.:

J/O Chiu Shun Road/Wan Po Road

 Existing AM
 FILENAME :
 G:\Project\40370\D CHEC

 REFERENCE NO.:
 REVII

40370



ARM			А	В	С	D	
INPU	PAR/	AMETERS:					
V	=	Approach half width (m)	7.30	7.30	7.30	6.00	
E	=	Entry width (m)	13.30	12.20	10.20	10.50	
L	=	Effective length of flare (m)	39.00	16.00	13.00	20.00	
R	=	Entry radius (m)	40.00	26.00	65.00	35.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
A	=	Entry angle (degree)	25.00	40.00	35.00	45.00	
Q	=	Entry flow (pcu/h)	574	737	1079	402	
Qc	=	Circulating flow across entry (pcu/h)	610	870	962	914	
OUTF	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.25	0.49	0.36	0.36	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	0.98	1.02	0.97	
X2	=	V + ((E-V)/(1+2S))	11.32	9.77	8.99	8.62	
М	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
F	=	303*X2	3430	2962	2725	2611	
Td	=	1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
Fc	=	0.21*Td(1+0.2*X2)	0.73	0.66	0.62	0.61	
Qe	=	K(F-Fc*Qc) *	2801	2100	1945	1794	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.20	0.35	0.55	0.22	DFC of Critical Approach =

	INITIALS	DATE	
PREPARED BY:	VWI	Dec-19	
CHECKED BY:	SLN	Dec-19	
REVIEWED BY:	SLN	Dec-19	
2792	PCU		
0.55			
0.00			

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB

PROJECT NO.:

J/O Chiu Shun Road/Wan Po Road

 Existing PM
 FILENAME :
 G:\Project\40370\D; CHEC

 REFERENCE NO.:
 REVIE

40370



ARM			А	В	С	D	
INPUT	PAR	AMETERS:					
V	=	Approach half width (m)	7.30	7.30	7.30	6.00	
E	=	Entry width (m)	13.30	12.20	10.20	10.50	
L	=	Effective length of flare (m)	39.00	16.00	13.00	20.00	
R	=	Entry radius (m)	40.00	26.00	65.00	35.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
A	=	Entry angle (degree)	25.00	40.00	35.00	45.00	
Q	=	Entry flow (pcu/h)	435	682	1278	605	
Qc	=	Circulating flow across entry (pcu/h)	637	781	585	925	
OUTP	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.25	0.49	0.36	0.36	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	0.98	1.02	0.97	
X2	=	V + ((E-V)/(1+2S))	11.32	9.77	8.99	8.62	
Μ	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
F	=	303*X2	3430	2962	2725	2611	
Td	=	1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
Fc	=	0.21*Td(1+0.2*X2)	0.73	0.66	0.62	0.61	
Qe	=	K(F-Fc*Qc) *	2782	2152	2159	1788	Total In Sum =
DEC	=	Design flow/Capacity = Q/Qe	0.16	0.32	0.59	0.34	DFC of Critical Approach

	INITIALS	DATE	
PREPARED BY:	VWI	Dec-19	
CHECKED BY:	SLN	Dec-19	
REVIEWED BY:	SLN	Dec-19	
3000	PCU		
5000	. 00		
0.50			
0.59			

LLA CONSULTANCY LIMITED	ROUNDABOUT C	ROUNDABOUT CALCULATION				
Job Title Proposed Residential Development at PVB		PROJECT NO.: 40370	PRE			
J/O Po Yap Road/ Po Hong Road/ Chi Shin Street	Existing AM	FILENAMI J4_PYR_PHR.xlsx]	CHE			
		REFERENCE NO .:	REV			



ARM			А	В	С	D	
INPU	Γ PAR	AMETERS:					
V	=	Approach half width (m)	7.40	7.30	7.80	7.70	
E	=	Entry width (m)	12.50	13.50	15.60	15.00	
L	=	Effective length of flare (m)	30.00	19.00	17.00	19.00	
R	=	Entry radius (m)	23.00	145.00	53.00	55.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
A	=	Entry angle (degree)	60.00	60.00	55.00	55.00	
Q	=	Entry flow (pcu/h)	378	459	278	630	
Qc	=	Circulating flow across entry (pcu/h)	540	184	327	540	
OUTF	UT PA	RAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.27	0.52	0.73	0.61	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.90	0.94	0.94	0.94	
X2	=	V + ((E-V)/(1+2S))	10.70	10.33	10.96	10.97	
М	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
F	=	303*X2	3243	3131	3321	3325	
Td	=	1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
Fc	=	0.21*Td(1+0.2*X2)	0.70	0.68	0.71	0.71	
Qe	=	K(F-Fc*Qc)	2586	2819	2915	2778	Total In Sum =
~~							

	INITIALS	DATE	
		<b>D</b> (0	
PARED BY:	VWI	Dec-19	
CKED BY:	GWL	Dec-19	
IEWED BY:	SLN	Dec-19	
1745	PCU		
0.23			
_			

LLA CONSULTANCY LIMITED	ROUNDABOUT C	ROUNDABOUT CALCULATION				
Job Title Proposed Residential Development at PVB		PROJECT NO.: 40370	PRE			
J/O Po Yap Road/ Po Hong Road/ Chi Shin Street	Existing PM	FILENAMI J4_PYR_PHR.xlsx]	CHE			
		REFERENCE NO.:	REV			



			А	В	С	D	
INPU	T PAR	AMETERS:					
V	=	Approach half width (m)	7.40	7.30	7.80	7.70	
E	=	Entry width (m)	12.50	13.50	15.60	15.00	
L	=	Effective length of flare (m)	30.00	19.00	17.00	19.00	
R	=	Entry radius (m)	23.00	145.00	53.00	55.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
A	=	Entry angle (degree)	60.00	60.00	55.00	55.00	
Q	=	Entry flow (pcu/h)	346	938	320	552	
Qc	=	Circulating flow across entry (pcu/h)	482	210	379	482	
OUTI	PUT PA	ARAMETERS:					
S	=	Sharpness of flare = $1.6(E-V)/L$	0.27	0.52	0.73	0.61	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.90	0.94	0.94	0.94	
X2	=	V + ((E-V)/(1+2S))	10.70	10.33	10.96	10.97	
M	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
	=	303*X2	3243	3131	3321	3325	
F	=	1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
F Td		0.01*Td(1,0.0*V0)	0.70	0.68	0.71	0.71	
F Td Fc	=	$0.21 \ 10(1+0.2 \ \text{Az})$					<b>T</b> ( )   0
F Td Fc Qe	= =	K(F-Fc*Qc)	2622	2803	2880	2817	I otal In Sum =

	INITIALS	DATE	
		DATE	
PARED BY:	VWI	Dec-19	
ECKED BY:	GWL	Dec-19	
/IEWED BY:	SLN	Dec-19	
2156	PCU		
0.33			



			INITIALS	DATE
	Prepared By:		VWI	Dec-19
_TCS.xlsx	Checked By:		SLN	Dec-19
	Reviewed By:		SLN	Dec-19
		N =	5	
		C =	120	sec
		Y =	0.298	
		L =	50	sec
		=	1446	рси
		=	113.9	sec
		=	71.2	sec
		=	0.525	
		=	76.2	%
		=	74.7	sec
		=	0.583	
00%		=	76	%

Width	Green Time Required			Green Tim	e Provided
(m)	SG	FG	Delay	SG	FG
10	5	7	3	34	7
12	5	11	1	88	11
24	5	11	4	9	11
25	5	11	8	5	11
25	5	11	0	13	11

Greater	L	g	g	Degree of	Queue	Average
у	sec	(required)	(input)	Saturation	Length	Delay
		sec	sec	Х	(m / lane)	(seconds)
	26					
		14	14	0.511	18	52
0.058		14	14	0.511	18	52
		5	14	0.511	6	72
		8	15	0.511	12	61
0.063		15	15	0.511	18	52
		15	15	0.511	18	52
		21	26	0.511	24	45
		15	26	0.511	18	51
0.111		26	26	0.511	30	41
0.065		15	15	0.511	18	51
		15	15	0.511	18	51
		13	15	0.511	12	54
	24					
QUEUING	LENGTH	= AVERAC	<b>JE QUEUE</b>	* 6m		



		INITIALS	DATE
	Prepared By:	VWI	Dec-19
_TCS.xlsx	Checked By:	SLN	Dec-19
	Reviewed By:	SLN	Dec-19
		-	
	N =	5	
	C =	120	sec
	Y =	0.310	
	L =	50	sec
	=	1483	pcu
	=	116.0	sec
	=	72.5	sec
	=	0.525	
	=	69.2	%
	=	76.3	sec
	=	0.583	
00%	=	69	%

Width	Gree	en Time Re	quired	Green Tim	e Provided
(m)	SG	FG	Delay	SG	FG
10	5	7	3	34	7
12	5	11	1	88	11
24	5	11	4	9	11
25	5	11	8	5	11
25	5	11	0	13	11

L	g	g	Degree of	Queue	Average
sec	(required)	(input)	Saturation	Length	Delay
	sec	sec	Х	(m / lane)	(seconds)
26					
	14	14	0.532	18	53
	14	14	0.532	18	53
	7	14	0.532	6	67
	10	13	0.532	12	58
	13	13	0.532	18	54
	13	13	0.532	18	55
	26	30	0.532	30	42
	12	30	0.532	18	55
	30	30	0.532	30	39
	13	13	0.532	18	54
	13	13	0.532	18	54
	9	13	0.532	12	62
24					

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB J/O Po Ning Road/ Sheung Ning Road/ Ying Yip Road PROJECT NO.: 40370

	I ROJECT NO	+0370	
Existing AM	FILENAME :	G:\Project\40370\D	CHEC
	REFERENCE NO .:		REVIE



ARM			А	В	С	D	
INPU ⁻	PAR	AMETERS:					
V	=	Approach half width (m)	3.60	7.00	7.20	7.20	
E	=	Entry width (m)	8.30	8.30	9.40	9.60	
-	=	Effective length of flare (m)	10.00	1.00	6.00	7.00	
R	=	Entry radius (m)	25.50	25.00	30.00	35.00	
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00	
A	=	Entry angle (degree)	25.00	35.00	30.00	25.00	
Q	=	Entry flow (pcu/h)	802	530	1131	817	
Qc	=	Circulating flow across entry (pcu/h)	984	1086	692	651	
OUTF	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.75	2.08	0.59	0.55	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.03	0.99	1.02	1.04	
X2	=	V + ((E-V)/(1+2S))	5.48	7.25	8.21	8.34	
Μ	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37	
F	=	303*X2	1660	2197	2488	2528	
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.70	0.76	0.77	
Qe	=	K(F-Fc*Qc) *	988	1281	1796	1897	Total In Sum =
		Design flow/Capacity $= 0/0e$	0.81	0.41	0.63	0.43	DEC of Critical Approach =

	INITIALS	DATE	
		Dec 10	
	V VVI SL NI	Dec-19	
		Dec-19	
REVIEWED DT.	SLIN	Dec-19	
3280	PCU		
.81			

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB J/O Po Ning Road/ Sheung Ning Road/ Ying Yip Road PROJECT NO .:

	PROJECT NO.:	40370	PREP
Existing PM	FILENAME :	G:\Project\40370\D	CHEC
	REFERENCE NO .:		REVIE



ARM			А	В	С	D	
INPU	Γ PAR	AMETERS:					
V	=	Approach half width (m)	3.60	7.00	7.20	7.20	
E	=	Entry width (m)	8.30	8.30	9.40	9.60	
_	=	Effective length of flare (m)	10.00	1.00	6.00	7.00	
R	=	Entry radius (m)	25.50	25.00	30.00	35.00	
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00	
4	=	Entry angle (degree)	25.00	35.00	30.00	25.00	
Ç	=	Entry flow (pcu/h)	774	430	917	1158	
Qc	=	Circulating flow across entry (pcu/h)	1083	1217	578	713	
OUTP	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.75	2.08	0.59	0.55	
<	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.03	0.99	1.02	1.04	
X2	=	V + ((E-V)/(1+2S))	5.48	7.25	8.21	8.34	
М	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37	
F	=	303*X2	1660	2197	2488	2528	
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.70	0.76	0.77	
Qe	=	K(F-Fc*Qc) *	933	1199	1875	1853	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.83	0.36	0.49	0.63	DFC of Critical Approach =

	INITIALS	DATE	
		De- 40	
		Dec-19	
		Dec-19	
IVENIEMED RI:	SLIN	Dec-19	
0070			
3279	PCU		
0.83			
		<b>I</b>	

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB J/O Po Ning Road/ Po Shun Road/ Po Lam Road North PROJECT NO.: 40370

		10010	1 1 1
Existing AM	FILENAME :	G:\Project\40370\D	CHEC
	REFERENCE NO .:		REVIE



ARM			А	В	С	
NPUT	F PAR/	AMETERS:				
V	=	Approach half width (m)	7.00	7 60	7 90	
Ē	=	Entry width (m)	11.30	8.80	10.00	
L	=	Effective length of flare (m)	15.00	12.00	10.00	
R	=	Entry radius (m)	60.00	55.00	70.00	
D	=	Inscribed circle diameter (m)	55.00	55.00	55.00	
A	=	Entry angle (degree)	40.00	45.00	25.00	
Q	=	Entry flow (pcu/h)	766	1375	1095	
Qc	=	Circulating flow across entry (pcu/h)	586	535	389	
OUTP	UT PA	ARAMETERS:				
S	=	Sharpness of flare = 1.6(E-V)/L	0.46	0.16	0.34	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.98	1.05	
X2	=	V + ((E-V)/(1+2S))	9.24	8.51	9.16	
М	=	EXP((D-60)/10)	0.61	0.61	0.61	
F	=	303*X2	2801	2578	2774	
Td	=	1+(0.5/(1+M))	1.31	1.31	1.31	
Fc	=	0.21*Td(1+0.2*X2)	0.78	0.74	0.78	
Qe	=	K(F-Fc*Qc) *	2102	1921	2340	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.36	0.72	0.47	DFC of Critical Approach

	INITIAI S	DATE	
	1040	D. 10	
	VWI	Dec-19	
	SLIN	Dec-19	
KEVIEWED BY:	SLN	Dec-19	
3236	PCU		
0.72			
0.12			

Proposed Residential Development at PVB J/O Po Ning Road/ Po Shun Road/ Po Lam Road North

				ROUNDABOUT	CALCULATIC	N		INITIALS	DATE
					PROJECT NO .:	40370	PREPARED BY:	VWI	Dec-19
				Existing PM	FILENAME :	G:\Project\40370\D	CHECKED BY:	SLN	Dec-19
					REFERENCE NO .:		REVIEWED BY:	SLN	Dec-19
Ν									
	<i>1</i> 71	[4]							
		[ד]							
$\mathbf{\mathbf{N}}$									
		•	— 1116 [4]						
	¥		(ARM B	3)					
			Po Ning R	Road					
_	355	[6]							
oad									
	А	В	С						
	7.00	7.60	7.90						
	11.30	8.80	10.00						
	15.00	12.00	10.00						
	60.00	55.00	70.00						
	55.00	55.00	55.00						
	40.00	45.00	25.00						
	758	1116	1381						
	921	471	355						
	0.46	0.16	0.34						
	1.00	0.98	1.05						
	9.24	8.51	9.16						
	0.61	0.61	0.61						
	2801	2578	2774						
	1.31	1.31	1.31						
	0.78	0.74	0.78						
	1866	1963	2365		Total In Sum =		3255	PCU	
	0./1	0 57	0.58		DFC of Critics	al Approach –	0 58		
	0.41	0.57	0.00				0.00		



ARM			А	В	С	
INPUT	T PAR	AMETERS:				
V	=	Approach half width (m)	7.00	7.60	7.90	
E	=	Entry width (m)	11.30	8.80	10.00	
L	=	Effective length of flare (m)	15.00	12.00	10.00	
R	=	Entry radius (m)	60.00	55.00	70.00	
D	=	Inscribed circle diameter (m)	55.00	55.00	55.00	
A	=	Entry angle (degree)	40.00	45.00	25.00	
Q	=	Entry flow (pcu/h)	758	1116	1381	
Qc	=	Circulating flow across entry (pcu/h)	921	471	355	
OUTP	PUT PA	ARAMETERS:				
S	=	Sharpness of flare = 1.6(E-V)/L	0.46	0.16	0.34	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.98	1.05	
X2	=	V + ((E-V)/(1+2S))	9.24	8.51	9.16	
М	=	EXP((D-60)/10)	0.61	0.61	0.61	
F	=	303*X2	2801	2578	2774	
Td	=	1+(0.5/(1+M))	1.31	1.31	1.31	
Fc	=	0.21*Td(1+0.2*X2)	0.78	0.74	0.78	
Qe	=	K(F-Fc*Qc) *	1866	1963	2365	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.41	0.57	0.58	DFC of Critical Approach =

LLA	CONSULTANCY LIMITED	ROUNDABOUT C	ALCULATION		
Proposed R	Residential Development at PVB		PROJECT NO.:	40370	PRE
J8 Cl	ear Water Bay Road/ Hang Hau Road/ Ying Yip Road	Existing AM	FILENAMI J8_CWBR_HHI	R_YYR_	CHE
			REFERENCE NO .:		REV



ARM			А	В	С	D	E	
INPUT	PAR	AMETERS:						
V	=	Approach half width (m)	5.00	5.00	4.00	4.00	3.50	
E	=	Entry width (m)	6.00	7.50	8.00	8.50	9.00	
L	=	Effective length of flare (m)	6.00	10.00	15.00	15.00	25.00	
R	=	Entry radius (m)	10.00	50.00	20.00	50.00	22.50	
D	=	Inscribed circle diameter (m)	53.00	53.00	53.00	53.00	53.00	
A	=	Entry angle (degree)	30.00	40.00	45.00	35.00	30.00	
Q	=	Entry flow (pcu/h)	929	114	725	434	864	
Qc	=	Circulating flow across entry (pcu/h)	471	1325	783	863	680	
OUTP	UT PA	ARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.27	0.40	0.43	0.48	0.35	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.95	0.99	0.95	1.01	1.01	
X2	=	V + ((E-V)/(1+2S))	5.65	6.39	6.16	6.30	6.73	
М	=	EXP((D-60)/10)	0	0	0	0	0	
F	=	303*X2	1713	1936	1866	1908	2038	
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33	1.33	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.64	0.63	0.63	0.66	
Qe	=	K(F-Fc*Qc)	1361	1084	1305	1378	1600	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.68	0.11	0.56	0.32	0.54	DFC of Critical Approach =

INITIALS DATE PREPARED BY: SLN Dec-19 REVIEWED BY: SLN Dec-19 INITIALS				
PREPARED BY: SLN Dec-19 REVIEWED BY: SLN Dec-19 REVIEWED BY: SLN Dec-19		INITIALS	DATE	
CHECKED BY:         SLN         Dec-19           REVIEWED BY:         SLN         Dec-19	PREPARED BY:	HCS	Dec-19	
SLN         Dec-19           REVIEWED BY:         SLN         Dec-19	CHECKED BY:	SLN	Dec-19	
3066 PCU 0.68	REVIEWED BY:	SLN	Dec-19	
3066 PCU 0.68				
3066 PCU 3066 PCU				
3066 PCU 0.68				
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3066 PCU 0.68				
3066 PCU <b>0.68</b>				
3066 PCU 0.68				
3066 PCU <b>0.68</b>				
3066 PCU 0.68				
0.68	2066	PCU		
0.68	3000	1.00		
	0.68			
	0.00			

LLA CONSULTANCY LIMITED	ROUNDABOUT C	ALCULATION		
Proposed Residential Development at PVB		PROJECT NO.:	40370	PREI
J8 Clear Water Bay Road/ Hang Hau Road/ Ying Yip Road	Existing PM	FILENAMI J8_CWBR_HH	R_YYR_	CHE
		REFERENCE NO .:		REVI



ARM			А	В	С	D	E	
INPUT	PAR	AMETERS:						
V	=	Approach half width (m)	5.00	5.00	4.00	4.00	3.50	
E	=	Entry width (m)	6.00	7.50	8.00	8.50	9.00	
L	=	Effective length of flare (m)	6.00	10.00	15.00	15.00	25.00	
R	=	Entry radius (m)	10.00	50.00	20.00	50.00	22.50	
D	=	Inscribed circle diameter (m)	53.00	53.00	53.00	53.00	53.00	
A	=	Entry angle (degree)	30.00	40.00	45.00	35.00	30.00	
Q	=	Entry flow (pcu/h)	823	77	510	426	909	
Qc	=	Circulating flow across entry (pcu/h)	477	1226	696	689	576	
OUTP	UT PA	RAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.27	0.40	0.43	0.48	0.35	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.95	0.99	0.95	1.01	1.01	
X2	=	V + ((E-V)/(1+2S))	5.65	6.39	6.16	6.30	6.73	
М	=	EXP((D-60)/10)	0	0	0	0	0	
F	=	303*X2	1713	1936	1866	1908	2038	
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33	1.33	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.64	0.63	0.63	0.66	
Qe	=	K(F-Fc*Qc)	1358	1147	1356	1489	1669	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.61	0.07	0.38	0.29	0.54	DFC of Critical Approach =

	INITIALS	DATE	
	HCS	Dec-19	
CHECKED BY:	SLN	Dec-19	
REVIEWED BY:	SLN	Dec-19	
2745	PCU		
0.04			
0.61			

Appendix 2

Schematic Junction Layout of J/O Po Ning Road/ Sheung Ning Road/ Ying Yip Road



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Appendix 3

Junction Capacity Assessment
- Reference & Design Scenarios

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB J/O Chiu Shun Road/Po Ning Road PROJECT NO.: 40370

 2032 Reference AM
 FILENAME :
 G:\Project\40370\D. CHEC

 REFERENCE NO.:
 REVIE



ARM			А	В	С	D	
INPU	[ PAR/	AMETERS:					
V	=	Approach half width (m)	3.70	7.40	4.30	3.50	
E	=	Entry width (m)	7.30	11.00	7.30	6.90	
L	=	Effective length of flare (m)	11.00	1.00	20.00	20.00	
R	=	Entry radius (m)	15.00	55.00	23.00	26.00	
D	=	Inscribed circle diameter (m)	78.00	78.00	78.00	78.00	
A	=	Entry angle (degree)	32.00	40.00	50.00	35.00	
Q	=	Entry flow (pcu/h)	536	109	493	886	
Qc	=	Circulating flow across entry (pcu/h)	741	1202	489	307	
OUTF	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.52	5.76	0.24	0.27	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.98	1.00	0.94	0.99	
X2	=	V + ((E-V)/(1+2S))	5.46	7.69	6.33	5.70	
М	=	EXP((D-60)/10)	6.05	6.05	6.05	6.05	
F	=	303*X2	1654	2329	1917	1728	
Td	=	1+(0.5/(1+M))	1.07	1.07	1.07	1.07	
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.57	0.51	0.48	
Qe	=	K(F-Fc*Qc) *	1147	1474	1407	1413	Total In Sum =
	_	Design flow/Capacity $= O/Oe$	0.47	0.07	0.35	0.63	DEC of Critical Approach =

	INITIALS	DATE
PREPARED BY:	VWI	Dec 2019
CHECKED BY:	SLN	Dec 2019
REVIEWED BY:	SLN	Dec 2019
REVIEWED BY:	SLN	Dec 2019
2024	PCU	
0.63		

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB

 PROJECT NO.:
 40370

 2032 Reference PM
 FILENAME :
 G:\Project\40

J/O Chiu Shun Road/Po Ning Road

 D32 Reference PM
 FILENAME :
 G:\Project\40370\D; CHEC

 REFERENCE NO.:
 REVIE



ARM			A	В	С	D	
INPUT	[ PAR/	AMETERS:					
V	=	Approach half width (m)	3.70	7.40	4.30	3.50	
E	=	Entry width (m)	7.30	11.00	7.30	6.90	
L	=	Effective length of flare (m)	11.00	1.00	20.00	20.00	
R	=	Entry radius (m)	15.00	55.00	23.00	26.00	
D	=	Inscribed circle diameter (m)	78.00	78.00	78.00	78.00	
A	=	Entry angle (degree)	32.00	40.00	50.00	35.00	
Q	=	Entry flow (pcu/h)	430	85	639	802	
Qc	=	Circulating flow across entry (pcu/h)	588	934	490	447	
OUTP	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.52	5.76	0.24	0.27	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.98	1.00	0.94	0.99	
X2	=	V + ((E-V)/(1+2S))	5.46	7.69	6.33	5.70	
М	=	EXP((D-60)/10)	6.05	6.05	6.05	6.05	
F	=	303*X2	1654	2329	1917	1728	
Td	=	1+(0.5/(1+M))	1.07	1.07	1.07	1.07	
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.57	0.51	0.48	
Qe	=	K(F-Fc*Qc) *	1211	1611	1406	1353	Total In Sum =
		Design flow/Conseity 0/02	0.36	0.05	0.45	0.50	DEC of Critical Approach -

	INITIALS	DATE	
PREPARED BY:	VWI	Dec 2019	
CHECKED BY:	SLN	Dec 2019	
REVIEWED BY:	SLN	Dec 2019	
REVIEWED BY:	SLN		
1956	PCU		
0.59			
		I	

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB J/O Chiu Shun Road/Po Ning Road PROJECT NO.: 40370

 2032 Design AM
 FILENAME :
 G:\Project\40370\D: CHEC

 REFERENCE NO.:
 REVIE



ARM			А	В	С	D	
INPU	PAR	AMETERS:					
V	=	Approach half width (m)	3.70	7.40	4.30	3.50	
E	=	Entry width (m)	7.30	11.00	7.30	6.90	
L	=	Effective length of flare (m)	11.00	1.00	20.00	20.00	
R	=	Entry radius (m)	15.00	55.00	23.00	26.00	
D	=	Inscribed circle diameter (m)	78.00	78.00	78.00	78.00	
A	=	Entry angle (degree)	32.00	40.00	50.00	35.00	
Q	=	Entry flow (pcu/h)	537	109	506	894	
Qc	=	Circulating flow across entry (pcu/h)	759	1221	489	320	
OUTF	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.52	5.76	0.24	0.27	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.98	1.00	0.94	0.99	
X2	=	V + ((E-V)/(1+2S))	5.46	7.69	6.33	5.70	
М	=	EXP((D-60)/10)	6.05	6.05	6.05	6.05	
F	=	303*X2	1654	2329	1917	1728	
Td	=	1+(0.5/(1+M))	1.07	1.07	1.07	1.07	
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.57	0.51	0.48	
Qe	=	K(F-Fc*Qc) *	1140	1464	1407	1408	Total In Sum =
	_	Design flow/Capacity = $\Omega/\Omega e$	0 47	0.07	0.36	0.64	DEC of Critical Approach

	INITIALS	DATE	
PREPARED BY			
CHECKED BY:	SLN	Dec 2019	
REVIEWED BY:	SLN	Dec 2019	
	501		
2046	PCU		
<b>-</b>			
0.64			

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB

PROJECT NO.: 40370

J/O Chiu Shun Road/Po Ning Road

 2032 Design PM
 FILENAME :
 G:\Project\40370\D: CHEC

 REFERENCE NO.:
 REVIE



ARM			А	В	С	D	
INPUT	Γ PAR	AMETERS:					
V	=	Approach half width (m)	3.70	7.40	4.30	3.50	
E	=	Entry width (m)	7.30	11.00	7.30	6.90	
L	=	Effective length of flare (m)	11.00	1.00	20.00	20.00	
R	=	Entry radius (m)	15.00	55.00	23.00	26.00	
D	=	Inscribed circle diameter (m)	78.00	78.00	78.00	78.00	
A	=	Entry angle (degree)	32.00	40.00	50.00	35.00	
Q	=	Entry flow (pcu/h)	432	85	648	808	
Qc	=	Circulating flow across entry (pcu/h)	602	950	490	456	
OUTP	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.52	5.76	0.24	0.27	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.98	1.00	0.94	0.99	
X2	=	V + ((E-V)/(1+2S))	5.46	7.69	6.33	5.70	
Μ	=	EXP((D-60)/10)	6.05	6.05	6.05	6.05	
F	=	303*X2	1654	2329	1917	1728	
Td	=	1+(0.5/(1+M))	1.07	1.07	1.07	1.07	
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.57	0.51	0.48	
Qe	=	K(F-Fc*Qc) *	1205	1603	1406	1349	Total In Sum =
		Design flow/Consolity $= 0/0$	0.36	0.05	0.46	0.60	DEC of Critical Approach -

	INITIALS	DATE	
PREPARED BY	VWI	Dec 2019	
CHECKED BY:	SLN	Dec 2019	
REVIEWED BY:	SLN	Dec 2019	
REVIEWED BY:	SLN	Dec 2019	
1973	PCU		
0.60			

LLA CONSULTANCY LIMITED TRAFFIC SIGNAL CALCULATION						
Proposed Residential Development at PVB	dential Development at PVB					
J/O Chiu Shun Road/Ngan O Road	2032 Reference AM	FILENAME : J2_CSR_NOR(Straight2).xlsx Checked By:	SLN Dec-19			
o, o ond onder todar type o troad		Toriorioù Dy.				
$\begin{bmatrix} 6 \\ 25 \\ 5 \end{bmatrix} 445 \\ 445 \\ 493 \\ 471 \\ \begin{bmatrix} 4 \\ 1 \end{bmatrix} \\ 493 \\ 471 \\ \begin{bmatrix} 4 \\ 1 \end{bmatrix} \end{bmatrix}$	N	No. of stages per cycle       N =         Cycle time       C =         Sum(y)       Y =         Loss time       L =         Total Flow       =         Co       = (1.5*L+5)/(1-Y)       =         Cm       = L/(1-Y)       =         Yult       =       =         R.C.ult       = (Yult-Y)/Y*100%       =         Cp       = 0.9*L/(0.9-Y)       =         Ymax       = 1-L/C       =	3 120 sec 0.506 14 sec 2208 pcu 52.6 sec 28.3 sec 0.795 57.2 % 32.0 sec 0.883			
Chiu Shun Road		R.C.(C) = (0.9*Ymax-Y)/Y*100% =	57 %			
	1 1	Deductring Otoms Wildle Occur Time Demained	Ora era Tirra Deravida d			
		Pedestrian Stage Width Green Time Required Phase (m) SG FG Delav	SG FG			
$\begin{bmatrix} 6 \\ 5 \end{bmatrix} \xrightarrow{} \\ \begin{bmatrix} 6 \\ 5 \end{bmatrix} \xrightarrow{} \\ \begin{bmatrix} 6 \\ \end{bmatrix} \xrightarrow{} \\ \begin{bmatrix} 6 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\$	Stage 4         G=         Stage 5         G=           Int =         Int =         Int =					
Move- Stage Lane No. of Radius O N Straight- Movement Total	Proportion Sat. Flare Flare Site Site Gradient	Gradient Revised v Greater L g g Degree of	Queue Average			
ment Width lane m. Ahead Left Straight Right FLow	of Turning Flow Lane Effect Factor Effect %	Effect Sat. Flow y sec (required) (input) Saturation	Length Delay			
m. Sat. Flow pcu/h pcu/h pcu/h pcu/h	Vehicles pcu/h m. pcu/hr pcu/hr	pcu/hr pcu/h sec sec X	(m / lane) (seconds)			
5     1     3.60     1     18     2115     445     445	1.00 1952	1952     0.228     0.228     48     48     0.573	48 28			
4 1,2 3.60 1 15 N 1975 493 493	1.00 1795	1795 0.275 58 98 0.573	48 23			
6 1,3 3.60 1 15 N 1975 25 25	1.00 1795	1795     0.014     3     64     0.573	6 102			
3     2     3.60     1     2115     471     471	0.00 2115	2115         0.223         0.223         47         47         0.573	54 29			
2 2,3 3.60 1 N 1975 665 665	0.00 1975	1975         0.337         71         63         0.573	54 16			
1         3         3.60         1         21         2115         109         109	1.00 1974	1974         0.055         0.055         12         12         0.573	18 58			
NOTE :       0 - OPPOSING TRAFFIC       N - NEAR SIDE LANE       SG - STEADY GF	EEN FG - FLASHING GREEN PEDESTRAIN WALK	KING SPEED = 1.2m/s       QUEUING LENGTH = AVERAGE QUEUE * 6m				



			INITIALS	DATE
	Prepared By:		VWI	Dec-19
_NOR(Straight2).xlsx	Checked By:		SLN	Dec-19
	Reviewed By:		SLN	Dec-19
	•			
		N =	3	
		C =	120	sec
		Y =	0.460	
		L =	16	sec
		=	1837	pcu
		=	53.7	sec
		=	29.6	sec
		=	0.780	
		=	69.5	%
		=	32.7	sec
		=	0.867	
00%		=	69	%

Width	Gree	Green Time Required			e Provided
(m)	SG	FG	Delay	SG	FG

	L	a	a	Dearee of	Queue	Average
	sec	(required)	(input)	Saturation	Length	Delav
		sec	sec	Х	(m / lane)	(seconds)
	14					
		36	36	0.531	42	35
		45	103	0.531	42	29
		F	40	0 504	c	70
		Э	40	0.531	O	13
		64	64	0.531	54	18
		56	74	0.531	48	22
	2	4	6	0.531	6	78
						-
C	LENGTH	= AVERAG	GE QUEUE	* 6m		



			INITIALS	DATE
	Prepared By:		VWI	Dec-19
_NOR(Straight2).xlsx	Checked By:		SLN	Dec-19
	Reviewed By:		SLN	Dec-19
	-			
		N =	3	
		C =	120	sec
		Y =	0.512	
		L =	14	sec
		=	2240	pcu
		=	53.3	sec
		=	28.7	sec
		=	0.795	
		=	55.3	%
		=	32.5	sec
		=	0.883	
00%		=	55	%

Width	Gree	en Time Re	quired	Green Tim	e Provided
(m)	SG	FG	Delay	SG	FG

	L	g	g	Degree of	Queue	Average
	sec	(required)	(input)	Saturation	Length	Delay
		sec	sec	Х	(m / lane)	(seconds)
	14	47	47	0.580	54	29
		57	97	0.580	48	23
		3	62	0.580	6	104
		47	47	0.580	54	28
		72	62	0.580	54	15
		11	11	0.580	18	59
C	LENGTH	= AVERAG	GE QUEUE	* 6m		



			INITIALS	DATE
	Prepared By:		VWI	Dec-19
_NOR(Straight2).xlsx	Checked By:		SLN	Dec-19
	Reviewed By:		SLN	Dec-19
	•			
		N =	3	
		C =	120	sec
		Y =	0.465	
		L =	16	sec
		=	1862	pcu
		=	54.2	sec
		=	29.9	sec
		=	0.780	
		=	67.9	%
		=	33.1	sec
		=	0.867	
00%		=	68	%

### Width (m) Green Time Required SG Green Time Provided SG

	1	~	~	Degrade of	0	A
	L	g	g	Degree of	Queue	Average
	sec	(required)	(input)	Saturation	Length	Delay
		sec	sec	Х	(m / lane)	(seconds)
	14					
		36	36	0.536	42	35
		45	103	0.536	42	29
		5	46	0.536	6	74
		64	64	0.536	54	18
		57	74	0 536	48	22
		01	14	0.000		
	2	1	6	0 536	6	78
	2	7	v	0.550	U	10
C	LENGTH	= AVERAG	GE QUEUE	* 6m		

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB

 PROJECT NO.:
 40370
 PREF

 2032 Reference AM
 FILENAME :
 G:\Project\40370\D: CHEC

J/O Chiu Shun Road/Wan Po Road	

REFERENCE NO.:



ARM			А	В	С	D	
INPU	[ PAR/	AMETERS:					
V	=	Approach half width (m)	7.30	7.30	7.30	6.00	
E	=	Entry width (m)	13.30	12.20	10.20	10.50	
L	=	Effective length of flare (m)	39.00	16.00	13.00	20.00	
R	=	Entry radius (m)	40.00	26.00	65.00	35.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
A	=	Entry angle (degree)	25.00	40.00	35.00	45.00	
Q	=	Entry flow (pcu/h)	650	1054	1465	490	
Qc	=	Circulating flow across entry (pcu/h)	958	903	757	1422	
OUTF	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.25	0.49	0.36	0.36	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	0.98	1.02	0.97	
X2	=	V + ((E-V)/(1+2S))	11.32	9.77	8.99	8.62	
М	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
F	=	303*X2	3430	2962	2725	2611	
Td	=	1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
Fc	=	0.21*Td(1+0.2*X2)	0.73	0.66	0.62	0.61	
Qe	=	K(F-Fc*Qc) *	2564	2081	2061	1525	Total In Sum =
	_	Design flow/Capacity = $Q/Qe$	0.25	0.51	0.71	0.32	DFC of Critical Approach =

	INITIALS	DATE	
	1/14/1	Dec 10	
	SI N	Dec-19	
	SLN	Dec-19	
REVIEWED BT.	SLIN	Dec-19	
3659	PCU		
0.71			

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB

PROJECT NO.: 40370

J/O Chiu Shun Road/Wan Po Road

 2032 Reference PM
 FILENAME :
 G:\Project\40370\D. CHEC

 REFERENCE NO.:
 REVIE



ARM			А	В	С	D	
INPU	PAR/	AMETERS:					
V	=	Approach half width (m)	7.30	7.30	7.30	6.00	
E	=	Entry width (m)	13.30	12.20	10.20	10.50	
L	=	Effective length of flare (m)	39.00	16.00	13.00	20.00	
R	=	Entry radius (m)	40.00	26.00	65.00	35.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
A	=	Entry angle (degree)	25.00	40.00	35.00	45.00	
Q	=	Entry flow (pcu/h)	544	1034	1069	459	
Qc	=	Circulating flow across entry (pcu/h)	711	826	721	1200	
OUTP	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.25	0.49	0.36	0.36	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	0.98	1.02	0.97	
X2	=	V + ((E-V)/(1+2S))	11.32	9.77	8.99	8.62	
М	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
F	=	303*X2	3430	2962	2725	2611	
Td	=	1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
Fc	=	0.21*Td(1+0.2*X2)	0.73	0.66	0.62	0.61	
Qe	=	K(F-Fc*Qc) *	2732	2126	2082	1643	Total In Sum =
			0.00	0.40	0.51	0.00	DEC of Critical Approach

	INITIAI S	DATE	
	VWI	Dec-19	
	SLIN	Dec-19	
REVIEWED BY:	SLN	Dec-19	
	DOL		
3106	PCU		
0.51			

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB

PROJECT NO .: G:\Project\40370\D; CHEC

J/O Chiu Shun Road/Wan Po Road

2032 Design AM FILENAME : REFERENCE NO .: 40370



ARM			А	В	С	D	
INPUT	PAR	AMETERS:					
V	=	Approach half width (m)	7.30	7.30	7.30	6.00	
E	=	Entry width (m)	13.30	12.20	10.20	10.50	
L	=	Effective length of flare (m)	39.00	16.00	13.00	20.00	
R	=	Entry radius (m)	40.00	26.00	65.00	35.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
A	=	Entry angle (degree)	25.00	40.00	35.00	45.00	
Q	=	Entry flow (pcu/h)	682	1054	1475	490	
Qc	=	Circulating flow across entry (pcu/h)	958	935	773	1435	
OUTP	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.25	0.49	0.36	0.36	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	0.98	1.02	0.97	
X2	=	V + ((E-V)/(1+2S))	11.32	9.77	8.99	8.62	
М	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
F	=	303*X2	3430	2962	2725	2611	
Td	=	1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
Fc	=	0.21*Td(1+0.2*X2)	0.73	0.66	0.62	0.61	
Qe	=	K(F-Fc*Qc) *	2564	2063	2052	1518	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.27	0.51	0.72	0.32	DFC of Critical Approach :

	INITIALS	DATE	
		D 10	
		Dec-19	
		Dec-19	
REVIEWED BY:	SLIN	Dec-19	
3701	PCU		
0.72			

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB

PROJECT NO .: 2032 Design PM G:\Project\40370\D; CHEC

J/O Chiu Shun Road/Wan Po Road

FILENAME : REFERENCE NO .: 40370



ARM			А	В	С	D	
INPU	[ PAR	AMETERS:					
V	=	Approach half width (m)	7.30	7.30	7.30	6.00	
E	=	Entry width (m)	13.30	12.20	10.20	10.50	
L	=	Effective length of flare (m)	39.00	16.00	13.00	20.00	
R	=	Entry radius (m)	40.00	26.00	65.00	35.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
A	=	Entry angle (degree)	25.00	40.00	35.00	45.00	
Q	=	Entry flow (pcu/h)	557	1034	1077	459	
Qc	=	Circulating flow across entry (pcu/h)	711	839	727	1209	
OUTP	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.25	0.49	0.36	0.36	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	0.98	1.02	0.97	
X2	=	V + ((E-V)/(1+2S))	11.32	9.77	8.99	8.62	
М	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
F	=	303*X2	3430	2962	2725	2611	
Td	=	1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
Fc	=	0.21*Td(1+0.2*X2)	0.73	0.66	0.62	0.61	
Qe	=	K(F-Fc*Qc) *	2732	2118	2078	1638	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.20	0.49	0.52	0.28	DFC of Critical Approach

	INITIALS	DATE	
PREPARED BY:	VWI	Dec-19	
CHECKED BY:	SLN	Dec-19	
REVIEWED BY:	SLN	Dec-19	
	SLN		
3127 0.52	PCU		

## LLA CONSULTANCY LIMITED ROUNDABOUT CALCULATION Job Title Proposed Residential Development at PVB PROJECT NO.: 40370 PRE J/O Po Yap Road/ Po Hong Road/ Chi Shin Street 2032 Reference AM FILENAME J4_PYR_PHR.xlsx] CHE REFERENCE NO.: REF



ARM			А	В	С	D	
INPU	T PAR	AMETERS:					
V	=	Approach half width (m)	7.40	7.30	7.80	7.70	
E	=	Entry width (m)	12.50	13.50	15.60	15.00	
L	=	Effective length of flare (m)	30.00	19.00	17.00	19.00	
R	=	Entry radius (m)	23.00	145.00	53.00	55.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
A	=	Entry angle (degree)	60.00	60.00	55.00	55.00	
Q	=	Entry flow (pcu/h)	386	1188	543	834	
Qc	=	Circulating flow across entry (pcu/h)	1223	152	1002	1223	
OUTF	PUT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.27	0.52	0.73	0.61	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.90	0.94	0.94	0.94	
X2	=	V + ((E-V)/(1+2S))	10.70	10.33	10.96	10.97	
М	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
F	=	303*X2	3243	3131	3321	3325	
Td	=	1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
Fc	=	0.21*Td(1+0.2*X2)	0.70	0.68	0.71	0.71	
Qe	=	K(F-Fc*Qc)	2155	2840	2462	2319	Total In Sum =
		Design flow/Conseit/ - 0/00	0.18	0 42	0.22	0.26	DEC of Critical Approac

	INITIALS	DATE
		Dec-19
	GWL	Dec-19
IEWED BY:	SLN	Dec-19
2951	PCU	
0.42		

# LLA CONSULTANCY LIMITED ROUNDABOUT CALCULATION Job Title Proposed Residential Development at PVB PROJECT NO.: 40370 PRE J/O Po Yap Road/ Po Hong Road/ Chi Shin Street 2032 Reference PM FILENAME J4_PYR_PHR.xlsx] CHE REFERENCE NO.: REFERENCE NO.: REV



			А	В	С	D	
INPL	T PAR	AMETERS:					
V	=	Approach half width (m)	7.40	7.30	7.80	7.70	
Е	=	Entry width (m)	12.50	13.50	15.60	15.00	
L	=	Effective length of flare (m)	30.00	19.00	17.00	19.00	
R	=	Entry radius (m)	23.00	145.00	53.00	55.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
А	=	Entry angle (degree)	60.00	60.00	55.00	55.00	
Q	=	Entry flow (pcu/h)	558	1130	504	374	
Qc	=	Circulating flow across entry (pcu/h)	722	220	754	722	
OUT	PUT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.27	0.52	0.73	0.61	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.90	0.94	0.94	0.94	
X2	=	V + ((E-V)/(1+2S))	10.70	10.33	10.96	10.97	
М	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
	=	303*X2	3243	3131	3321	3325	
F		1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
F Td	=			0.60	0 71	0.71	
F Td Fc	=	0.21*Td(1+0.2*X2)	0.70	0.00	0.7 1		
F Td Fc Qe	= = =	0.21*Td(1+0.2*X2) K(F-Fc*Qc)	0.70 2471	0.88 2796	2629	2656	Total In Sum =

	INITIALS	DATE
		Dec-19
	GWL	Dec-19
IEWED BY:	SLN	Dec-19
²⁵⁶⁶ 0.40	PCU	
		]

LLA CONSULTANCY LIMITED ROUNDABOUT CALCULATION				
Job Title Proposed Residential Development at PVB		PROJECT NO.: 40370	PRE	
J/O Po Yap Road/ Po Hong Road/ Chi Shin Street	2022 Design AM	FILENAMI J4_PYR_PHR.xlsx]	CHE	
	2032 Design Alvi	REFERENCE NO.:	REV	



ARM			A	В	С	D	
INPU	T PAR	AMETERS:					
V	=	Approach half width (m)	7.40	7.30	7.80	7.70	
E	=	Entry width (m)	12.50	13.50	15.60	15.00	
L	=	Effective length of flare (m)	30.00	19.00	17.00	19.00	
R	=	Entry radius (m)	23.00	145.00	53.00	55.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
A	=	Entry angle (degree)	60.00	60.00	55.00	55.00	
Q	=	Entry flow (pcu/h)	386	1204	543	847	
Qc	=	Circulating flow across entry (pcu/h)	1236	152	1018	1236	
OUTI	PUT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.27	0.52	0.73	0.61	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.90	0.94	0.94	0.94	
X2	=	V + ((E-V)/(1+2S))	10.70	10.33	10.96	10.97	
М	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
F	=	303*X2	3243	3131	3321	3325	
Td	=	1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
Fc	=	0.21*Td(1+0.2*X2)	0.70	0.68	0.71	0.71	
Qe	=	K(F-Fc*Qc)	2147	2840	2452	2310	Total In Sum =

	INITIALS	DATE	
	1/14/1	Dec 10	
	C/V/I	Dec-19	
EVIEWED BY	SIN	Dec-19	
	0LIT	20010	
2980	PCU		
0 40			
0.42			

LLA CONSULTANCY LIMITED	ONSULTANCY LIMITED ROUNDABOUT CALCULATION				
Job Title Proposed Residential Development at PVB		PROJECT NO.: 40370	PRE		
J/O Po Yap Road/ Po Hong Road/ Chi Shin Street	2022 Docign PM	FILENAMI J4_PYR_PHR.xlsx]	CHE		
		REFERENCE NO .:	REV		



ARM			А	В	С	D	
INPU [.]	Γ PAR	AMETERS:					
V	=	Approach half width (m)	7.40	7.30	7.80	7.70	
E	=	Entry width (m)	12.50	13.50	15.60	15.00	
L	=	Effective length of flare (m)	30.00	19.00	17.00	19.00	
R	=	Entry radius (m)	23.00	145.00	53.00	55.00	
D	=	Inscribed circle diameter (m)	80.00	80.00	80.00	80.00	
A	=	Entry angle (degree)	60.00	60.00	55.00	55.00	
Q	=	Entry flow (pcu/h)	558	1137	504	383	
Qc	=	Circulating flow across entry (pcu/h)	731	220	761	731	
OUTF	PUT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.27	0.52	0.73	0.61	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.90	0.94	0.94	0.94	
X2	=	V + ((E-V)/(1+2S))	10.70	10.33	10.96	10.97	
М	=	EXP((D-60)/10)	7.39	7.39	7.39	7.39	
F	=	303*X2	3243	3131	3321	3325	
Td	=	1+(0.5/(1+M))	1.06	1.06	1.06	1.06	
Fc	=	0.21*Td(1+0.2*X2)	0.70	0.68	0.71	0.71	
Qe	=	K(F-Fc*Qc)	2465	2796	2624	2649	Total In Sum =
i i				0.44	0.40	0.44	DEC of Critical Approac

	INITIALS	DATE	
	\/\\/I	Dec 10	
	GWI	Dec-19	
	SIN	Dec-19	
	0LIT	20010	
2582	PCU		
2002	. 00		
0.44			
0.41			



		INITIALS	DATE
	Prepared By:	VWI	Dec-19
_TCS.xlsx	Checked By:	SLN	Dec-19
	Reviewed By:	SLN	Dec-19
		-	
	N =	5	
	C =	120	sec
	Y =	0.495	
	L =	50	sec
	=	2385	pcu
	=	158.4	sec
	=	99.0	sec
	=	0.525	
	=	6.0	%
	=	111.1	sec
	=	0.583	
00%	=	6	%

Width	Green Time Required			Green Tim	e Provided
(m)	SG	FG	Delay	SG	FG
10	5	7	3	38	7
12	5	11	1	84	11
24	5	11	4	9	11
25	5	11	8	5	11
25	5	11	0	13	11

Greater	L	g	g	Degree of	Queue	Average
у	sec	(required)	(input)	Saturation	Length	Delay
		sec	sec	Х	(m / lane)	(seconds)
	26					
		18	18	0.849	48	76
0.125		18	18	0.849	54	74
		8	18	0.849	30	128
0.092		13	13	0.849	42	91
		11	13	0.849	36	97
		11	13	0.849	36	103
0.232		33	33	0.849	72	54
		33	33	0.849	78	53
		10	33	0.849	30	113
0.045		6	6	0.849	24	138
		6	6	0.849	24	135
		5	6	0.849	18	178
	24					
-						
QUEUING	LENGTH	= AVERAG	GE QUEUE	* 6m		



			INITIALS	DATE
	Prepared By:		VWI	Dec-19
_TCS.xlsx	Checked By:		SLN	Dec-19
	Reviewed By:		SLN	Dec-19
		N =	5	
		C =	120	sec
		Y =	0.308	
		L =	50	sec
		=	1591	pcu
		=	115.5	sec
		=	72.2	sec
		=	0.525	
		=	70.7	%
		=	76.0	sec
		=	0.583	
00%		=	71	%

Width	Gree	en Time Re	Green Tim	e Provided	
(m)	SG	FG	Delay	SG	FG
10	5	7	3	38	7
12	5	11	1	85	11
24	5	11	4	9	11
25	5	11	8	5	11
25	5	11	0	13	11

Greater	L	g	g	Degree of	Queue	Average			
у	sec	(required)	(input)	Saturation	Length	Delay			
		sec	sec	Х	(m / lane)	(seconds)			
	26								
		18	18	0.527	24	49			
0.078		18	18	0.527	24	48			
		13	18	0.527	18	55			
0.035		8	8	0.527	12	63			
		8	8	0.527	12	62			
		8	8	0.527	12	64			
0.165		38	38	0.527	42	33			
		38	38	0.527	42	33			
		23	38	0.527	24	44			
		1	7	0.527	0	173			
		6	7	0.527	12	66			
0.029		7	7	0.527	6	69			
	24								
-									
QUEUING	QUEUING LENGTH = AVERAGE QUEUE * 6m								



		INITIALS	DATE
	Prepared By:	VWI	Dec-19
_TCS.xlsx	Checked By:	SLN	Dec-19
	Reviewed By:	SLN	Dec-19
	-	-	
	N =	5	
	C =	120	sec
	Y =	0.502	
	L =	50	sec
	=	2414	pcu
	=	160.6	sec
	=	100.4	sec
	=	0.525	
	=	4.6	%
	=	113.0	sec
	=	0.583	
00%	=	5	%

Width	Gree	en Time Re	quired	Green Tim	e Provided
(m)	SG	FG	Delay	SG	FG
10	5	7	3	38	7
12	5	11	1	84	11
24	5	11	4	9	11
25	5	11	8	5	11
25	5	11	0	13	11

Greater	L	g	g	Degree of	Queue	Average		
у	sec	(required)	(input)	Saturation	Length	Delay		
		sec	sec	Х	(m / lane)	(seconds)		
	26							
0.128		18	18	0.860	54	47		
		18	18	0.860	54	47		
		8	18	0.860	30	54		
0.092		13	13	0.860	42	50		
		11	13	0.860	36	52		
		11	13	0.860	36	51		
0.236		33	33	0.860	72	36		
		33	33	0.860	78	37		
		9	33	0.860	30	53		
0.045		6	6	0.860	30	55		
		6	6	0.860	30	55		
		5	6	0.860	24	56		
	24							
QUEUING LENGTH = AVERAGE QUEUE * 6m								



		INITIALS	DATE
	Prepared By:	VWI	Dec-19
_TCS.xlsx	Checked By:	SLN	Dec-19
	Reviewed By:	SLN	Dec-19
		•	
	N =	5	
	C =	120	sec
	Y =	0.312	
	L =	50	sec
	=	1607	pcu
	=	116.3	sec
	=	72.7	sec
	=	0.525	
	=	68.3	%
	=	76.5	sec
	=	0.583	
00%	=	68	%

Width	Gree	Green Time Required		Green Tim	e Provided
(m)	SG	FG	Delay	SG	FG
10	5	7	3	38	7
12	5	11	1	84	11
24	5	11	4	9	11
25	5	11	8	5	11
25	5	11	0	13	11

Greater	L	g	g	Degree of	Queue	Average			
у	sec	(required)	(input)	Saturation	Length	Delay			
		sec	sec	Х	(m / lane)	(seconds)			
	26								
0.081		18	18	0.535	24	49			
		18	18	0.535	24	48			
		12	18	0.535	18	56			
0.035		8	8	0.535	12	63			
		8	8	0.535	12	63			
		8	8	0.535	12	65			
0.167		38	38	0.535	42	34			
		37	38	0.535	48	34			
		23	38	0.535	24	45			
		1	6	0.535	0	178			
		6	6	0.535	12	67			
0.029		6	6	0.535	6	70			
	24								
QUEUING	QUEUING LENGTH = AVERAGE QUEUE * 6m								

#### ROUNDABOUT CALCULATION

Proposed Residential Development at PVB J/O Po Ning Road/ Sheung Ning Road/ Ying Yip Road PROJECT NO .:

	PROJECT NO.:	40370	PREP
2032 Reference AM	FILENAME :	G:\Project\40370\D	CHEC
	REFERENCE NO .:		REVIE



ARM			А	В	С	D	
INPUT	PAR/	AMETERS:					
V	=	Approach half width (m)	3.60	7.00	7.20	7.20	
E	=	Entry width (m)	8.30	8.30	9.40	9.60	
L	=	Effective length of flare (m)	10.00	1.00	6.00	7.00	
R	=	Entry radius (m)	25.50	25.00	30.00	35.00	
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00	
A	=	Entry angle (degree)	25.00	35.00	30.00	25.00	
Q	=	Entry flow (pcu/h)	1103	616	1747	1915	
Qc	=	Circulating flow across entry (pcu/h)	1298	1495	747	880	
OUTP	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.75	2.08	0.59	0.55	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.03	0.99	1.02	1.04	
X2	=	V + ((E-V)/(1+2S))	5.48	7.25	8.21	8.34	
М	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37	
F	=	303*X2	1660	2197	2488	2528	
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.70	0.76	0.77	
Qe	=	K(F-Fc*Qc) *	814	1024	1758	1733	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	1.36	0.60	0.99	1.10	DFC of Critical Approach =

	INITIALS	DATE	
IPREPARED BY:	VWI	Dec-19	
D CHECKED BY:	SLN	Dec-19	
REVIEWED BY:	SLN	Dec-19	
5381	PCU		
: 1.36			
## ROUNDABOUT CALCULATION

Proposed Residential Development at PVB J/O Po Ning Road/ Sheung Ning Road/ Ying Yip Road PROJECT NO .:

40370 2032 Reference PM FILENAME : G:\Project\40370\D; CHEC REFERENCE NO .:



ARM			А	В	С	D	
INPU1	[ PAR/	AMETERS:					
V	=	Approach half width (m)	3.60	7.00	7.20	7.20	
E	=	Entry width (m)	8.30	8.30	9.40	9.60	
L	=	Effective length of flare (m)	10.00	1.00	6.00	7.00	
R	=	Entry radius (m)	25.50	25.00	30.00	35.00	
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00	
A	=	Entry angle (degree)	25.00	35.00	30.00	25.00	
Q	=	Entry flow (pcu/h)	881	655	1585	1784	
Qc	=	Circulating flow across entry (pcu/h)	1513	1643	884	572	
OUTP	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.75	2.08	0.59	0.55	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.03	0.99	1.02	1.04	
X2	=	V + ((E-V)/(1+2S))	5.48	7.25	8.21	8.34	
Μ	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37	
F	=	303*X2	1660	2197	2488	2528	
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.70	0.76	0.77	
Qe	=	K(F-Fc*Qc) *	694	931	1663	1954	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	1.27	0.70	0.95	0.91	DFC of Critical Approach =

	INITIALS	DATE	
	1/14/1	Dec 10	
	SI N	Dec-19	
	SLN	Dec-19	
REVIEWED BT.	SLIN	Dec-19	
4905 1.27	PCU		

Proposed Residential Development at PVB
J/O Po Ning Road/ Sheung Ning Road/ Ying Yip Road

F	ROUNDABOUT C	CALCULATIC	N		INITIALS	DATE
		PROJECT NO.:	40370	PREPARED BY:	VWI	Dec-19
	2032 Design AM	FILENAME :	G:\Project\40370\D	CHECKED BY:	SLN	Dec-19
		REFERENCE NO .:		REVIEWED BY:	SLN	Dec-19
И В) g Road	d					
)						
.20						
.60						
.00						
.00						
.00						
.00						
915						
880						
55						
04						
.04						
37						
528						
.37						
.07						
733		Total In Sum =		5381	PCU	
.10		DFC of Critica	al Approach =	1.36		



ARM			А	В	С	D	
NPU	Γ PAR	AMETERS:					
V	=	Approach half width (m)	3.60	7.00	7.20	7.20	
E	=	Entry width (m)	8.30	8.30	9.40	9.60	
L	=	Effective length of flare (m)	10.00	1.00	6.00	7.00	
R	=	Entry radius (m)	25.50	25.00	30.00	35.00	
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00	
A	=	Entry angle (degree)	25.00	35.00	30.00	25.00	
Q	=	Entry flow (pcu/h)	1103	616	1747	1915	
Qc	=	Circulating flow across entry (pcu/h)	1298	1495	747	880	
OUTF	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.75	2.08	0.59	0.55	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.03	0.99	1.02	1.04	
X2	=	V + ((E-V)/(1+2S))	5.48	7.25	8.21	8.34	
М	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37	
F	=	303*X2	1660	2197	2488	2528	
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.70	0.76	0.77	
Qe	=	K(F-Fc*Qc) *	814	1024	1758	1733	Total In Sum =
							DEC of Critical Approach

Proposed Residential Development at PVB J/O Po Ning Road/ Sheung Ning Road/ Ying Yip Road

ROUNDABOUT (	CALCULATIO	N		INITIALS	DATE
	PROJECT NO .:	40370	PREPARED BY:	VWI	Dec-19
2032 Design PM	FILENAME :	G:\Project\40370\D	CHECKED BY:	SLN	Dec-19
	REFERENCE NO .:		REVIEWED BY:	SLN	Dec-19
ad					
	Total In Sum = DFC of Critica	al Approach =	4905 1.27	PCU	
	Ad	ACUNDABOUT CALCULATIO	ROUNDABOUT CALCULATION         PROJECT NO.:       40370         Z032 Design PM       FILENAME :       G:/Project/40370/LD         REFERENCE NO.:       Reference NO.:       Reference NO.:         ad	PROJECT NO:       40370       PREPARED BY:         2032 Design PM       FILENAME:       G.ProjectA03701D CHECKED BY:         REFERENCE NO:       REVIEWED BY:	ROUNDABOUT CALCULATION       INITIALS         1       PROJECT NO.:       40370       PREPARED BY:       V/VI         2032 Design PM       FILENAME:       G/ProjectA03770D CHECKED BY:       SLN         ad       REFERENCE NO.:       REVIEWED BY:       SLN



ARM			А	В	С	D	
INPUT	PAR	AMETERS:					
V	=	Approach half width (m)	3.60	7.00	7.20	7.20	
E	=	Entry width (m)	8.30	8.30	9.40	9.60	
_	=	Effective length of flare (m)	10.00	1.00	6.00	7.00	
R	=	Entry radius (m)	25.50	25.00	30.00	35.00	
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00	
A	=	Entry angle (degree)	25.00	35.00	30.00	25.00	
Q	=	Entry flow (pcu/h)	881	655	1585	1784	
Qc	=	Circulating flow across entry (pcu/h)	1513	1643	884	572	
OUTP	UT PA	ARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.75	2.08	0.59	0.55	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.03	0.99	1.02	1.04	
X2	=	V + ((E-V)/(1+2S))	5.48	7.25	8.21	8.34	
М	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37	
F	=	303*X2	1660	2197	2488	2528	
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.70	0.76	0.77	
Qe	=	K(F-Fc*Qc) *	694	931	1663	1954	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	1.27	0.70	0.95	0.91	DFC of Critical Approach

Proposed Residential Development at PVB J/O Po Ning Road/ Po Shun Road/ Po Lam Road North

	ROUNDABOUT C	ALCULATIO	N		INITIALS	DATE
		PROJECT NO .:	40370	PREPARED BY:	VWI	Dec-19
	2032 Reference AM	FILENAME :	G:\Project\40370\D	CHECKED BY:	SLN	Dec-19
		REFERENCE NO .:		REVIEWED BY:	SLN	Dec-19
[3]						
Po Ning Roa	ad					
						I
0						
0						
0						
0						
0						
0						
7						
6						
4						
5						
6						
1						
4						
1						
8		Track			DOLL	
b		i otal in Sum =		5144	PCU	
			1	4.04		
4		DFC of Critica	a Approach =	1.91		



ARM			А	В	С	
INPUT	[ PAR/	AMETERS:				
V	=	Approach half width (m)	7.00	3.80	7.90	
Ξ	=	Entry width (m)	11.30	7.30	10.00	
-	=	Effective length of flare (m)	15.00	15.00	10.00	
र	=	Entry radius (m)	60.00	55.00	70.00	
)	=	Inscribed circle diameter (m)	55.00	55.00	55.00	
A	=	Entry angle (degree)	40.00	45.00	25.00	
Ç	=	Entry flow (pcu/h)	1220	2077	1847	
уc	=	Circulating flow across entry (pcu/h)	1561	885	896	
DUTP	UT PA	ARAMETERS:				
6	=	Sharpness of flare = 1.6(E-V)/L	0.46	0.37	0.34	
(	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.98	1.05	
(2	=	V + ((E-V)/(1+2S))	9.24	5.80	9.16	
Λ	=	EXP((D-60)/10)	0.61	0.61	0.61	
-	=	303*X2	2801	1759	2774	
Гd	=	1+(0.5/(1+M))	1.31	1.31	1.31	
-c	=	0.21*Td(1+0.2*X2)	0.78	0.59	0.78	
Qe	=	K(F-Fc*Qc) *	1416	1086	1966	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.86	1.91	0.94	DFC of Critical Approach

## ROUNDABOUT CALCULATION

Proposed Residential Development at PVB J/O Po Ning Road/ Po Shun Road/ Po Lam Road North PROJECT NO .:

40370 2032 Reference PM FILENAME : G:\Project\40370\D; CHEC REFERENCE NO .:



ARM			А	В	С	
INPUT	PAR	AMETERS:				
V	=	Approach half width (m)	7.00	3.80	7.90	
E	=	Entry width (m)	11.30	7.30	10.00	
L	=	Effective length of flare (m)	15.00	15.00	10.00	
R	=	Entry radius (m)	60.00	55.00	70.00	
D	=	Inscribed circle diameter (m)	55.00	55.00	55.00	
A	=	Entry angle (degree)	40.00	45.00	25.00	
Q	=	Entry flow (pcu/h)	1144	1952	1756	
Qc	=	Circulating flow across entry (pcu/h)	1459	847	1095	
OUTP	UT PA	ARAMETERS:				
S	=	Sharpness of flare = 1.6(E-V)/L	0.46	0.37	0.34	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.98	1.05	
X2	=	V + ((E-V)/(1+2S))	9.24	5.80	9.16	
М	=	EXP((D-60)/10)	0.61	0.61	0.61	
F	=	303*X2	2801	1759	2774	
Td	=	1+(0.5/(1+M))	1.31	1.31	1.31	
Fc	=	0.21*Td(1+0.2*X2)	0.78	0.59	0.78	
Qe	=	K(F-Fc*Qc) *	1487	1106	1819	Total In Sum =
DEO			o ==	4	0.07	DEC of Critical Approach
DFC	=	Design flow/Capacity = Q/Qe	0.77	1.77	0.97	DFC of Children Approach =

	INITIALS	DATE	
PREPARED BY:	VWI	Dec-19	
CHECKED BY:	SLN	Dec-19	
REVIEWED BY:	SLN	Dec-19	
REVIEWED BY:	SLN	Dec-19	
4852 1.77	PCU		

Proposed Residential Development at PVB J/O Po Ning Road/ Po Shun Road/ Po Lam Road North

	ROUNDABOUT (	CALCULATIC	N		INITIALS	DATE
		PROJECT NO .:	40370	PREPARED BY:	VWI	Dec-19
	2032 Design AM	FILENAME :	G:\Project\40370\D	CHECKED BY:	SLN	Dec-19
		REFERENCE NO .:		REVIEWED BY:	SLN	Dec-19
[3] (ARM B) o Ning Roa	ad					
		Total In Sum = DFC of Critica	al Approach =	5152 <b>1.91</b>	PCU	



ARM			А	В	С	
INPUT	Γ PAR	AMETERS:				
V	=	Approach half width (m)	7.00	3.80	7.90	
E	=	Entry width (m)	11.30	7.30	10.00	
_	=	Effective length of flare (m)	15.00	15.00	10.00	
२	=	Entry radius (m)	60.00	55.00	70.00	
D	=	Inscribed circle diameter (m)	55.00	55.00	55.00	
4	=	Entry angle (degree)	40.00	45.00	25.00	
Ç	=	Entry flow (pcu/h)	1220	2077	1855	
Qc	=	Circulating flow across entry (pcu/h)	1569	885	896	
OUTP	UT PA	ARAMETERS:				
S	=	Sharpness of flare = 1.6(E-V)/L	0.46	0.37	0.34	
<	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.98	1.05	
X2	=	V + ((E-V)/(1+2S))	9.24	5.80	9.16	
М	=	EXP((D-60)/10)	0.61	0.61	0.61	
F	=	303*X2	2801	1759	2774	
Td	=	1+(0.5/(1+M))	1.31	1.31	1.31	
Fc	=	0.21*Td(1+0.2*X2)	0.78	0.59	0.78	
Qe	=	K(F-Fc*Qc) *	1410	1086	1966	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.87	1.91	0.94	DFC of Critical Approach

Proposed Residential Development at PVB
J/O Po Ning Road/ Po Shun Road/ Po Lam Road North

		ROUNDABOUT (	CALCULATIC	N		INITIALS	DATE
		•	PROJECT NO ·	40370	PREPARED BY	VWI	Dec-19
		2032 Design PM	FILENAME :	G:\Project\40370\D	CHECKED BY:	SLN	Dec-19
		<b>5</b>	REFERENCE NO .:		REVIEWED BY:	SLN	Dec-19
	- 1952 [3]						
	(ARIM B)						
	Po Ning Ro	bad					
	С						
0	7.90						
0	10.00						
0	10.00						
0	70.00						
0	55.00						
0	25.00						
2	1762						
7	1095						
7	0.34						
8	1.05						
0	9.16						
1	0.61						
0	0.01 2774						
ฮ 1	∠//4 1.21						
0	1.31						
Э Э	0.78		Total In Over		4050		
6	1819		i otai in Sum =		4858	PCU	
7	0.97		DFC of Critica	al Approach =	1.77		



ARM			А	В	С	
INPUT	Γ PAR	AMETERS:				
V	=	Approach half width (m)	7.00	3.80	7.90	
Ξ	=	Entry width (m)	11.30	7.30	10.00	
-	=	Effective length of flare (m)	15.00	15.00	10.00	
R	=	Entry radius (m)	60.00	55.00	70.00	
D	=	Inscribed circle diameter (m)	55.00	55.00	55.00	
Ą	=	Entry angle (degree)	40.00	45.00	25.00	
Q	=	Entry flow (pcu/h)	1144	1952	1762	
Qc	=	Circulating flow across entry (pcu/h)	1465	847	1095	
OUTP	UT PA	ARAMETERS:				
S	=	Sharpness of flare = 1.6(E-V)/L	0.46	0.37	0.34	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.98	1.05	
X2	=	V + ((E-V)/(1+2S))	9.24	5.80	9.16	
М	=	EXP((D-60)/10)	0.61	0.61	0.61	
F	=	303*X2	2801	1759	2774	
Td	=	1+(0.5/(1+M))	1.31	1.31	1.31	
Fc	=	0.21*Td(1+0.2*X2)	0.78	0.59	0.78	
Qe	=	K(F-Fc*Qc) *	1483	1106	1819	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.77	1.77	0.97	DFC of Critical Approach

LLA	CONSULTANCY LIMITED	ROUNDABOUT C	ALCULATION		
Proposed	d Residential Development at PVB		PROJECT NO.:	40370	PREF
J8	Clear Water Bay Road/ Hang Hau Road/ Ying Yip Road	2032 Reference AM	FILENAMI J8_CWBR_HH	R_YYR_	CHE
			REFERENCE NO .:		REVI



ARM			А	В	С	D	E	
INPUT	PAR	AMETERS:						
V	=	Approach half width (m)	5.00	5.00	4.00	4.00	3.50	
E	=	Entry width (m)	6.00	7.50	8.00	8.50	9.00	
L	=	Effective length of flare (m)	6.00	10.00	15.00	15.00	25.00	
R	=	Entry radius (m)	10.00	50.00	20.00	50.00	22.50	
D	=	Inscribed circle diameter (m)	53.00	53.00	53.00	53.00	53.00	
А	=	Entry angle (degree)	30.00	40.00	45.00	35.00	30.00	
Q	=	Entry flow (pcu/h)	1240	145	918	568	1166	
Qc	=	Circulating flow across entry (pcu/h)	597	1741	1055	1144	879	
OUTP	UT PA	ARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.27	0.40	0.43	0.48	0.35	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.95	0.99	0.95	1.01	1.01	
X2	=	V + ((E-V)/(1+2S))	5.65	6.39	6.16	6.30	6.73	
М	=	EXP((D-60)/10)	0	0	0	0	0	
F	=	303*X2	1713	1936	1866	1908	2038	
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33	1.33	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.64	0.63	0.63	0.66	
Qe	=	K(F-Fc*Qc)	1290	820	1144	1198	1469	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.96	0.18	0.80	0.47	0.79	DFC of Critical Approach =

	INITIALS	DATE	
PREPARED BY	HCS	Dec-19	
CHECKED BY	SLN	Dec-19	
REVIEWED BY:	SLN	Dec-19	
<i>\</i> ∩37	PCU		
1001	. 00		
0.00			
0.90			

LL	A CONSULTANCY LIMITED	ROUNDABOUT (	CALCULATION	
Propose	ed Residential Development at PVB		PROJECT NO.: 40370	PREF
J8	Clear Water Bay Road/ Hang Hau Road/ Ying Yip Road	2032 Reference PM	FILENAMI J8_CWBR_HHR_YYR_	CHE
			REFERENCE NO.:	REVI



ARM			А	В	С	D	E	
INPUT	PAR	AMETERS:						
V	=	Approach half width (m)	5.00	5.00	4.00	4.00	3.50	
Е	=	Entry width (m)	6.00	7.50	8.00	8.50	9.00	
L	=	Effective length of flare (m)	6.00	10.00	15.00	15.00	25.00	
R	=	Entry radius (m)	10.00	50.00	20.00	50.00	22.50	
D	=	Inscribed circle diameter (m)	53.00	53.00	53.00	53.00	53.00	
A	=	Entry angle (degree)	30.00	40.00	45.00	35.00	30.00	
Q	=	Entry flow (pcu/h)	1102	98	646	551	1187	
Qc	=	Circulating flow across entry (pcu/h)	604	1614	941	920	739	
OUTP	UT PA	ARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.27	0.40	0.43	0.48	0.35	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.95	0.99	0.95	1.01	1.01	
X2	=	V + ((E-V)/(1+2S))	5.65	6.39	6.16	6.30	6.73	
М	=	EXP((D-60)/10)	0	0	0	0	0	
F	=	303*X2	1713	1936	1866	1908	2038	
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33	1.33	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.64	0.63	0.63	0.66	
Qe	=	K(F-Fc*Qc)	1286	901	1211	1341	1561	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.86	0.11	0.53	0.41	0.76	DFC of Critical Approach =

	INITIALS	DATE	
PREPARED BY	HCS	Dec-19	
	SLN	Dec-19	
REVIEWED BY:	SLN	Dec-19	
	01.1	200.0	
2501	PCU		
5504	100		
0.00			
0.86			

LLA	A CONSULTANCY LIMITED	ROUNDABOUT (	CALCULATION		
Propose	ed Residential Development at PVB		PROJECT NO.:	40370	PRE
J8	Clear Water Bay Road/ Hang Hau Road/ Ying Yip Road	2032 Design AM	FILENAMI J8_CWBR_H	HR_YYR_	CHE
			REFERENCE NO .:		REV



ARM			А	В	С	D	E	
INPUT	PAR	AMETERS:						
V	=	Approach half width (m)	5.00	5.00	4.00	4.00	3.50	
E	=	Entry width (m)	6.00	7.50	8.00	8.50	9.00	
L	=	Effective length of flare (m)	6.00	10.00	15.00	15.00	25.00	
R	=	Entry radius (m)	10.00	50.00	20.00	50.00	22.50	
D	=	Inscribed circle diameter (m)	53.00	53.00	53.00	53.00	53.00	
A	=	Entry angle (degree)	30.00	40.00	45.00	35.00	30.00	
Q	=	Entry flow (pcu/h)	1241	145	918	568	1166	
Qc	=	Circulating flow across entry (pcu/h)	597	1742	1056	1144	879	
OUTP	UT PA	ARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.27	0.40	0.43	0.48	0.35	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.95	0.99	0.95	1.01	1.01	
X2	=	V + ((E-V)/(1+2S))	5.65	6.39	6.16	6.30	6.73	
М	=	EXP((D-60)/10)	0	0	0	0	0	
F	=	303*X2	1713	1936	1866	1908	2038	
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33	1.33	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.64	0.63	0.63	0.66	
Qe	=	K(F-Fc*Qc)	1290	820	1143	1198	1469	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.96	0.18	0.80	0.47	0.79	DFC of Critical Approach =

	INITIALS	DATE
PREPARED BY:	HCS	Dec-19
CHECKED BY:	SLN	Dec-19
REVIEWED BY:	SLN	Dec-19
4038	PCU	
0.96		

LL	A CONSULTANCY LIMITED	ROUNDABOUT (	CALCULATION		
Propose	ed Residential Development at PVB		PROJECT NO.:	40370	PRE
J8	Clear Water Bay Road/ Hang Hau Road/ Ying Yip Road	2032 Design PM	FILENAMI J8_CWBR_HH	IR_YYR_	CHE
			REFERENCE NO .:		REV



ARM			А	В	С	D	E	
INPUT	PAR	AMETERS:						
V	=	Approach half width (m)	5.00	5.00	4.00	4.00	3.50	
Е	=	Entry width (m)	6.00	7.50	8.00	8.50	9.00	
L	=	Effective length of flare (m)	6.00	10.00	15.00	15.00	25.00	
R	=	Entry radius (m)	10.00	50.00	20.00	50.00	22.50	
D	=	Inscribed circle diameter (m)	53.00	53.00	53.00	53.00	53.00	
A	=	Entry angle (degree)	30.00	40.00	45.00	35.00	30.00	
Q	=	Entry flow (pcu/h)	1104	98	646	551	1187	
Qc	=	Circulating flow across entry (pcu/h)	604	1616	943	920	739	
OUTP	UT PA	ARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.27	0.40	0.43	0.48	0.35	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.95	0.99	0.95	1.01	1.01	
X2	=	V + ((E-V)/(1+2S))	5.65	6.39	6.16	6.30	6.73	
М	=	EXP((D-60)/10)	0	0	0	0	0	
F	=	303*X2	1713	1936	1866	1908	2038	
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33	1.33	
Fc	=	0.21*Td(1+0.2*X2)	0.60	0.64	0.63	0.63	0.66	
Qe	=	K(F-Fc*Qc)	1286	900	1210	1341	1561	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.86	0.11	0.53	0.41	0.76	DFC of Critical Approach =

	INITIALS	DATE	
	HCS	Dec-19	
	SLN	Dec-10	_
	SLN	Dec-19	
		200 10	
3586	PCU		
0.86			

LLA	CON	ISUL	TANC	Y LI	MITE	D					TR/	AFFIC	SIGNAL C	ALCU									INITIALS	DATE	
Propose	d Resid	lential [	Developr	nent a	t PVB						2022	Doferer					PROJECT N	0.:	40370	)	Prepared E	sy:	VWI	Dec-19	
J/O Po I	Ning Ro	ad/ She	eung Nin	g Roa	d/ Ying `	Yip Ro	ad				2032	Referen					FILENAME :	J6_PI	VR_SNR_Y	YR.xlsx	Checked B	y:	GWL	Dec-19	
																	REFERENC	E NO.:			Reviewed I	Зу:	SLN	Dec-19	
								Deed													N	Existing (	Cycle Time	<b></b>	
							ring rip	Road					N				No. of stages	s per cycle			N =	4	500		
																					C = Y =	0 731	SEC		
					(12)	922 -		(1)	(2)	(3)			I				Loss time				L =	11	sec		
					(11)	348 -	►	671	332	107							Total Flow				=	4125	pcu		
					(10)	660 -											Co	= (1.5*L+5)	)/(1-Y)		=	80.0	sec		
		Po Ning	Road				*		•		•	Po Ning R	oad				Cm	= L/(1-Y)			=	40.9	sec		
					<b>◄</b>	<b>▲</b>	►	<b>A</b>									Yult		(*******		=	0.818			
									- 68 145	(4)							R.C.uit	= (YUIT-Y)/Y	(*100% N		=	11.8 59.7	%		
					1263	204	281		- 383	(6)							Ymax	= 0.9 L/(0.3	5-1)		=	0.908	360		
					(9)	(8)	(7)			(-)															
								,									R.C.(C)	= (0.9*Yma	ax-Y)/Y*100	1%	=	12	%		
							Sheugn	Ning Road																-	
																_									
										1			1		r –		7	Destantion	014.444	A.C. Jul	0				Dura isla d (a)
	(1) $(2)$	) (3)								(12)					Stage	Green		Pedestrian	Stage	(m)	Gree	n Time Requ FG	lirea (s) Delav	Green Time	FC
(P1)		) (3) 	(P1) 🔪							(P2)	<>				1 1	42	-	P1	1,2	4.5	5	5	2	55	5
			- ³		(P3)			(P3)		(11)		•			2	9		P2	1,4	4	5	5	2	71	5
( <u>P2</u>	) `							×>		(10)	— <u>l</u>				3	29		P3	2,3	7.5	6	6	2	41	6
<b>▲</b>	-				<b>≜</b>		<b>◄</b>	▲ ┌►			•				4	25									
						- (4)																			
(9)			(9)			(5) (6)	(9)	(8)(7)		(9)	_	(6)													
(3)			(3)		¥	(0)	(0)	( <b>0</b> )( <b>1</b> )		(3)	¥	(0)													
Stage 1	Int =	5	Stage 2		Int =	5	Stage 3	Int =	5	Stage 4	Int =	5	Stage 5 Int	=			]							<u> </u>	
Move-	Stage	Lane	Phase	No. of	Radius	0	Ν	Straight-		Movemer	nt	Total	Proportion	Sat.	Flare lane	Flare Lane	Revised				g	g	Degree of	Queue	Average
ment		Width		lane				Ahead	Left	Straight	Right	FLow	of Turning	Flow	Length	Effect	Sat. Flow	У	Greater	L	(required)	(input)	Saturation	Length	Delay
		m.			m.			Sat. Flow	pcu/h	pcu/h	pcu/h	pcu/h	Vehicles	pcu/h	m.	pcu/hr	pcu/h		у	Sec	Sec	Sec	X	(m / lane)	(seconds)
1	1	3 50		1	25			2105			569	569	1.00	1986			1986	0.287	0.287	11	43	43	0 805	72	41
1,2,3	1	3.50		1	15		N	1965	107	332	102	541	0.39	1892			1892	0.286	0.201		43	43	0.803	66	41
4,5	2	3.50		1	15			2105		145	68	213	0.32	2040	20	1200	3240	0.066	0.066		10	10	0.805	42	74
6	2,3	3.50		1	25		Ν	1965	383			383	1.00	1854			1854	0.207			31	45	0.550	42	29
7.0	2	2 50		1	15			2105		204	201	105	0.59	1000	20	400	2200	0.202	0.202		20	20	0 905	72	40
7,8 Q	5 free	3.50		ו 1	25		N	1965	1263	204	201	400 1263	0.58	1990	20	400	1854	0.203	0.203		102	120	0.805	_0	- 49
3	1100	0.00		ſ	20		IN	1000	1200			1200	1.00	1004			1004	0.001			102	120	0.001		
10	4	3.40		1	15			2095			335	335	1.00	1905			1905	0.176			26	26	0.805	54	56
10,11	4	3.40		1	15			2095		11	325	336	0.97	1910			1910	0.176			26	26	0.805	54	56
11	4	3.00		1			Ν	1915		337		337	0.00	1915			1915	0.176	0.176		26	26	0.805	54	56
12	1,4	3.50		1	25			2105	922			922	1.00	1986			1986	0.464			69	120	0.464	0	1
	1		1										1	1	I				1	1					
NOTE ·	0 - 0P	POSING	TRAFFIC	N - N	EAR SIDE	LANF		SG - STFA	DY GRF	EN	FG - FL	ASHING G	REEN	PEDEST	RAIN WAI KII	NG SPEFD = 1	1.2m/s			QUFU	NG LENGT	H = AVFRA	GE QUFUF *	[,] 6m	
	2 01	20.10						0.2/	. One					011											

LLA	CON	ISUL	TANC	Y LI	ΜΙΤΕΙ	D					TR/	FFIC	SIGNAL C	CALCUL									INITIALS	DATE	
Proposed	Resid	ential D	evelopn	nent at	t PVB	/: D	1				2032	Referen	ce PM (NEW	)			PROJECT N	0.:	40370		Prepared E	By:	VWI	Dec-19	
J/O Po N	ing Roa	ad/ She	ung Nin	g Road	d/Ying Y	гір Ко	ad										FILENAME :		NR_SNR_Y	YR.xlsx	Checked B	By:	GWL	Dec-19	
																		L NO			Itevieweu	Dy.	OLN	Dec-13	
		Po Ning	Road		(12) (11) (10) <b>•</b> <b>•</b> <b>•</b> <b>•</b> <b>•</b> <b>•</b> <b>•</b> <b>•</b> <b>•</b> <b>•</b>	612 - 286 - 903 - 223 (8)	Ying Yip	Road (1) 668 • • • •	(2) 180 - 23 - 242 - 370	(3) 37 (4) (5) (6)	•	Po Ning R	Dad				No. of stages Cycle time Sum(y) Loss time Total Flow Co Cm Yult R.C.ult Cp Ymax R.C.(C)	= (1.5*L+5) = L/(1-Y) = (Yult-Y)/Y = 0.9*L/(0.9 = 1-L/C = (0.9*Yma	/(1-Y) /*100% ∂-Y) <mark>1x-Y)/Y*100</mark>	%	N = C = Y = L = = = = = =	Existing ( 4 120 0.782 11 4008 98.7 50.5 0.818 4.5 84.1 0.908 5	Sec Sec Sec Sec Sec Sec Sec Sec Sec		
(P1) (P2) (P2) (9)	(1) (2)	(3)	(P1)		<(P3)> ▲ ↓	- (4) (5) (6)	(9)	(P3) → <		(12) (P2) (11) (10)		(6)			Stage 1 2 3 4	Green 31 11 31 32		Pedestrian Phase P1 P2 P3	Stage 1,2 1,4 2,3	Width (m) 4.5 4 7.5	Gree SG 5 5 6	en Time Requ FG 5 5 6	uired (s) Delay 2 2 2	Green Time SG 46 67 45	Provided FG 5 5 6
Stage 1	int =	5	Stage 2		Int =	5	Stage 3	Int =	5	Stage 4	Int =	5	Stage 5 Int	=											
Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	0	Ν	Straight- Ahead Sat. Flow	Left pcu/h	Novemer Straight pcu/h	nt Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare Lane Effect pcu/hr	Revised Sat. Flow pcu/h	у	Greater v	L	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Avera Dela (seco
1 1,2,3 4,5 6 7,8 9 10	1 1 2,3 3 free 4	3.50 3.50 3.50 3.50 3.50 3.50 3.40		1 1 1 1 1 1 1	25 15 15 25 15 25 15		N N N	2105 1965 2105 1965 2105 1965 2095	37 370 1044	180 242 223	458 210 23 318 451	458 427 265 370 541 1044 451	1.00 0.58 0.09 1.00 0.59 1.00 1.00	1986 1858 2087 1854 1988 1854 1905	20 20	1000 380	1986 1858 3087 1854 2368 1854 1905	0.231 0.230 0.086 0.200 0.228 0.563 0.237	0.231 0.086 0.228	11	32 32 12 28 32 78 33	32 32 12 49 32 120 33	0.861 0.858 0.861 0.491 0.861 0.563 0.859	72 72 54 42 84 0 72	37 36 52 26 38 1 36
10,11 11 12 NOTE :	4 4 1,4 O - OPF	3.40 3.00 3.50	TRAFFIC	1 1 1 N - NE	15 25 EAR SIDE	LANE	N	2095 1915 2105 SG - STEA	612 DY GRE	0 286 EN	452 FG - FL	452 286 612 ASHING G	1.00 0.00 1.00 REEN	1905 1915 1986 PEDESTF		NG SPEED = 7	1905 1915 1986 1.2m/s	0.237 0.149 0.308	0.237	QUEUI	33 21 43 NG LENGT	33 33 120 H = AVERA	0.861 0.542 0.308 GE QUEUE *	72 36 0	30 30 0

LLA	CON	ISUL	TANC	Y L	MITE	D					TRA	FFIC	SIGNAL C	ALCU									INITIALS	DATE	
Propose	ed Resid	dential C	Developr	nent a	at PVB						2032	Decian					PROJECT N	10.:	40370		Prepared E	3y:	VWI	Dec-19	
J/O Po l	Ning Ro	ad/ She	eung Nin	ig Roa	ld/ Ying `	Yip Ro	bad				ZUJZ	Design					FILENAME :	J6_PI	VR_SNR_Y	YR.xlsx	Checked B	y:	GWL	Dec-19	
																	REFERENC	E NO.:			Reviewed	By:	SLN	Dec-19	
																1					г				
								Deed					N								N	Existing (	Cycle Time	───	
							ring rip	Road					N ≜				No. of stages	s per cycle			N =	4	500		
																					U = V -	0 733	560		
					(12)	922	T	(1)	(2)	(3)			I				Loss time				L =	11	sec		
					(11)	356	►	671	332	107							Total Flow				=	4131	pcu		
					(10)	660 -	-1										Co	= (1.5*L+5)	)/(1-Y)		=	80.4	sec		
		Po Ning	Road				¥		. ↓		•	Po Ning R	oad				Cm	= L/(1-Y)			=	41.1	sec		
					<b>◄</b> 1		_→	▲									Yult				=	0.818			
									- 68	(4)							R.C.ult	= (Yult-Y)/	(*100%		=	11.6	%		
					1262	204	1	<b>▲</b>	— 145 — 292	(5)							Ср	$= 0.9^{L}/(0.9^{-1})$	9-Y)		=	59.2	Sec		
					(9)	(8)	(7)		505	(0)							TITIdA	- 1-0/0			-	0.900			
					(0)	(0)	(1)	•									R.C.(C)	= (0.9*Yma)	ax-Y)/Y*100	%	=	12	%		
							Sheugn	Ning Road										(0.0						L	
			-										-		-		_		-		-				
																		Pedestrian	Stage	Width	Gree	n Time Requ	uired (s)	Green Time	Provided (s)
	(1) (2)	) (3)								(12)	/				Stage	Green	-	Phase	1.0	(m)	SG	FG	Delay	SG	FG
					(P3)			(P3)		(PZ) (11)	<>					42			1,2	4.5	5 5	5 5	2	04 71	5 5
(P2	, <b>▼</b>	-						$\langle 0 \rangle$		(11)	[_]				3	29		P3	2.3	75	6	6	2	41	6
	>									(10)	¥				4	25			2,0	1.0	Ŭ	0	2		Ū
					T	- (4)																			
					◀	(5)																			
(9)			(9)		<b>_</b>	(6)	(9)	(8)(7)		(9)	ſ	(6)													
					v						v														
Store 1	Int -	5	Stogo 2		Int -	5	Stage 2	Int -	5	Stago 4	Int -	5	Store 5 Int	_	-										
Slage	11 II =	5	Stage 2		nn =	5	Slage S	mn =	5	Slage 4	IIII =	5	Stage 5 Int	-			1			l					
Move-	Stage	Lane	Phase	No. of	Radius	0	N	Straight-		Movemer	nt	Total	Proportion	Sat.	Flare lane	Flare Lane	Revised				g	g	Degree of	Queue	Average
ment		Width		lane				Ahead	Left	Straight	Right	FLow	of Turning	Flow	Length	Effect	Sat. Flow	у	Greater	L	(required)	(input)	Saturation	Length	Delay
		m.			m.			Sat. Flow	pcu/h	pcu/h	pcu/h	pcu/h	Vehicles	pcu/h	m.	pcu/hr	pcu/h		у	sec	sec	sec	Х	(m / lane)	(seconds)
																				11					
1	1	3.50		1	25			2105			568	568	1.00	1986			1986	0.286			43	43	0.805	72	41
1,2,3	1	3.50		1	15		N	1965	107	332	103	542	0.39	1892			1892	0.287	0.287		43	43	0.807	/2	42
45	2	3 50		1	15			2105		145	68	213	0.32	2040	20	1200	3240	0.066	0.066		10	10	0 807	42	74
-,5	2.3	3.50		1	25		N	1965	383	140	00	383	1.00	1854	20	1200	1854	0.207	0.000		31	45	0.551	42	29
Ŭ	2,0	0.00			20			1000	000			000		1001				0.201			01				
7,8	3	3.50		1	15			2105		204	281	485	0.58	1990	20	400	2390	0.203	0.203		30	30	0.807	72	49
9	free	3.50		1	25		N	1965	1263			1263	1.00	1854			1854	0.681			101	120	0.681	0	2
10	4	3.40		1	15			2095			338	338	1.00	1905			1905	0.177	0.177		26	26	0.807	54	56
10,11	4	3.40		1	15			2095		17	322	339	0.95	1913			1913	0.177			26 26	26 26	0.805	54 54	56 56
11	4	3.00		1	25		ÍN	2105	022	339		339 022	0.00	1915			1915	0.177			20	20 120	0.805	- 54	
12	1,4	5.50			20			2100	322			322	1.00	1900			1900	0.404			03	120	0.404		
	1				1			1		1		L	1	1	L	L	1	L	1	1	ļ				
NOTE :	0 - 0P	POSING	TRAFFIC	N - N	IEAR SIDE	LANE		SG - STEA	DY GRE	EN	FG - FL	ASHING G	REEN	PEDESTR	RAIN WALKI	NG SPEED = 1	1.2m/s			QUEUI	NG LENGT	H = AVERA	GE QUEUE *	6m	

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION	N INITIALS DATE
Proposed Residential Development at PVB	2022 Design PM (NEW)	PROJECT NO.: 40370 Prepared By: VWI Dec-19
J/O Po Ning Road/ Sheung Ning Road/ Ying Yip Road	2032 Design PM (NEW)	FILENAME : J6_PNR_SNR_YYR.xlsx Checked By: GWL Dec-19
		REFERENCE NO.: Reviewed By: SLN Dec-19
Po Ning Road $ \begin{array}{ccccccccccccccccccccccccccccccccccc$	▶Po Ning Road	Existing Cycle TimeNo. of stages per cycleN =4Cycle timeC =120 secSum(y)Y =0.782Loss timeL =11 secTotal Flow=4008 pcuCo= $(1.5*L+5)/(1-Y)$ =Om= L/(1-Y)=Yult=0.818R.C.ult= $(Yult-Y)/Y*100\%$ =A.S. %Cp= $0.9*L/(0.9-Y)$ Ymax= $1-L/C$ =R.C.(C)= $(0.9*Ymax-Y)/Y*100\%$ =5%
(P1) (P1) (P1) (P1) (P1) (P1) (P1) (P1)	→ Stage 1 2 3 4	Green         Pedestrian         Stage         Width         Green Time Required (s)         Green Time Provided (s)         Green Time Provided (s)         Green Time Provided (s)         SG         FG         Delay         SG         FG         FG         SG         SG         FG         SG         FG         SG         SG         FG         SG         SG <th< td=""></th<>
Stage 1     Int =     5     Stage 2     Int =     5     Stage 3     Int =     5     Stage 4	Int = 5 Stage 5 Int =	
Move- ment         Stage         Lane         Phase         No. of         Radius         O         N         Straight-         Moveme           Ment         Width         Iane         m.         Moveme         Ahead         Left         Straight-	t Right FLow of Turning Flow Length pcu/h pcu/h Vehicles pcu/h m.	e Flare Lane Revised Effect Sat. Flow y Greater L (required) (input) Saturation Length Delay pcu/hr pcu/h y sec sec sec X (m / lane) (seconds
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} 1 \\ 1986 \\ 1858 \\ 0.230 \\ 1000 \\ 3087 \\ 1854 \\ 0.200 \\ 0.866 \\ 0.230 \\ 0.866 \\ 0.231 \\ 0.231 \\ 0.230 \\ 0.231 \\ 0.232 \\ 0.858 \\ 12 \\ 28 \\ 49 \\ 0.491 \\ 0.491 \\ 0.491 \\ 42 \\ 0.491 \\ 42 \\ 26 \\ 26 \\ 26 \\ 26 \\ 26 \\ 26 \\ 26$
NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN	FG - FLASHING GREEN PEDESTRAIN WALKI	I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I

Proposed Residential Development at PVB

J/O Po Ning Road/ Po Shun Road/ Po Lam Road North

			ROUNDABOUT (	CALCULATIO	N		INITIALS	DATE	
			·	PROJECT NO .:	40370	PREPARED BY:	VWI	Dec-19	
_		2032 Re	eference AM (NEW)	FILENAME :	G:\Project\40370\D	CHECKED BY:	SLN	Dec-19	
_				REFERENCE NO .:		REVIEWED BY:	SLN	Dec-19	
004	[4]								
021	[4]								
	•	- 870 [4]							
¥		(ARM B)	)						
		Po Ning Ro	oad						
896	[6]								
٨									
A	D	0							
7.00	3.80	7.90							
11.30	7.30	10.00							
15.00	15.00	10.00							
60.00	55.00	70.00							
55.00	55.00	55.00							
40.00	45.00	25.00							
1156	870	1769							
1564	821	896							
0.46	0.37	0.34							
1.00	0.98	1.05							
9.24	5.80	9.16							
0.61	0.61	0.61							
2801	1759	2774							
1.31	1.31	1.31							
0.78	0.59	0.78							
1413	1119	1966		Total In Sum =		3795	PCU		
0.82	0.78	0.90		DFC of Critica	al Approach =	0.90			
								<b>·</b>	



ARM			А	В	С	
INPUT	PAR	AMETERS:				
V	=	Approach half width (m)	7.00	3.80	7.90	
E	=	Entry width (m)	11.30	7.30	10.00	
L	=	Effective length of flare (m)	15.00	15.00	10.00	
R	=	Entry radius (m)	60.00	55.00	70.00	
D	=	Inscribed circle diameter (m)	55.00	55.00	55.00	
A	=	Entry angle (degree)	40.00	45.00	25.00	
Q	=	Entry flow (pcu/h)	1156	870	1769	
Qc	=	Circulating flow across entry (pcu/h)	1564	821	896	
OUTP	UT PA	ARAMETERS:				
S	=	Sharpness of flare = 1.6(E-V)/L	0.46	0.37	0.34	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.98	1.05	
X2	=	V + ((E-V)/(1+2S))	9.24	5.80	9.16	
М	=	EXP((D-60)/10)	0.61	0.61	0.61	
F	=	303*X2	2801	1759	2774	
Td	=	1+(0.5/(1+M))	1.31	1.31	1.31	
Fc	=	0.21*Td(1+0.2*X2)	0.78	0.59	0.78	
Qe	=	K(F-Fc*Qc) *	1413	1119	1966	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.82	0.78	0.90	DFC of Critical Approach =

## ROUNDABOUT CALCULATION

Proposed Residential Development at PVB

J/O Po Ning Road/ Po Shun Road/ Po Lam Road Nort

PROJECT NO.: 40370
32 Reference PM (NEW) FILENAME : G:\Project\40

Dood North	2022 Deference DM (NEM)			
Road North		FILENAME :	G:\Project\40370\D	CHEC
		REFERENCE NO .:		REVIE
(ARM A)				



ARM			А	В	С	
INPUT	PAR/	AMETERS:				
V	=	Approach half width (m)	7.00	3.80	7.90	
E	=	Entry width (m)	11.30	7.30	10.00	
L	=	Effective length of flare (m)	15.00	15.00	10.00	
R	=	Entry radius (m)	60.00	55.00	70.00	
D	=	Inscribed circle diameter (m)	55.00	55.00	55.00	
A	=	Entry angle (degree)	40.00	45.00	25.00	
Q	=	Entry flow (pcu/h)	1080	1073	1676	
Qc	=	Circulating flow across entry (pcu/h)	1459	783	1095	
OUTP	UT PA	ARAMETERS:				
S	=	Sharpness of flare = 1.6(E-V)/L	0.46	0.37	0.34	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.98	1.05	
X2	=	V + ((E-V)/(1+2S))	9.24	5.80	9.16	
М	=	EXP((D-60)/10)	0.61	0.61	0.61	
F	=	303*X2	2801	1759	2774	
Td	=	1+(0.5/(1+M))	1.31	1.31	1.31	
Fc	=	0.21*Td(1+0.2*X2)	0.78	0.59	0.78	
Qe	=	K(F-Fc*Qc) *	1487	1139	1819	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.73	0.94	0.92	DFC of Critical Approach =

	INITIALS	DATE	
PREPARED BV	\/\//I	Dec-10	
	SLN	Dec-19	
	SLN	Dec 10	
REVIEWED DI.	SLIN	Dec-19	
3829	PCU		
0.94			

# LLA CONSULTAN

Proposed Residential Development J/O Po Ning Road/ Po Shun Road/ F

				ROUNDA	BOUT C	ALCULATIO	N		INITIALS	DATE
at PVB						PROJECT NO.:	40370	PREPARED BY:	VWI	Dec-19
Po Lam Road North			2032	Design AM (N	EW)	FILENAME :	G:\Project\40370\D	CHECKED BY:	SLN	Dec-19
		ł				REFERENCE NO .:		REVIEWED BY:	SLN	Dec-19
(ARM A)										
Po Lam Road N										
[1] 1156										
•										
	821 	[4]								
		•	- <mark>870</mark> [4]							
( )	+		(ARM	3)						
	v		Po Ning	Road						
$\sim$			5							
<b>_</b>	896	[6]								
<b>▲</b>		[0]								
'										
[5] 1777										
Sheung Ning Road										
(ARM C)										
	А	В	С							
(m)	7.00	3.80	7.90							
	11.30	7.30	10.00							
re (m)	15.00	15.00	10.00							
	60.00	55.00	70.00							
eter (m)	55.00	55.00	55.00							
	40.00	45.00	25.00							
	1156	870	1777							
ss entry (pcu/h)	1572	821	896							
1.6(E-V)/L	0.46	0.37	0.34							
78(1/R-0.05)	1.00	0.98	1.05							
	9.24	5.80	9.16							
	0.61	0.61	0.61							
	2801	1759	2774							
	1.31	1.31	1.31							
	0.78	0.59	0.78			<b>T</b> ( )   0			<b>DO</b> : 1	
	1408	1119	1966			I otal In Sum =		3803	PCU	
	0.00	0.70	0.00			DEC of Critica	Approach -	0.00		
r = Q/Qe	0.82	0.78	0.90				a Approach =	0.90		



ARM			А	В	С	
INPUT	Γ PAR/	AMETERS:				
V	=	Approach half width (m)	7.00	3.80	7.90	
E	=	Entry width (m)	11.30	7.30	10.00	
L	=	Effective length of flare (m)	15.00	15.00	10.00	
R	=	Entry radius (m)	60.00	55.00	70.00	
D	=	Inscribed circle diameter (m)	55.00	55.00	55.00	
A	=	Entry angle (degree)	40.00	45.00	25.00	
Q	=	Entry flow (pcu/h)	1156	870	1777	
Qc	=	Circulating flow across entry (pcu/h)	1572	821	896	
OUTP	UT PA	ARAMETERS:				
S	=	Sharpness of flare = 1.6(E-V)/L	0.46	0.37	0.34	
К	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.98	1.05	
X2	=	V + ((E-V)/(1+2S))	9.24	5.80	9.16	
М	=	EXP((D-60)/10)	0.61	0.61	0.61	
F	=	303*X2	2801	1759	2774	
Td	=	1+(0.5/(1+M))	1.31	1.31	1.31	
Fc	=	0.21*Td(1+0.2*X2)	0.78	0.59	0.78	
Qe	=	K(F-Fc*Qc) *	1408	1119	1966	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.82	0.78	0.90	DFC of Critical Approach =

# LLA CONSULTAN

Proposed Residential Development J/O Po Ning Road/ Po Shun Road/ P

				ROUNDABO	UT CALCULATIC	N		INITIALS	DATE
at PVB				•	PROJECT NO.:	40370	PREPARED BY:	VWI	Dec-19
Po Lam Road North			2032	Design PM (NEW)	FILENAME :	G:\Project\40370\D	CHECKED BY:	SLN	Dec-19
					REFERENCE NO .:		REVIEWED BY:	SLN	Dec-19
(ARM A) Po Lam Road N [1] 1080 (2] 1465 (2] 1465 (5] 1682	783	[4]	– 1073 [4] (ARM Po Ning	B) Road	REFERENCE NO.:		REVIEWED BY:	SLN	Dec-19
Sheung Ning Road (ARM C)	A	В	C						
(m)	7.00	3.80	7.90						
re (m)	11.30 15.00	7.30 15.00	10.00						
	60.00	55.00	70.00						
eter (m)	55.00	55.00	55.00						
	40.00	45.00	25.00						
ss entry (pcu/h)	1465	783	1095						
1.6(E-V)/L 78(1/R-0.05)	0.46 1.00 9.24 0.61 2801	0.37 0.98 5.80 0.61 1759	0.34 1.05 9.16 0.61 2774						
	1.31	1.31	1.31						
	0.78 1483	0.59 1139	0.78 1819		Total In Sum =		3835	PCU	
r = Q/Qe	0.73	0.94	0.92		DFC of Critica	al Approach =	0.94		



ARM			А	В	С	
INPU	۲ PAR	AMETERS:				
V	=	Approach half width (m)	7.00	3.80	7.90	
E	=	Entry width (m)	11.30	7.30	10.00	
L	=	Effective length of flare (m)	15.00	15.00	10.00	
R	=	Entry radius (m)	60.00	55.00	70.00	
D	=	Inscribed circle diameter (m)	55.00	55.00	55.00	
Ą	=	Entry angle (degree)	40.00	45.00	25.00	
Q	=	Entry flow (pcu/h)	1080	1073	1682	
Qc	=	Circulating flow across entry (pcu/h)	1465	783	1095	
OUTP	UT PA	ARAMETERS:				
S	=	Sharpness of flare = 1.6(E-V)/L	0.46	0.37	0.34	
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.98	1.05	
X2	=	V + ((E-V)/(1+2S))	9.24	5.80	9.16	
М	=	EXP((D-60)/10)	0.61	0.61	0.61	
F	=	303*X2	2801	1759	2774	
Td	=	1+(0.5/(1+M))	1.31	1.31	1.31	
Fc	=	0.21*Td(1+0.2*X2)	0.78	0.59	0.78	
Qe	=	K(F-Fc*Qc) *	1483	1139	1819	Total In Sum =
DFC	=	Design flow/Capacity = Q/Qe	0.73	0.94	0.92	DFC of Critical Approach =

Appendix 4

Schematic Junction Layout of J/O Po Ning Road/ Po Shun Road/ Po Lam Road North



Appendix 5

Junction Capacity Assessment – Design Scenario (With Proposed Layout)

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS DATE
Proposed Residential Development at PVB	2022 Design AM (Streight)	PROJECT NO.: 40370 Prepared By:	VWI Dec-19
J/O Chiu Shun Road/Ngan O Road	2032 Design AM (Straight)	Reviewed By:	SLN Dec-19
Chiu Shun Road $\begin{bmatrix} 6 \end{bmatrix} 25 \\ \begin{bmatrix} 5 \end{bmatrix} 445 \\ \end{bmatrix} \begin{bmatrix} 6 \end{bmatrix} 25 \\ 445 \\ \end{bmatrix} \begin{bmatrix} 6 \end{bmatrix} 445 \\ \end{bmatrix} \begin{bmatrix} 2 \\ 109 \\ 684 \\ \end{bmatrix} \\ $	N X	No. of stages per cycle Cycle time Sum(y) Loss time Total Flow Co = $(1.5*L+5)/(1-Y)$ Cm = $L/(1-Y)$ Yult R.C.ult = (Yult-Y)/Y*100% Cp = $0.9*L/(0.9-Y)$ Ymax = $1-L/C$	N = 3 C = 120 sec Y = 0.558 L = 27 sec = 2240 pcu = 102.9 sec = 61.0 sec = 0.698 = 25.1 % = 71.0 sec = 0.775
		$R.C.(C) = (0.9^{+}1 \text{ max} - 1)(1^{+}100\%)$	= 25 %
		Pedestrian Stage Width Green Time Required	Green Time Provided
		P1 2 20 8 17 2	8 17
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Stage 4         G=         Stage 5         G=           Int =         Int =         Int =		
Move- Stage Lane No. of Radius O N Straight- Movement Total	Proportion Sat. Flare Flare Site Gradient	Gradient Revised v Greater L g g Degre	e of Queue Average
ment Width lane m. Ahead Left Straight Right FLow	of Turning Flow Lane Effect Factor Effect %	Effect Sat. Flow y sec (required) (input) Satura	tion Length Delay
m. Sat. Flow pcu/h pcu/h pcu/h pcu/h pcu/h	Vehicles pcu/h m. pcu/hr pcu/hr	pcu/hr pcu/h sec sec X	(m / lane) (seconds)
5 3 3.60 1 18 2115 445 445	1.00 1952	1952 0.228 0.228 38 38 0.72	0 60 39
2         1         3.60         2         N         4090         684         684           3         1         3.60         1         2115         484         484	0.00 4090 0.00 2115	4090         0.167         28         46         0.72           2115         0.229         38         46         0.72	0 51 43 0 66 39
4 1 3.60 1 15 N 1975 493 493	1.00 1795	1795         0.275         0.275         46         46         0.72	0 60 35
6 1,3 3.60 1 15 N 1975 25 25	1.00 1795	1795 0.014 2 87 0.72	0 6 172
1         2         3.60         1         21         2115         109         109	1.00 1974	1974         0.055         0.055         13         9         22         0.72	0 18 76
NOTE :       0 - OPPOSING TRAFFIC       N - NEAR SIDE LANE       SG - STEADY GF	EEN FG - FLASHING GREEN PEDESTRAIN WA	LKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m	

L	A c	ONSU	ILTAN		LIMIT	ED						TRAFF	C SIG	NAL	CALC	ULA	TION										INITIALS	DATE
Prop	osed Re	esidentia	al Develo	opment	t at PVB	3							202		ian D	M /C4	roight	.)		PROJECT N	0.:	40370		ight2) vlav	Prepared	By:	VWI	Dec-19
J/O	Chiu	Shun Ro	ad/Nga	n O Ro	ad							-	203	oz Des	sign P	IVI (Sti	raigm	()		FILENAIVIE .		J2_USR_	NOR(Sila	igniz).xisx	Reviewed	ыу. 1 By:	SLN	Dec-19 Dec-19
	Chiu Shun Road [1] [2] 37 505 [6] 43 [5] 310 Ngan O Road							[2] 505	•				N				No. of stages Cycle time Sum(y) Loss time Total Flow Co Cm Yult R.C.ult Cp Ymax	= (1.5*L+5) = L/(1-Y) = (Yult-Y)/ = 0.9*L/(0.9 = 1-L/C	)/(1-Y) (*100% 9-Y)				N = C = Y = L = = = = = = =	3 120 0.465 32 1862 99.0 59.8 0.660 42.1 66.1 0.733	sec pcu sec sec % sec			
									Chiu Sh	un Road									]	R.C.(C)	= (0.9*Yma	ax-Y)/Y*10	0%			=	42	%
			[2] 			[1]													]	Pede	strian ase	Stage	Width (m)	Gree SG	en Time Re FG	equired Delay	Green Tim SG	e Provided FG
			Ļ	[6]				[6] [5] .		∱ 1										P	1	2	20	8	17	2	8	17
[4] Sta	[3] ge 1	G= Int =	= 53 = 6	Stage	<b>←</b>	[P1] G= Int =	= 21 = 6	Stage	9 3	G= Int =	29 5	Stage 4	G= Int =	:	Stage	5	G= Int =	-	-									
Mov	e- Stage	Lane	No. of	Radius	0	Ν	Straight-		Moveme	nt	Total	Proportion	Sat.	Flare	Flare	Site	Site	Gradient	t Gradient	Revised	У	Greater	L	g	g	Degree of	Queue	Average
mer	it	Width m.	lane	m.			Ahead Sat. Flow	Left	Straight	Right pcu/h	FLow pcu/h	of Turning Vehicles	Flow pcu/h	Lane m.	Effect	Factor	Effect	%	Effect	Sat. Flow		У	sec	(required)	(input) sec	Saturation X	Length (m / lane)	Delay (seconds)
5 2 3 4 6 1	3 1 1 1,3 2	3.60 3.60 3.60 3.60 3.60 3.60	1 2 1 1 1 1	18 15 15 21		N N N	2115 4090 2115 1975 1975 2115	360 43 37	505 607	310	310 505 607 360 43 37	1.00 0.00 0.00 1.00 1.00	1952 4090 2115 1795 1795 1974							1952 4090 2115 1795 1795 1974	0.159 0.123 0.287 0.201 0.024 0.019	0.159 0.287 0.019	14	30 23 54 38 5 4	30 54 54 87 22	0.633 0.633 0.633 0.633 0.633 0.633	42 39 66 48 6 6	42 43 26 36 92 100
NOT	E :	0 - 0F	POSING	TRAFFI	C	N - I	NEAR SIDE	LANE		SG - ST	EADY GRE	EEN	FG - FLA	SHING G	REEN		PEDES	TRAIN WA	ALKING S	PEED = 1.2m	/s	QUEUIN	G LENGTH	H = AVERAG	GE QUEUI	E * 6m		

Appendix 6

Car Lift Assessment

LLA CONSULTANCY LIMITED	<b>CAR LIFT ANAI</b>	-YSIS				
roposed Residential Development at PVB	Project No.:	40370		Prepared by:	GWL	May 2019
	Date:	May 2019		Checked By:	SLN	May 2019
	Reference:	Carlift Analy	/sis	Reviewed By:	SLN	May 2019
<ol> <li>Carpark Spaces Arrangement No. of Carlift No. of Parking Space(s) &amp; Waiting Spaces(s)</li> </ol>		[U]	11	7		
G/F (+7.00m) = Carpark Floor (+32.00m) =	<ol> <li>waiting spaces(s)</li> <li>waiting spaces(s)</li> <li>Total</li> </ol>	+ + 11	0 45 <b>45</b>	parking spa parking spa <b>parking sp</b> a	ces(s) ces(s) <b>aces(s)</b>	
<ol> <li>Arrival Rate Estimate Residential Peak AM Arrival Trip Rate (pcu/hr/unit)</li> <li>Peak Hour Arrival Rate</li> <li>Peak Hour Arrival Rate - Carpark Oriented</li> </ol>		Z		432 0.0425 <b>13.3</b>	units pcu/hr/unit pcu/hr	
<ol> <li>Estimate of Round Trip Time of Car Lift         Level Difference between G/F and parking floor (W             Travelling Speed of the Car Lift             Weighted Average Travelling Time from G/F         </li> </ol>	Veighted Average)			25.0 1.0 25.0	0 m 0 m/s 0 s	
Door Open Vehicle Out Vehicle Enters Safety Buffer Door Close Weighted Average Travelling Time from G/F				8.0 10.0 5.0 8.0 25.0	ი ი ი ი ი ი ი ი ი ი ი ი	
Door Open Vehicle Dut Vehicle Enters Safety Buffer Door Close Weight Average Travelling Time to G/F Round Trip Time <b>Total Round Trip Time</b>		[1/h]		8.0 5.0 7.0.2 8.0 7.2 7.0 7 7.0 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		
<ul> <li>4. Estimated Average Servicing Rate Average Servicing Rate per Carlift</li> <li>With 2 car lifts available, (M/M/N) model is used Peak Hour Arrival Rate - Carpark Oriented Traffic Intensity</li> </ul>	Ť	[h] [b = Vh]		3600s / 13; 27.27 13.30 13.30 / 27.27 0.4877	2 veh/hr 7 veh/hr	
<ol> <li>Estimated Average Servicing Rate</li> <li>Probability of no vehicle in the system, P(0) = 1-</li> </ol>	$+\frac{1}{\frac{(0.4877)^{1}}{1!}+\frac{(0.4877)^{1}}{2!(1-\frac{1}{2!})}}$	$\frac{(77)^2}{1.4877}$		·	P(x=n) = 0.6079	



# Appendix E

# Sewerage Impact Assessment



# **PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE**

## Sewerage Impact Assessment

MAY 2020

**PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE** 

Sewerage Impact Assessment

Author	Wei Ming Khoo	wally
Reviewer	Fernando Coutinho	E
Approver	Luke Leung	P.P.
Report No	EB001753/PVB/SIA/R0	7
Date	May 2020	

Inc Langdon & Seah Hyder Consulting EC Harris



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# **CONTENTS**

1	INTRODUCTION1
1.1	Background 1
1.2	Objectives1
1.3	Information Available for the Study1
2	PROJECT OUTLINE2
2.1	Project Background and Project Site
2.2	Planning and Implementation2
3	EXISTING PUBLIC SEWERAGE INFRASTRUCTURE AND EXISTING BUILDING
SEW	ERAGE2
3.1	Existing Public Sewerage2
3.2	Existing Building Sewerage2
4	METHOD OF ANALYSIS
4.1	Estimation of Sewage Flow Rates
4.2	Assumptions 4
5	ASSESSMENT6
5.1	Planned Sewage Flow – Proposed Development Scenario6
5.2	Proposed Sewerage Works7
6	CONCLUSIONS AND RECOMMENDATIONS

# **LIST OF DRAWINGS**

3001-EB001753-06 Existing Public Sewerage System in the Vicinity of the Site and Recommended Building Sewer Connection to Existing Public Sewerage Infrastructure 3002-EB001753-02 Cross Section of Proposed Sewerage Works 3003-EB001753-01 Recommended Building Sewer Connection to Existing Public Sewerage Infrastructure

# **LIST OF APPENDICES**

### **APPENDIX A**

Assessment of Sewage Flows for the New Development



### 1 INTRODUCTION

### 1.1 Background

1.1.1 Arcadis Design & Engineering Limited was commissioned by DLN Architects Limited to undertake a sewerage impact assessment (SIA) for the proposed residential development at MTR Pak Shing Kok Ventilation Building (PVB) Site, and adjacent "Green Belt" Site to the south of PVB in Tseung Kwan O, New Territories (hereafter referred to as "the Site").

### 1.2 **Objectives**

- 1.2.1 This SIA report outlines the existing sewerage system in the vicinity of the Site and investigates the potential sewerage impacts arising from the proposed residential development. It also proposes appropriate mitigation measures if necessary.
- 1.2.2 The objectives of this SIA are as follows:
  - Identify any potential sewerage impact arising from the Site;
  - Identify design requirements of the sewerage system of the proposed residential development: and
  - Substantiate the technical feasibility of connecting the proposed sewerage system of the proposed development with the nearby public sewerage system.

### 1.3 Information Available for the Study

- 1.3.1 The following information was reviewed for the Study:
  - a. Conceptual Scheme of the Proposed Residential Development, February 2018;
  - b. The Drainage Services Department Drainage Record Sheet of existing public sewerage infrastructure in the vicinity of the Site, April 2016;
  - c. DSD Sewerage Manual (Part 1) Key Planning Issues and Gravity Collection System (Third Edition, May 2013);
  - d. EPD Technical Paper EPD/TP 1/05, Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (March 2005) (GESF);
  - e. PlanD Technical Document HK Planning Standards & Guidelines, February 2014:
  - f. PlanD Study Document Commercial and Industrial Floor Space Utilization Survey:
  - g. Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/26;
  - h. BS EN 12056-2:2000 Gravity Drainage Systems Inside Buildings Part 2: Sanitary Pipework, Layout and Calculation (British Standard).

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

### 2 **PROJECT OUTLINE**

### 2.1 **Project Background and Project Site**

- 2.1.1 slopes.
- 2.1.2 on a podium with clubhouse and car park.

### 2.2 **Planning and Implementation**

2.2.1 intake was scheduled in 2029.

## EXISTING PUBLIC SEWERAGE INFRASTRUCTURE AND EXISTING BUILDING SEWERAGE

### 3.1 **Existing Public Sewerage**

3

- 3.1.1 manhole FMH4035351 at Chiu Shun Road.
- 3.1.2 EB001753-06.
- 3.1.3 the proposed development.

### **Existing Building Sewerage** 3.2

3.2.1 system.

A new residential development was proposed to be constructed at the MTR PVB Site, and adjacent "Green Belt" Site to the south of PVB. The Site is bounded by Chiu Shun Road to the northwest and is surrounded by vegetated manmade

The proposed development comprises two residential towers with 27 floors each

The proposed development would be constructed in one single phase. The tentative programme of the proposed private housing development population

As shown in drawing no. 3001-EB001753-06, an existing 1650 mm diameter public sewer pipeline along the northeast bound carriageway of Chiu Shun Road serves the adjacent land lots. A 300mm diameter sewerage connection pipe conveys the sewage flows from the Hang Hau Man Kuk Lane Park to DSD

The existing public sewerage infrastructure in the vicinity of the Site and the lot boundaries of the proposed development Site are shown in drawing no. 3001-

The estimated sewage flow from the proposed development was assessed based on the preliminary conceptual scheme drawings and development parameters of

The information about the existing PVB building sewerage system is shown in drawing no. 3001-EB001753-06. The proposed residential development sewerage system will be separated from the existing PVB building sewerage

### 4 METHOD OF ANALYSIS

### **Estimation of Sewage Flow Rates** 4.1

- The design sewage flow rates were estimated in accordance with EPD Technical 4.1.1 Paper EPD/TP 1/05, Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (March 2005) (GESF). The sewage flow rates estimation is contained in Appendix A of this report.
- According to section 2.2 of the EPD GESF the equation for average flow is as 4.1.2 follows:

 $Q_{AVERAGE} = (Q_{DOMESTIC} + Q_{COMMERCIAL} + Q_{INSTITUTIONAL} + Q_{INDUSTRIAL}) \times P_{CIF}$ Where.

Q _{DOMMESTIC}	Is the average dry weather domestic flow;
QCOMMERCIAL	Is the average dry weather commercial flow;
QINSTITUTIONAL	Is the average dry weather institutional flow;
QINDUSTRIAL	Is the average dry weather industrial flow;
P _{CIF}	Is the catchment inflow factor;

- 4.1.3 The catchment inflow factor takes into account the excessive inflow quantities that occurs in some catchments. They are catchment-dependent and applicable to major sewerage facilities of a catchment. The values are given in Table T-4 of the EPD GESF.
- The average dry weather flows are calculated with the unit flow factor as follows: 4.1.4

Average Dry Weather Flow (ADWF) (m³/day) =

 $\Sigma$  [Population (head) x unit flow factor (m³/head/day)]

- In the case of Commercial and Industrial Flows, the total unit flow generated from 4.1.5 an employee in a particular trade is the sum of the unit flow factor of employee and the unit flow factor of a particular trade under consideration.
- 4.1.6 The peak flow is calculated with an appropriate peaking factor as follows:

**Peak Flow** (m³/day) = ADWF (m³/day) x Peaking Factor

The peaking factors are given in Table T-5 of section 11.5 of the EPD GESF as a function of the contributing population. According to the information presented in this section:

- Peaking factors excluding storm water allowance should be used to sewerage facilities receiving flow from new upstream sewerage systems which essentially have no misconnections and defects for infiltration.
- Peaking factors including storm water allowance should be used to sewerage facilities where there is doubt about the service conditions of the upstream sewerage systems for the planning horizons under consideration.

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

4.1.7 GESF as follows:

### **Contributing Population =**

### 4.2 Assumptions

- 4.2.1 in Table T-5 of the EPD GESF.
- 4.2.2 4.1 below.

### Domestic (R2)

Community, Social & Personal Services

- 4.2.3 development.
- 4.2.4 Commercial and Industrial Floor Space Utilization Survey" were used.
- 4.2.5 the cleaning of the car park is contained in Appendix A.
- 4.2.6 consideration.
- 4.2.7 take into account the deterioration of pipe conditions with time.
- 4.2.8 Weather Flow.
- 4.2.9

For the purpose of determining the appropriate peaking factor, the contributing population is calculated using the expression presented in section 12.1 of EPD

Calculated total average flow (m³/day) / 0.27 (m³/person/day)

Sewage flow rates were principally estimated with the use of the global unit flow factors given in Table T-1 and Table T-2, and the relevant peaking factors given

The total unit flow factors adopted in this assessment are summarised in Table

	Total Unit Flow Factor (m3/head/day)
	0.27
;	0.08+0.20=0.28

### Table 4.1 – Total Unit Flow Factors

The average domestic household size of 2.8 people/unit was adopted for estimation of the residential population associated with the proposed

For the estimation of population associated with the commercial activities in the clubhouse, the values presented in Figure 9 of the "PlanD Study Document -

A sewage flow was also considered for the car park on level +32.00 mPD of the proposed development. The estimated average daily volume of sewage generated by cleaning the car park was estimated based on the number of tap points. Detailed calculation of the average volume of sewage generated during

The peaking factor adopted to estimate the peak flow was selected taking into account the contributing population of the sewage catchment area under

The peaking factors including stormwater allowance were used as a measure to

In accordance with the values given in Table T-4 of the EPD GESF, a catchment inflow factor (PCIF) of 1.2 was adopted in the calculation of the Average Dry

The detailed calculations of the total population figures for the Proposed Development Scenario are shown in the tables contained in Appendix A.

4.2.10 The peak sewage flow from existing public toilets and changing room at Hang Hau Man Kuk Lane Park were estimated in accordance with the criteria presented on BS EN 12056-2:2000 - Gravity drainage systems inside buildings - Part 2: Sanitary pipework, layout and calculation. The exact numbers of existing sanitary fitments were surveyed on site. The detailed calculation of estimated peak sewage flow from existing public toilet and changing room at Hang Hau Man Kuk Lane Park toilet is contained in Appendix A.

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

5

5.1

5.1.1

5.1.2

ASSESSMENT	
Planned Sewage Flow For calculation of sewage flo population and employee estimated based on the prel of the proposed residential of	– Prop ow from populati iminary l levelopm
The estimated Average Dry population for the Proposed Detailed calculations are cor	Weathe Develop ntained in
Proposed Development Paramet	ters and E
MTR Lot Area (including the maintenance slope are	ea and vehi
No. of Towers	
No. of Flats	
Average domestic household size	
Estimated Population	
Clubhouse Area (m ² )	
Average Worker Density for Commu 100m ² of GFA – PlanD Commercial	inity, Social and Industr
Estimated Workers for Community S	Social & Per
Estimated taps for pavement cleans	ing of Car F
Estimated Average Dry Weather Do	mestic Sew
Estimated Average Dry Weather Co	mmercial S
Estimated Average Dry Weather Sev	wage Flow
Catchment inflow factor (P _{CIF} – as de	efined in Se
Estimated Average Dry Weather Sev	wage Flow
Contributing population (as defined i	n Section 1
Peaking factor for Sewers (as define	ed in Section
Estimated Sewage Peak Flow from	developmer
Table 5.2 – Proposed Development S	cenario – A

### oposed Development Scenario

m the Site (Catchment SC-01), the residential lation associated with the clubhouse, were ry building plans and development parameters pment.

her Sewage Flow generated by the estimated lopment Scenario is summarized in Table 5.2. d in Appendix A.

d Estimation of Average Dry Weather Sewage Flows				
4,458 sq.m.				
2				
432				
2.8				
1,210				
1,203				
3.3				
40				
4				
326.70				
11.20				
4.32				
1.2				
410.66				
1,521				
6				
0.0285				

### - Average Dry Weather Sewage Flows based on Population

- 5.1.3 With reference to MTRC Contract 601 Pak Shing Kok Ventilation Building as-built drawings, there is a staff toilet at the ground floor of existing Pak Shing Kok Ventilation Building.
- 5.1.4 The estimated peak flow for the toilet at the existing Pak Shing Kok Ventilation Building is 0.0007m³/s. Detailed calculations are contained in Appendix A.
- 5.1.5 The estimated peak sewage flow from existing public toilets and changing room at Hang Hau Man Kuk Lane Park (Catchment SC-02) is 0.00495m³/s. Detailed calculations are contained in Appendix A.

### 5.2 **Proposed Sewerage Works**

- 5.2.1 With reference to DSD record sheet 12-NW-16C-4, existing 1650mm diameter sewerage pipeline at Chiu Shun Road is a deep sewer with manholes depths greater than 10 meters. Therefore, connection of the terminal manhole of the proposed development to this existing pipeline would require deep excavation at Chiu Shun Road.
- 5.2.2 From DSD record sheet 12-NW-16C-4, it is also noted that there is a 300 mm diameter sewerage pipe conveying the sewage flows from the Hang Hau Man Kuk Lane Park to DSD manhole FMH4035351 at Chiu Shun Road. This pipe connects to DSD manhole FMH4035351 at a depth of 4.89m.
- 5.2.3 In order to avoid deep excavation at Chiu Shun Road, it is proposed that a 250mm diameter sewerage pipeline comprising three new sewer manholes at Chiu Shun Road is constructed for the connection of the proposed residential development foul terminal manhole with the existing 300mm public sewerage pipe from Hang Hau Man Kuk Lane Park to DSD manhole FMH4035351.
- 5.2.4 With reference to the hydraulic calculations contained in Appendix A, the existing 300mm diameter pipe should have adequate hydraulic capacity to convey the design flows from the proposed development and Hang Hau Man Kuk Lane Park.
- 5.2.5 The proposed 250mm diameter sewerage pipeline at Chiu Shun Road is to be handed over to DSD.
- 5.2.6 The preliminary hydraulic design of proposed sewerage work is contained in Appendix A.
- 5.2.7 The layout of the proposed sewerage works at Chiu Shun Road is shown in Drawing No. 3001-EB001753-06.

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

### CONCLUSIONS AND RECOMMENDATIONS 6

- 6.1.1 on a podium with clubhouse and car park.
- 6.1.2 Site is a deep sewer with manholes depths greater than 10 meters.
- 6.1.3 Hau Man Kuk Lane Park to DSD manhole FMH4035351.
- 6.1.4 Lane Park.
- 6.1.5 EB001753-06.
- 6.1.6

The proposed development comprises two residential towers with 27 floors each

Existing 1650mm diameter sewerage pipeline at Chiu Shun Road adjacent to the

In order to avoid deep excavation at Chiu Shun Road, it is proposed that a 250mm diameter sewerage pipeline comprising three new sewer manholes at Chiu Shun Road is constructed for the connection of the proposed residential development foul terminal manhole with the existing 300mm public sewerage pipe from Hang

With reference to the hydraulic calculations contained in Appendix A, the existing 300mm diameter pipe should have adequate hydraulic capacity to convey the design flows from the proposed development and existing Hang Hau Man Kuk

The layout of the proposed 250mm diameter sewerage pipeline and sewer terminal manhole of the proposed development is shown in drawing 3001-

Since the quantity of sewage flow from the existing Pak Shing Kok Ventilation Building and the proposed development is relatively small (0.0292m³/s) when compared to the hydraulic capacity of existing 1650 mm diameter trunk sewer pipeline along Chiu Shun Road (2.472 m³/s). It is anticipated that there would not be any adverse sewage impact due to the proposed residential development.

Drawings



~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~								
5		(H)						
. / /	eL <u>6.6</u>	$\langle / / /$		EGEND:				
. /		\mathbf{N}						
		7			E>	(ISTING SEWER	R PIPE/MA	NHOLE
/ /	× ×	+6.4			C/	TCHMENT BOU	JNDARY	
/				SC-01	SE	WERAGE CAT	CHMENT II	
	A A	A A			PF		1INAL FOU	IL
		. > _			M/	ANHOLE		
	$\langle \rangle$	//.			- PF	KUPUSED SEWE	LK PIPE	
	\mathbb{K}^{1}			\boxtimes	PF	ROPOSED SEWE	ER MANHO	DLE
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APPENDIX A

Assessment of Sewage Flows for the New Development

		Project No.: EB001753 Proposed Rezoning of Pak	Shing Kok Ver	ntilation Building and Adjacent
		Date: February 2018		
ARCADIS	for natural and	Design By: Reden Armand Mallare	Signature:	P.P. F_
	Duitt assets	Check By: Fernando Coutinho	Signature:	E_l
		Reviewed By: Luke Leung	Signature:	maland
		Sewage Flow Estimation for Car Park		0

Car Park		
Number of taps for cleaning	4	
Flow rate of each tap	0.3	l/s
Duration of cleaning	1	h
Volume of sewage per day for cleaning	4.32	m3

Area for Residential Use



Project No.: EB001753 Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use							
Date: February 2018							
Design By: Reden Armand Mallare	Signature: P.P. F						
Check By: Fernando Coutinho	Signature:						
Reviewed By: Luke Leung	Signature: Malerey						
Planning Sewage flows - Peak Flow Estimation according to Technical Paper EPD/TP 1/05							

Table A) Average dry weather flows based on Population

Commercial and Institutional Flow						l Flow		Domestic Flow							
Catchment ID	Location	Building Type	Commercial Activity	Total Gross Floor Area (m ²)	Worker Density (person /100m ²)	Number of Employee	Global Unit flow factor (m ³ /day/person)	No. of Residential Flat	Population (head)	Global Unit flow factor (m³/day/person)	Average Dry Weather Commercial Flow (m ³ /d)	Average Dry Weather Residential Flow (m³/d)	Average Dry Weather Flow (m ³ /d)	Average Dry Weather Flow x PCIF* (m ³ /d)	Discharge to Manhole No.
MTR Pak Shing Kok Ventilation	Chiu Shun Road	Residential &	Community, Social & Personal Services	1203	3.3	40	0.28	432	1210	0.27	11.20	326,700	342 220	410 664	Proposed Sewer
Building Site (SK-06A)		Commercial	Car Park	-	-	-	-	-52	1210		4.32	020000	542.220	410.004	Manhole

*EPD/TP 1/05 Table T-4 Catchment Inflow Factor in Tseung Kwan O = 1.20

ARCADIS Design & Consultancy for natural and built assets

Project No.: EB001753 Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use Date: September 2019

Design By: Marco Kan	Signature:	Market 1
Check By: Fernando Coutinho	Signature:	no lule for
Reviewed By: Luke Leung	Signature:	Luce Los
Peak Flow Estimation of the Public Toilet and Changing Room at Hang Hau Man Kuk Lane Park		, , , , , , , , , , , , , , , , , , , ,

Reference:

1. BS EN 12056-2:2000 - Gravity Drainage Systems Inside Buildings - Part 2: Sanitary Pipework, Layout and Calculation (British Standard)

Sewage Flow Rate (L/s) =

 $K\sqrt{\sum DU}$

where:

Frequency factor

=	Frequency factor
=	Sum of discharge units

Table 1 - Discharge ur	nits (DU)
Anglianas	System II DU
Appliance	(I/s)
Wash basin, bidet	0.3
Single urinal with cistern	0.4
WC with 6.0L cistern	1.5
Shower without plug	0.4

Κ

ΣDU

Table 2 - Typical frequency factor (K)					
Usage of Appliances	К				
Congested use	1.0				

Estimated Sewage Flow From the Public Toilet and Changing Room at Hang Hau Man Kuk Lane Park

		,	No. o	fWC				No. of S	ingle Urinal				No. of Wa	ish Basin					No. of Sho	wer					
Public Toilet	Male	Female	Disabled, Accessible, & Universal	Total	DU factor (I/s)	DU (I/s)	Male	Total	DU factor (I/s)	DU (I/s)	Male	Female	Disabled, Accessible, & Universal	Total	DU factor (I/s)	DU (I/s)	Male	Female	Disabled, Accessible, & Universal	Total	DU factor (I/s)	DU (I/s)	ΣDU (I/s)	Q _{ww} (I/s)	Q _{ww} (m ³ /s)
Hang Hau Man Kuk Lane Park	3	8	1	12	1.5	18.0	3	3	0.4	1.2	5	5	1	11	0.3	3.3	4	0	1	5	0.4	2.0	24.5	4.95	0.0049



ARCADIS :	esign & Consultancy r natural and uilt assets
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Project No.: EB001753 Proposed Rezor	ning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use
Date: February 2019	
Design By: Marco Kan	Signature: Market
Check By: Fernando Coutinho	Signature:
Reviewed By: Luke Leung	Signature:
Planning Sewage flows - Peak Flow Est	imation according to Technical Paper EPD/TP 1/05

Table B.1) Adopted peaking factors								
Peaking Factors, P								
Population Range	Peaking Factor including stormwater allowance							
<1000	8							
1000-5000	6							
5000-10000	5							
10000-50000	4							

For the propose of determining the appropriate peaking factor the contributing population is calculated using the expression presented in section 12.1 of EPD GESF as follows:

Contributing Population = Calculated total average flow $(m^3/day) / 0.27 (m^3/person/day)$

Colebrook-White Equation for circular pipes is applied to calculate the full bore velocity

Colebrook-White equation for circular pipes:

$$\overline{V} = -\sqrt{(8gDs}\log\left(\frac{k_s}{3.7D} + \frac{2.5\,\mathrm{lv}}{D\sqrt{(2gDs)}}\right)$$

where: V mean velocity (m/s) = ____ gravitational acceleration (m/s²) g R

=

D =

hydraulic radius (m) pipe diameter (m) equivalent sand roughness (m) kinematic viscosity of fluid (m²/s) ks =

= ٧

frictional slope (energy gradient due to frictional loss) = S

A 10% reduction in pipe flow capacity is applied in the calculation to account for sedimentation

Table B.2) Hydraulic Design of the Proposed Terminal Manhole to FMH4035351

Pipeline location	Lin	ks	Average Flows					Peak Flows			Pipe capacity check						
Street	Upstream Node	Downstream Node	From buildings (m ³ /day)	From US pipe (m ³ /day)	Total average flow (m ³ /day)	Contributing Population	Peaking Factor	Peak flow from buildings (m ³ /s)	Peak design flow (m ³ /s)	US IL (mPD)	DS IL (mPD)	Length (m)	Gradient (m/m)	Diameter (mm)	Full Bore Velocity, Vc (m/s)	Pipe Full Capacity, Qc (m ³ /s)	Pipe Capaity Check
	Terminal Manhole	SM1	410.664	0.000	410.664	1521	6	0.02852	0.0285	4.84	4.59	25.0	100	250	1.10	0.0486	ОК
Chiu Chun Deed	SM1	SM2	0.000	410.664	410.664	1521	6	0.00000	0.0285	4.59	4.43	16.0	100	250	1.10	0.0486	ОК
Chiù Shùn Koad	SM2	SM3	0.000	410.664	410.664	1521	6	0.00000	0.0285	4.10	4.06	4.0	100	250	1.10	0.0486	ОК
	SM3	FMH4035351	N/A	410.664	410.664	1521	6	0.00495*	0.0335	3.56	3.45	10.1	92	300	1.30	0.082	ОК
	FMH4035351	FMH4035349	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-2.03	-2.11	65.0	812	1650	1.32	2.537	N/A

*Peak sewage flow for toilet and changing room was estimated using BS EN 12056-2:2000 therefore the Peaking Factor from EPD GESF doesn't apply.

Colebrook-White Pipe Roughness k_s = 3mm

Kinematic Viscosity of Fluid v = $0.000001 \text{ m}^2/\text{s}$

Appendix F

Drainage Impact Assessment



PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

Drainage Impact Assessment

MAY 2020

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

Drainage Impact Assessment

Author	Wei Ming Khoo	Wellow
Reviewer	Fernando Coutinho	Ferre
Approver	Luke Leung	P.P. a
Report No	EB001753/PVB/DIA/R06	
Date	May 2020	



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CONTENTS

1	INTRODUCTION1	
1.1	Background1	
1.2	Objective1	
1.3	Information Available for the Study1	
2	PROJECT OUTLINE1	
2.1	Project Background and Project Site1	
2.2	Planning and Implementation2	
2.3	Area of Project Site2	
3	EXISTING PUBLIC DRAINAGE INFRASTRUCTURE	
3.1	Existing Box Culvert2	
3.2	Existing PVB Drainage System2	
3.3	Existing Vegetated Man-made Slopes2	
3.4	Existing Connections with Public Drainage Infrastructure	
4	METHOD OF ANALYSIS	
4.1	Assessment Criteria3	
4.2	Drainage Impact Assessment4	
4.3	Recommendations	
5	CONCLUSIONS	

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

LIST OF DRAWINGS

4001-EB001753-02 Existing Stormwater Catchment Area, Surface Types and Existing Connections to Public Stormwater System

4002-EB001753-04 Proposed Connections to Public Drainage System 4003-EB001753-04 Proposed Stormwater Catchment Area and Surface Types 4004-EB001753-02 Proposed Slope Drainage System 4005-EB001753-02 Cross Section of Proposed Stormwater Works

LIST OF APPENDICES

APPENDIX A

As-built Drawings of Main Box Culvert at Chiu Shun Road

APPENDIX B

Information Extracted from GEO's GINFO System

APPENDIX C

Hydraulic Assessment

1 INTRODUCTION

1.1 Background

1.1.1 Arcadis Design & Engineering Limited was commissioned by DLN Architects Limited to undertake a drainage impact assessment (DIA) for the proposed residential development at MTR Pak Shing Kok Ventilation Building (PVB) Site and adjacent "Green Belt" Site to the south of PVB in Tseung Kwan O, New Territories (hereafter referred to as "the Site").

1.2 **Objective**

- 1.2.1 This DIA report outlines the existing drainage system in the vicinity of the Site. studies the potential drainage impacts that may arise from the proposed residential development and proposes appropriate mitigation measures where necessary.
- 1.2.2 The objectives of this DIA are as follows:
 - Identify any potential drainage impact arising from the Site;
 - Identify design requirements of the drainage system of the proposed residential development; and
 - Substantiate the technical feasibility of connecting the proposed drainage system of the proposed development with the nearby public drainage system.

1.3 Information Available for the Study

- 1.3.1 The following information was reviewed for the Study:
 - a. Drainage Services Department Drainage Record Sheet of existing public drainage infrastructure in the vicinity of the Site, April 2016;
 - b. Relevant as-built information on the existing box culvert completed by TDD Contract No. JB25/86 Box Culvert Details in Hang Hau, Stage 2 - Engineering Work;
 - c. DSD Stormwater Drainage Manual (SDM) Fifth Edition (January 2018 Edition).

2 **PROJECT OUTLINE**

2.1 **Project Background and Project Site**

- 2.1.1 A new residential development was proposed to be constructed at the MTR Pak Shing Kok Ventilation Building (PVB) Site and adjacent "Green Belt" Site to the south of PVB. The Site is bounded by Chiu Shun Road to the northwest and is surrounded by vegetated man-made slopes.
- 2.1.2 The proposed development comprises two separate towers with 27 floors for residential use, on a podium with clubhouse and carpark.

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

2.2 **Planning and Implementation**

2.2.1 intake was scheduled in 2029.

2.3 Area of Project Site

2.3.1 The Site has an area of approximately 4,458 m².

3 **EXISTING PUBLIC DRAINAGE INFRASTRUCTURE**

3.1 **Existing Box Culvert**

- 3.1.1 of the Site.
- 3.1.2 including that of the Site.
- 3.1.3 Contract No. JB 25 / 86 are included in Appendix A of this report.
- 3.1.4 drawing no. 4001-EB001753-02.

3.2 Existing PVB Drainage System

3.2.1 drainage system.

3.3 **Existing Vegetated Man-made Slopes**

3.3.1

3.4 **Existing Connections with Public Drainage Infrastructure**

3.4.1 no. 4001-EB001753-02.

The proposed development would be constructed in one single phase. The tentative programme of the proposed private housing development population

There is a 4-cell box culvert constructed under TDD Contract No. JB 25 / 86. The box culvert is located along Chiu Shun Road and abutting on the northwest side

The box culvert drains stormwater from the catchments along Chiu Shun Road

Relevant as-built drawings of the Main Box Culvert completed under TDD's

The existing public drainage infrastructure in the vicinity of the Site is shown in

There are two existing drainage systems within PVB site, the Pak Shing Kok Ventilation Building and perimeter drainage system incorporating existing slope

There are existing vegetated man-made slopes abutting on the Site. The stormwater runoff of the vegetated man-made slopes drains to existing sand traps at the west corner and north corner of the Site (ST1 and ST2 respectively).

Existing connections to the public stormwater infrastructure are shown in drawing

METHOD OF ANALYSIS 4

Assessment Criteria 4.1

4.1.1 With reference to the DSD SDM, underground drainage pipes with a diameter smaller than 1.8m (or equivalent diameter in case of a box culvert) conveying stormwater to a trunk drain, river or sea are normally classified as "Urban Drainage Branch System". An "Urban Drainage Trunk System" collects stormwater from branch drains and conveys the flow to outfalls in river or sea. Pipes with size or box culverts with equivalent diameter equal to or larger than 1.8m are normally considered as trunk drains. Recommended Design Return Periods from DSD SDM are shown in the table below:

Design Return Period
50 Years
200 Years
200 Years

Table 1 - Recommended Design Return Periods

4.1.2 The catchment run-off was calculated using the "Rational Method", as outlined in the DSD SDM.

Q = 0.278 C i A

- Where:
- Q peak run-off in m³/s = С = run-off coefficient (dimensionless) = rainfall intensity in mm/hr = catchment area in km² А
- 4.1.3 The runoff coefficient C adopted for roof/asphalt/concrete/man-made slope, vegetated slope/vegetated area with underlying structure and vegetated land are 0.9, 0.6 and 0.20 respectively.
- The rainfall intensity parameter "*i*" is dependent on the return period, rainfall 4.1.4 duration and the time of concentration of the catchment under consideration.
- The times of concentration (tc) for the different types of catchments are 4.1.5 summarized in Table 2.

Type of Catchment	Time of Concentration							
Residential Development	a minimum of 3 minutes							
Vegetated Slope	a minimum of 1 minute							
Table 0. Times of concentration for Different Types of October ant								

Table 2 - Times of concentration for Different Types of Catchment

4.1.6 The inlet times, or times of concentration of catchments considered in this DIA Report were estimated using the Brandsby William's Equation as shown below:

<i>t</i> –	0.144651
$\iota_0 =$	$H^{0.2}A^{0.1}$

Where:	t ₀ =	time of concentration of the catchment (min)
	L =	distance (on plan) measured on the line of natural flow between the
		summit and the point under consideration (m)
	A =	Catchment area (m ²)
	H =	Average slope (m per 100m), measured along the line of natural flow

Average slope (m per 100m), measured along the line of natural flow, from the summit of the catchment to the point under consideration

PROPOSED REZONING OF PAK SHING KOK VENTILATION BUILDING AND ADJACENT AREA FOR RESIDENTIAL USE

4.2 **Drainage Impact Assessment**

- 4.2.1 the west corner and north corner of the Site respectively.
- 4.2.2 Building respectively.
- 4.2.3 drawing 4002-EB001753-04.
- 4.2.4 drained to the existing sand traps ST1 and ST2 will be reduced.
- 4.2.5 be reduced.
- 4.2.6 development will not affect the existing slope drainage system.
- 4.2.7 slope drainage system.
- 4.2.8 respectively.
- 4.2.9 below:

Scenario	Building Drainage System Stormwater Runoff (m³/s)	Slope Drainage System Stormwater Runoff (m ³ /s)	Total Stormwater Runoff (m³/s)							
Baseline	0.168	0.831	0.999							
Proposed Development	0.207	0.798	1.005							
Table 2 Estimated Ctarmyuster Dunoff										

4.2.10 of climate change up to the mid 21st century.

Presently, the stormwater runoff from the Site is discharged to an existing 4-cell box culvert along Chiu Shun Road through existing sand traps ST1 and ST2 at

It is proposed that two new terminal manholes connecting to the existing public drainage infrastructure are constructed to drain the stormwater runoff from the proposed residential development and existing Pak Shing Kok Ventilation

It is also proposed that a new manhole is constructed outside the site near its boundary. This manhole would receive the connection pipes from the proposed terminal manholes for discharge of the flows to the existing 4-cell box culvert along Chiu Shun Road. The location of the proposed manhole is shown on

The drainage system of the proposed development would intercept the stormwater runoff within the footprint of the proposed development building and convey it to existing 4-cell box culvert along Chiu Shun Road through the proposed manhole adjacent to the site boundary. As a result, the stormwater flow

The podium of the proposed development covers part of the man-made slopes no. 12NW-C/C 520 and therefore the surface runoff on that part of the slope would be intercepted by the podium structure and drained by the building drainage system. As a result, the surface runoff on the slope drainage system will

The columns and associated foundations supporting the podium of the proposed

A maintenance area to serve the existing PVB building is proposed on existing slope 12NW-C/C 519. This platform would require modification of the existing

Existing stormwater catchments and post-development stormwater catchments are shown in drawings no. 4001-EB001753-02 and 4003-EB001753-04

The estimated 1 in 200 years baseline and new-development stormwater runoff from the building drainage system and slope drainage system are summarized

Table 3 Estimated Stormwater Runoff

Detailed calculations of the stormwater runoff from the building drainage system and slope drainage system are contained in Appendix C. The rainfall intensity adopted in the detailed calculations is increased by 10.4% to account for effects

- 4.2.11 Based on the hydraulic assessment result the proposed development would increase the total stormwater flows discharged to the existing 4-cell box culvert along Chiu Shun Road by 0.006m³/s.
- 4.2.12 Since the increase in stormwater runoff due to the proposed residential development is small (0.006m³/s) comparatively to the hydraulic capacity of existing 4-cell box culvert along Chiu Shun Road (27.33m³/s), it anticipated that there would not be any adverse drainage impact due to the proposed residential development.

4.3 **Recommendations**

- 4.3.1 There will be a need for modification of the existing drainage system of the MTR Pak Shing Kok Ventilation Building for the new development. The existing terminal manhole of the Ventilation Building will need to be reconstructed to connect with a new terminal manhole situated at the proposed vehicular access area of the proposed development.
- 4.3.2 It is recommended that the stormwater runoff of the new development of the Site be separately drained via a new terminal manhole located at the run-in/out of the proposed development.
- 4.3.3 A new stormwater manhole would be constructed outside the site, near its boundary, to convey the flows from the proposed terminal manholes to the existing 4-cell box culvert along Chiu Shun Road. The new stormwater manhole and associated outlet pipe are to be handed over to DSD.
- 4.3.4 The proposed new building drainage system will be separated from the existing MTR Pak Shing Kok Ventilation Building drainage systems.
- 4.3.5 The location of the proposed new stormwater terminal manholes and the proposed building drain pipe connections to the existing box culvert are shown in drawing no. 4002-EB001753-04. The hydraulic calculations of the proposed building drain pipes are contained in Appendix C.
- 4.3.6 The proposed maintenance platform at slope 12NW-C/C 519 will require modification of the existing slope drainage system. Proposed slope drainage works are shown in drawing no. 4004-EB001753-02.

5 CONCLUSIONS

- 5.1.1 A new residential development with two towers was proposed to be constructed at the MTR Pak Shing Kok Ventilation Building (PVB) Site and adjacent "Green Belt" Site to the south of PVB.
- 5.1.2 The proposed development would change the surface characteristics of the Site as summarized in Table 3.
- 5.1.3 The drainage system of the proposed development would intercept the stormwater runoff within the proposed building footprint and therefore the stormwater flow drained to the existing sand traps ST1 and ST2 will be reduced.
- 5.1.4 The total stormwater runoff from the building drainage system and slope drainage system for the 1 in 200 years baseline scenario and the proposed development scenario were estimated to be 0.999m³/s and 1.005m³/s respectively.

- 5.1.5
- 5.1.6 drainage impact due to the proposed residential development.
- 5.1.7 existing public infrastructure and surrounding areas.

The proposed residential development would increase the stormwater flow discharged to the existing 4-cell box culvert along Chiu Shun Road by 0.006m³/s.

Since the increase in stormwater runoff from the Site is small (0.006m³/s) comparatively to the hydraulic capacity of existing 4-cell box culvert along Chiu Shun Road (27.33m³/s), it anticipated that there would not be any adverse

Hence, the development should not cause an adverse drainage impact on the

Drawings







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APPENDIX A

As-built Drawings of Main Box Culvert at Chiu Shun Road



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		· · · ·	C HUHIICL 1880)		81	£ u u			ĝ		Q BALANCING HOLE	• • • • • • • • • • • • • • • • • • •
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ر .		WVERT LEVEL OF CULVERT (m.P.								+2.182	+2.152	
		Nº OF CELLS, SIZE & GRADIEN			2.5	1 5Hx 3.SW 1 IN 359			2057 5 05 1111	7	TRANSITION 'B'	2.5H # :
			1350 Ø 12-2 180	- 150 ¢ - 150 (12,3)315 CH15300	¢ (\$750			NGITUDINAL PI	ROFILE OF MAIN SCALE VERT. 1: 200 HOR 1: 500	BOX CULVERT	-150 Ф./L-2.495, СН 1770 5 (~ 150 Ф. СН1772 0 (~ 150 Ф. К-2.492, СН 1773 0	
			CH15215 Q 1/2 1.3.341 CH15025 CH15025	M31 150 0.12 - 1375 € INTER CELL-OPENING [150 0 CHISKLO	1/H5 4 INTER-CELL OPENING CL-30221 [150 9 14-32-22 [14-32-2] [150 8 14-32-22 [14-32-2] [150 8 14-3550 [14-32-2] [150 8 CH15080]	LISCO & BALANCING HOLE	Г ¹⁵⁰ Снивего Г ¹⁵⁰ С ¹⁵⁰ С	-1500 CHISETS 10-2071 CHISETS CHISELO	150 0 11-3004 CH 171-3 € BALANCING HOLI	E	£ D/53 4 INTER-CELL OPENI (CL+5.395) (-1500 (-1500) - 1500 Q (CL+6.505) (-1500) - 1500 Q (I/M)	NG CH 18230 CH 18230 CH 18230 CH 18510 CH 18510 CH 18510 CH 18510 CH 18510 CH 18510 CH 18510 CH 1850 CH 1
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	. •	CHAINAGE ALONG ROAD (m)	200.000	-d.	8		ditt: 001		and an original frances	· · · · · ·	000 000	INVERT LEVEL OF THE DRIVEINAL 2050 OF FOLL SEWER AT CH 1917 400 (-2 582)
-	f	INVERT LEVEL OF CULVERTIM ROJ	1		7	i.			/	0.575		ordiss
		Nº OF CELLS, SIZE & GRADIENT	TRANSITION			3 3.2H x 3.5W 1 IN 50	0			TRANSITION		2 3:2H # 3.5W 1 IN
-			<i>−1500</i>				LON	IGITUDINAL PR	SCALE OF MAIN	BOX CULVERT		ſ
			(2-2837 CH 3585 CH 3525 €M∠H8 & INTER-CELL OPE	- 1000 d 11.2 000 CH 2021 D NING	€ M/H9 & INTE (CL+7 735)	ER - CELL OPENING	C ¹⁵⁰ d	-900 \$ 11+1,000 CH 21570 CM/	HIG & WTER-CELL OPENING	CH 22249	-DPENING FOR FUT 11.+13001.CH 2281 D:/54 G INTER-	LRE 1200 & PIPE LAPPROX. 10 AND
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• *			- 150 % CH 19920	-150 d CH 20270	2×150 0 CH 20725	153 4 1 2045	- ¹⁵⁰ 4 CH 21310	00 # -2.300 v.2156.5	(150 d 11.+2383 CH 21000	1-150 \$.4-2335 -150 \$.4-2335 -150 \$.4-2335	CH 2252.8	CH 23160 CH 23150
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	0,	ATUM_ R. L3.000 m.P. D.	150 g - 152 g 150 g - CH. 19705 112 2521 CH. 1993 Q .	150 g - CH 20355	10 d 11-2515 CH 2012 S	80 d		са <u>Lista</u> L <u>is</u> Ziod Ц2.201 Li 21367 СН. 21740 с	500 -150 d 0-2176 -150 d 1-2145 0 -150 d V-33369	275.d 11-3.180 10-2.2440	-150 Ø CH 22615	
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		CHAINAGE ALONG ROAD (m)	B 10 0		0.000		<u>aa aa</u>			1200 d CH 2231 5		FOR FUTURE LOC & PLPE
	-		02		09 1				CH21925	CH 2220 0	(APPRC.) [115C0 CH 2281 5
4.7 × 1		NE OF CELLS , SIZE & GRADIENT		3.24				ا ونغت دامه	- · TRAHSITION		4	
	-		-	d) K / 7 A		LONGITUDII	IAL PROFILE OF	MAIN BOX CU	LVERT	-	3.5H x 3.5W 1 IN DCO	
							SCALE HOR. 1	500				
		7.1662 5.1662	4 / / / / / / / / / / / / / / / / / / /	C5)	€ M	4/H1021CL+6120)			EM/H103161-59201		1	
		2 × 150 2	3 3 5 4H H	011 - 11:2030			÷		<u> </u>			NOTES:- 1. FOR GENERAL NOTES SEE DRG N.
		MATCH WITH	1509			-> 0.62	₹					2. BALANCING HOLE AND INTERCELL (WERE PROVIDED ON ALL INTE CHAINAGE
	DA	ATUM R.L 3,000 m.P.D.	-150 d 12+3,381 -150 d 12+3,281 -150 d 12+3,425 -150 g	0 0					++			3 A CLEAR DISTANCE OF AT LEAST TO ANY INLET PIPE AND THE NEAREST 4 PIPE ENTRIES IN REAR WALL ARE
		CHAINAGE ALONG	24.000 33.300 36.000 56.000	75,000	0.000 000 000 000 000 000 000 000 000 0	7,000	2.000	22.000	3.300	2 000	2.000	LONGITUDINAL PROFILE 5 FOR LAYOUT OF PIPES RUNNING INTO 50285/1040J.1042G & 1044E LEGEND :
	-	CULVERT (m) 86	000 000 000 000 000 000 000 000 000 00	<u>2001</u>	11 01 11 01 11 01	101	10 12	10 2	<u>10 25</u>	10 24	15 01 15 01	
		CHAINAGE ALONG ROAD (m)	,				2					o.c. toren Leret
		INVERT LEVEL OF S CULVERT (mPO)	1001		>	-				~	.0.569 .0.569	
	L	NO OF CELLS SIZE GRADIENT			Υ	1 3.2H x 3.5W 1 IN	575					
			- IMANSIFICM E		LONGITUDIN	VAL PROFILE OF L	BOX CULVERT Nº	1			- TRANSITIO	Y 'F'
L	FRAME I	125 x 800 mm	57 × 110	1-057 		HOR. 1	300					
/						-	\ \]	···· >`			



APPENDIX B

Information Extracted from GEO's GINFO System



APPENDIX C

Hydraulic Assessment

DRAINAGE DESIGN

Project Title:	Proposed Rezo	oning of Pa	ak Shing	Kok Vent	tilation Bui	Iding and	Adjacent Area	for Resid	ential Use	Job No:	EB00	1753			Made by:	Marco Kan	Uprke	4		
Subject:	Hydraulic Calc	ulation of	the Propo	osed Drai	inage Coni	nection Pip	pes with the P	ublic Drain	nage System						Checked by:	Fernando Cou	tinho F			
															Reviewed by:	Luke Leung	le			
Proposed scenario															Date:	13-Dec-18				
Return Period :				50	yrs					Storm C	onstant:			A 451.3	Int	ensity-Duration-Freq	uency (IDF) Relationsh	ip	Increase in Rainfall Intensity du	e to climate change
Minimum Time of Concentration	on (roof area):			3.00	min		(1	(for 50 y	rs)			B 2.46		<i>i</i> –	а		Rai	fall Increase (%)
CW Kinematic Viscosity, v :				8.97E-07)	d					C 0.337		$t = \frac{1}{(t)}$	$(a + b)^c$		Mid 21st Century (2041-	10.4
Pipe roughness coefficient, $k_{\rm s}$:			3.00	mm				¥	Surface	Material Coe	fficient							2060)	10.4
Box Culvert, ks:				1.50	mm					Paved A	rea			0.90	i	= extreme mean	intensity in mm/hr,			
								D		Vegetate	ed Area w/ und	erlying structure		0.60	t _d	= duration in min	nutes ($t_d \le 240$), and			
								Pipe		Vegetate	ed Area			0.20	a, b, c	= storm constant	s given in Table 3.			
									-											
Drain run reference /	Conduit Shape	b	d	Length	Gradient	k _s or n	Full Bore	Full Bore	from	Time of	Total Time	Rainfall intensity	(w/ climate change	Vegetat	ed areas	Vegetated areas w/	Paved Drained areas	Total Drained	Flow Rate	Capacity used
Manhole Number	pipe						Velocity	Capacity	catchment to	conc tr	of conc tc		increase)			underlying structure		areas		
	U-channel	mm	mm	m	1 in		m/s	m³/s	min	min	min	mm/hr	mm/hr	r	n²	m²	m²	m²	m³/s	%
Proposed Residential																				
Building's Terminal	pipe	450	450	7.0	50	3.000	2.303	0.366	3.00	0.00	3.00	254.7	281.2	4	3	446	2479	2968	0.196	53.46%
Stormwater Manhole	. 12																			
Proposed Pak Shing Kok																				
Ventilation Building's									3.											
Terminal Manhole -	pipe	225	225	20.0	50	3.000	1.449	0.058	3.00	0.00	3.00	254.7	281.2	1	36	0	0	136	0.002	3.69%
Proposed Stormwater																		1		
Proposed Manhole -	pipe	450	450	2.0	11	3.000	4.914	0.781	3.23	0.00	3.23	251.2	277.3	1	79	446	2479	3104	0.195	24.98%
Existing Box Suivert																				
												-								
Existing rectangular 4 x																				
3500 x 3200 Box Culvert	rectangular	3500	3200	-	800	1.5	0.610	27.328	-	-	-	-			-	-	-			

	Rainfall Increase (%)
Mid 21st Century (2041- 2060)	10.4



Project No.: EB001753 Date: 27/11/2018 Designed By: Fernando Coutinho Checked By: Luke Leung Subject: MTRCL'S Private Housing Proposal at MTR Ventilation Building in Pak Shing Kok

Reference

DSD Stormwater Drainage Manual, Fifth Edition, Jan 2018 CEDD Geotechnical Manual for Slopes, January 2011

A.) Design Criteria

Runoff Coefficient

Surface Material	Coefficient
Paved	0.90
Vegetated w/ underlying Structure	0.60
Vegetated	0.20
Man-made Slope	0.90
Natural Vegetated Slope	0.60

Increase in Rainfall Intensity due to climate change

	Rainfall Increase
Mid 21st century (2041- 2060)	10.4

Storm Constants

50 Years	A	451.300
Return	В	2.460
Period	С	0.337
200 Years	A	429.500
Return	В	2.050
Period	С	0.295

B.) Estimation of Peak Runoff for Each Catchment

Catchment ID	Discharge to Manhole / Catch Pit	Catchment Area (m ²)	Paved Area (m²)	Natural Vegetated Slope Area (m ²)	Man-made slope Area (m²)	Vegetated w/ Underlying Structure Area (m ²)	Vegetated Area (m²)	Flow Length (m)	Average Slope (m/m)	Time of Concentratio n (min), t _c	Intensity of Precipitation (mm/hr) (1 in 50 years)	Intensity of Precipitation w/ climate change increase (mm/hr) (1 in 50 years)	Stormwater Runoff w/ climate change increase (m ³ /s) (1 in 50 years)	Intensity of Precipitation (mm/hr) (1 in 200 years)	Intensity of Precipitation w/ climate change increase (mm/hr) (1 in 200 years)	Stormwater Runoff w/ climate change increase (m ³ /s) (1 in 200 years)
Baseline Scenario - Building Draina	ige System Stormwater S	urface Runoff												· · · · · · ·		
SC-01	ST1	2617	2186	0	0	0	431	38	0.010	3.0	254.7	281.2	0.1604	266.4	294.1	0.1678
Baseline Scenario - Slope Drainage	System Stormwater Surf	ace Runoff												-		
SC-02	ST1	1080	0	0	1080	0	0	33	0.455	1.1	294.0	324.6	0.0876	306.0	337.8	0.0912
SC-03	ST1	9604	0	9604	0	0	0	160	0.335	4.6	233.8	258.1	0.4131	245.8	271.3	0.4343
SC-04	ST2	1896	0	0	1896	0	0	35	0.429	1.1	293.6	324.1	0.1536	305.5	337.3	0.1599
SC-05	ST2	2852	0	2852	0	0	0	70	0.300	2.3	266.5	294.2	0.1398	278.1	307.0	0.1459

1 in 50 years total surface runoff from building drainage system= 0.160 (m3/s)

1 in 200 years total surface runoff from building drainage system= 0.168 (m3/s)

1 in 200 years total Surface runoff from slope drainage system= 0.831 (m3/s)

1 in 200 years total Surface runoff from building drainage system + slope drainage system= 0.999 (m3/s)



Project No.: EB001753 Date: 27/11/2018 Designed By: Fernando Coutinho Checked By: Luke Leung Subject: MTRCL'S Private Housing Proposal at MTR Ventilation Building in Pak Shing Kok

Reference

DSD Stormwater Drainage Manual, Fifth Edition, Jan 2018 CEDD Geotechnical Manual for Slopes, January 2011

A.) Design Criteria

Runoff Coefficient								
Surface Material	Coefficient							
Paved	0.90							
Vegetated w/ underlying Structure	0.60							
Vegetated	0.20							
Man-made Slope	0.90							
Natural Vegetated Slope	0.60							

Increase in Rainfall Intensity due to climate change

	1
	Rainfall Increase (%)
Mid 21st century (2041- 2060)	10.4

Storm Constants								
50 Voors Poturn	A	451.300						
50 Years Return	В	2.460						
Period	С	0.337						
200 Voars Poturn	A	429.500						
200 fears Return	В	2.050						
Penou	С	0.295						

B.) Estimation of Peak Runoff for Each Catchment

Catchment ID	Discharge to Manhole / Catch Pit	Catchment Area (m ²)	Paved Area (m²)	Natural Vegetated Slope Area (m ²)	Man-made slope Area (m ²)	Vegetated w/ Underlying Structure Area (m ²)	Vegetated Area (m ²)	Flow Length (m)	Average Slope (m/m)	Time of Concentratio n (min), t _c	Intensity of Precipitation (mm/hr) (1 in 50 years)	Intensity of Precipitation w/ climate change increase (mm/hr) (1 in 50 years)	Stormwater Runoff w/ climate change increase (m ³ /s) (1 in 50 years)	Intensity of Precipitation (mm/hr) (1 in 200 years)	Intensity of Precipitation w/ climate change increase (mm/hr) (1 in 200 years)	Stormwater Runoff w/ climate change increase (m ³ /s) (1 in 200 years)
Proposed Development Scenario -	Building Drainage System	n Stormwater	Surface Runof	f												
SC-01a	Proposed Terminal Manhole For The Proposed Development	2968	2479	O	0	446	43	38	0.010	3.0	254.7	281.2	0.1958	266.4	294.1	0.2048
SC-01b	Proposed Terminal Manhole For Existing Pvb Building	136	0	0	0	0	136	4	0.010	3.0	254.7	281.2	0.0021	266.4	294.1	0.0022
Proposed Development Scenario -	Slope Drainage System St	tormwater Su	rface Runoff									-				
SC-02	ST1	1292	67	0	1225	0	0	33	0.455	1.1	294.6	325.2	0.1050	306.5	338.4	0.1093
SC-03	ST1	9392	0	9392	0	0	0	160	0.335	4.6	233.6	257.9	0.4038	245.7	271.2	0.4246
SC-04	ST2	1410	0	0	1410	0	0	35	0.429	1.2	292.6	323.1	0.1139	304.6	336.2	0.1185
SC-05	ST2	2852	0	2852	0	0	0	70	0.300	2.3	266.5	294.2	0.1398	278.1	307.0	0.1459

1 in 50 total surface runoff from building drainage system= 0.198 (m3/s)

1 in 200 years total Surface runoff from building drainage system= 0.207 (m3/s)

1 in 200 years total Surface runoff from slope drainage system= 0.798 (m3/s)

1 in 200 years total Surface runoff from building drainage system + slope drainage system= 1.005 (m3/s)

Appendix G

Geotechnical Planning Review Report







Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use

GEOTECHNICAL PLANNING REVIEW REPORT

SEP 2019

Sep 2019 Date

Submittal No. EB001753/PVB/GPRR/R6







CONTACTS

DR. PETER ONUSELOGU Associate Director

Proposed Rezoning of Pak Shing Kok Ventilation **Building and Adjacent Area for Residential Use**

GEOTECHNICAL PLANNING REVIEW REPORT

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CONTENTS

1.	INTRODUCTION1
1.1.	Background1
1.2.	Purpose1
1.3.	Site Topography1
2.	DESK STUDIES
2.1	Sources of Data3
2.2	Man-made Features3
2.3	Natural Terrain3
2.4	Existing Ground Investigation4
3.	PROPOSED DEVELOPMENT
4.	GEOTECHNICAL APPRAISAL
4.1	Site Geology6
4.2	Man-made Features7
4.3	Natural Terrain7
4.4	Possible Foundation Types8
4.5	Possible ELS Works8
5.	CONCLUSION AND RECOMMENDATIONS

APPENDICES

APPENDIX A

Slope Stability Analyses for the Adjacent Man-made Features 12NW-C/C520(1)&(2) and 12NW-C/C519(1)&(2)





1. INTRODUCTION

1.1. Background

Arcadis Design & Engineering Limited was commissioned by DLN Architects Limited to undertake geotechnical planning review report for the MTR Pak Shing Kok Ventilation Building (PVB) Site and adjacent "Green Belt" Site to the south of PVB, in support for the rezoning of the site with a proposed residential development.

1.2. Purpose

This Report presents the Geotechnical Planning Review Report (GPRR) for PVB Site and adjacent "Green Belt" Site to the south of PVB. It is based on extensive information search in all relevant Government databases. Some site-specific information as well as previous wide-area study report have been consulted.

1.3. Site Topography

The Site overlooks Chiu Shun Road which has moderate traffic density. It is currently an open car park within the premises of Pak Shing Kok Ventilation Building (PVB), see Figure 1.1.

The site was formed in 1999 during the site formation works at the toe of the western portion of Sheung Yeung Shan, which is a natural hillside with dense vegetation cover measuring about 260m high.

The site is divided into two parts. The first part includes the existing Ventilation Building, while the second part includes the man-made slopes to the south of Ventilation Building.

Standing at a general elevation of +8.8mPD, the concrete paved PVB site area is about 3,000m², including the existing Ventilation Building whose roof slab level is at +29.7mPD.

Shotcreted man-made slopes notably Cut Slope No. 12NW-C/C 519(1) & (2) border the southwestern portion around the Ventilation Building. Fill Slope No. 12NW-C/F 194 borders the southeastern portion and Cut Slope No.12NW-C/C 520(1) & (2) borders the south-eastern and northeastern portions (see Figure 2.1). The section of Chiu Shun Road immediately adjacent to the proposed site is approximate +7 mPD.



Figure 1.1 Location Plan of the Subject Site



Photo 1.1 Aerial view of the Subject Site area showing densely vegetated overlooking natural hillside





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The overlooking natural hillside has a general angle of 26 degree and faces northwest direction to the site. Drainage channel and flexible debris fence were observed along edge of the slope berm.



Photo 1.2 View of the concrete surfaced Subject Site facing PVB Ventilation Building



Photo 1.3 View of the concrete surfaced Subject Site backing PVB Ventilation Building and looking at Slope No. 12NW-C/C 519(2)



Photo 1.4 View of the concrete surfaced Subject Site backing PVB Ventilation Building and looking at Site Entrance Gate and Chiu Shun Road







2. DESK STUDIES

2.1 Sources of Data

Information search on the geotechnical features within and the vicinity of the PVB site has been carried out in the following government departments:

- Civil Engineering and Development Department (CEDD)
 - > Geotechnical Information Infrastructure (GII) for records of previous ground investigations, man-made features, ENTLI, boulder, historical landslide catchment, MTR protection zone, etc.
- Lands Department (LD) \bullet
 - Slope Maintenance Responsibility Information System (SMRIS)
- Geotechnical Engineering Office (GEO)
 - Slope Safety Division for Slope Information System (SIS)
 - Hong Kong Geological Survey Geological Map (Sheet 12)
 - Hong Kong Geological Survey Memoir No.4

2.2 Man-made Features

The existing registered man-made features in the vicinity of the proposed site area are shown in Figure 2.1. Their maintenance responsibility and technical information are summarised in Table 2.1 below.



Figure 2.1 Registered Man-made Features around the Site

Table 2.1 A Summary of Registered Man-made Features around the Site

Feature No.	Maintenance Responsibility	Slope Height(m)	Slope Length(m)	Slope Angle(deg)	Ref.	
12NW-C/F194	HyD	6	15	25	SIS/SMRIS	
12NW-C/C519(1)	HyD	10	50	67		
12NW-C/C519(2)	MTRL3	10	52	07	313/311/13	
12NW-C/C520(1)	HyD	24.5	115	45		
12NW-C/C520(2)	MTRL3	24.0	115	40	313/31VIR13	

2.3 Natural Terrain

There is natural terrain (Sheung Yeung Shan) at the location of this site. Based on guidelines given in GEO Report No. 138 (Second Edition), the natural terrain located to the southwest of the Site meets the "Alert Criteria" and hence, natural terrain hazard study (NTHS) is required. A preliminary natural terrain hazard study (NTHS) has been carried out for this project. The findings are presented in Section 4 in this report. The study area for the natural terrain hazard study is shown in Figure 2.2. The boundary of catchment area is formed by the bounded adjacent ridge lines and the boundary of the existing slopes on a 1:2000 scale topographic map.



Figure 2.2 Study Area for the Natural Terrain Hazard Study





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Pesign & Consultancy for natural and built assets

According to the Historical Landslide Catchment Inventory (HLCI), there is no historical landslide records within the study area. In addition, according to the Enhanced Natural Terrain Landslide Inventory (ENTLI), there is no recent or relict landslide records (**Figure 2.3**) within the study area. Moreover, in this study area, no boulder record is found according to the SIS.



Figure 2.3 ENTLI Record in the Study Area

2.4 Existing Ground Investigation

Records of previous site investigations of the project area were obtained from Geotechnical Information Infrastructure of the Civil Engineering and Development Department (CEDD). The as-built locations of the existing GI works are presented in **Figure 2.4**. The relevant GI stations are highlighted within a 200m radius around the proposed site.

The retrieved relevant existing ground investigation records are summarized in Table 2.2.



Figure 2.4 Locations of Existing Ground Investigation Stations in the Vicinity of the Site

T dis				Veen
GI Station	Reference	Contract No.	Project fille	rear
660/TKE/D222, 660/TKE/D303 to 309, S001 to 2	33999, 34000	660	Ground Investigation Term Contract Works Order No, 19 PH.IVC – Ancillary Buildings (Pak Shing Kok Ventilation Building)	1998
JBS1 to 2, JBS11	5350	NTDD 18/ST/82	Site Investigation for the Tunnel	1983

Table 2.2 A Summary of Available Ground Investigation Information





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ARCADIS

GI Station	GIU Reference	Agreement/ Contract No.	Project Title	Year
to 12			Sewer in Junk Bay	
JBS14,17 to 18	5392	NTDD 18/ST/82	Site Investigation for the Tunnel Sewer in Junk Bay	1983
JBS19 to 20	5757	EDD10/GCO/83	Junk Bay Sewage Disposal	1984
660/TKE/D210,	34083,34060 ,34061	660	Ground Investigation for TKE Cut & Cover Tunnel	1998
660/TKE/D134, 136	33954	660	Ground Investigation for Tseung Kwan O Extension (Pak Shing Kok Tunnel)	1997
660/TKE/D029,	33904 to 33907	660	Ground Investigation for Tseung Kwan O Extension (Hang Hau & Po Lam Station)	1998
B11 to 16,D12 to 14	15722,16820	HKHA 122/90, HKHA 143/88	Site Investigation for Tseung Kwan O Area 34 – Phase II	1991
T1 to T4	18114	TK37/93	Site Investigation for Tseung Kwan O Development	1993
B4	27340	CEDD GE/95/03	Ground Investigation for Tseung Kwan O Development	1997
J25/L1 to 5	10361	EDD GC/85/08	Site Investigation for Junk Bay Development	1987
J25/M9 to 11, 13	10495	CESD GC/85/04	Marine Site Investigation: Hang Hau, Junk Bay, Stage 2	1987



These existing ground investigation information indicate that the natural terrain catchment area with typical strata of Debris Flow Deposit (about 1m), overlying completely decomposed tuff and bedrock. Localised areas of fill are found near the slope toes and are likely due to the backfilling of platforms for construction works of the former site formation works.

The interpreted tentative rockhead contour is presented in Figure 2.5. The tentative rockhead level is relatively high with range of about 0 to 4m below the existing ground level.

Groundwater monitoring records from the drillholes in the vicinity of the proposed site are retrieved for understanding the groundwater conditions in the site area. The groundwater monitoring records are summarised in Table 2.3 below. The monitored groundwater indicate that the groundwater level is about 2 to 5m below the original ground level before site formation for the Ventilation Building and very close to the existing ground level.

Measured Ground Highest **GI** Station **GIU Reference** Level Groundwater (mPD) Level (mPD) JBS-1 5350 +12.61 +10.46 J25/L1 10361 +14.10 +12.00 660/TKE/D 33999 +14.49 +10.49 222

Figure 2.5 Interpreted Rockhead Contour

Table 2.3 A Summary of Groundwater Monitoring Records around the Site

Measured Lowest	Monitoring Period			
Groundwater Level (mPD)	From	То		
+7.11	25-Jun- 1983	28-Jun- 1983		
+11.30	6-Jul-1987	9-Jul-1987		
+9.99	25-May- 1998	26-May- 1998		






3. PROPOSED DEVELOPMENT

Figure 3.1 is the indicative conceptual scheme of the proposed development. Two 27-storey residential blocks sit on a podium at the Subject Site.



Figure 3.1 Proposed Development

4. GEOTECHNICAL APPRAISAL

4.1 Site Geology

In accordance with the 1:20,000 scale Hong Kong Geological Survey (HKGS) Map published by the Geotechnical Engineering Office and entitled "Clear Water Bay: Solid and Superficial Geology, Sheet 12, Map HGM20", Hong Kong Geological Survey Memoir No.4 – Geology of Sai Kung and Clear Water Bay, The Quaternary Geology of Hong Kong, The Pre-Quaternary Geology of Hong Kong, geological settings of this site are presented below.

Solid Geology

As shown in extracted geological map in **Figure 4.1**, the solid geology predominantly comprises mainly fine ash TUFF. It belongs to Ap Lei Chau Formation of Repulse Bay Volcanic Group in the Upper Jurassic – Lower Cretaceous of Mesozoic Age. The Ap Lei Chau Formation is considered the oldest tuff division within the Repulse Bay Volcanic Group of this district. This Volcanic Rock is typically described as brownish grey and dark grey Lapilli bearing fine ash Tuff.

Superficial Geology

The superficial geology at the site comprises Fill placed in 1999 during the construction for the existing Pak Shing Kok Ventilation Building. Based on the above publications, the superficial geology at the adjacent natural terrain comprises debris flow deposits (or Colluvium) which are defined as accumulations of mass-transported material formed by water-mobilised gravitational processes. They are typically described as soft, light brown, sandy clayey Silt with some subangular medium to coarse gravel sized moderately strong tuff fragments.

Structural Geology

According to the Geological Map in **Figure 4.1**, there is no major fault around the site. Nevertheless, a photogeological lineament trending in the northwest-southeast direction is observed on the east side of the site. The distance between this lineament and the site is over 110m.



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Table

Slope

12NW

12NW 12NW

12NW

12NW



Figure 4.1 Geological Map (extracted from Sheet 12, Map HGM20)

Man-made Features 4.2

The proposed development means that (a) the facilities at the toe of the man-made features 12NW-C/F194 will change from "open area" to "residential buildings". (b) the proposed bore pile foundation for Tower 2 will encroach into the existing man-made feature, Slope Nos. 12NW-C/C520(1)&(2) and clash with some of its existing permanent soil nails at Slope No. 12NW-C/C520(1) and (c) the proposed platform for uplifting/unloading E&M plants will encroach into the existing man-made features 12NW-C/C519(1) & (2) and clash with some of their existing permanent soil nails.

The implication of the changes is, on one hand, that consequence-to-life category of Slope No. 12NW-C/F194 will be upgraded from Category 2 to Category 1. Based on Table 1 of Works Bureau Technical Circular No. 13/99, the categories of the slopes and their required minimum factor of safety (FOS) are presented in Table 4.1.

.1 Status of the affected Slopes with respect to Category and FOS						
No.	Status of t 1	the Slopes in 999	Status of the Slopes as a result of Proposed Re-development			
	Category	Required minimum FOS	Category	Impact	Required minimum FOS	
-C/F194	2	1.2	1	Not modified	1.4	
-C/C519(1)	2	1.2	1	Modified	1.4	
-C/C519(2)	2	1.2	1	Modified	1.4	
-C/C520(1)	1	1.4	1	Modified	1.4	
-C/C520(2)	1	1.4	1	Modified	1.4	

The implication of the changes is, on the other hand, that the man-made features, Slope Nos. 12NW-C/C519(1) & (2) and 12NW-C/C520(1) & (2) will be modified.

Before installing the proposed 4 nos. of bore piles with diameter of 3m each, the existing 16 nos. of soil nails (J10, A10, A11, J15, A15, A16, J19, A19, A20, J24, J25, A24, A25, A26, T1 & T2) will be cut, which results in inadequate factors of safety for the Slope No. 12NW-C/C520(2). To maintain the required factor of safety of 1.4 for modified Category 1 slope, one additional row of soil nails (12 nos. of soil nails) are proposed.

During excavation of Slope Nos. 12NW-C/C519(1)&(2) for the proposed platform for uplifting/unloading E&M plants, 14 nos. of soil nails (AA5, AA6, BB4, CC3, A33 to A41 & T3) will be cut/removed and one or two additional row of soil nails (about 18 nos.) are needed.

For details of the modification of the Slope Nos. 12NW-C/C519(1)&(2) and 12NW-C/C520(1) & (2) the calculations for reaching the required factors of safety, please refer to Appendix A.

4.3 Natural Terrain

As mentioned in Section 2 above, the natural terrain study area is typically covered by 1m of Debris Flow Deposit overlying completely decomposed tuff and bedrock and there is no recent and relict landslide records and no boulder records. It is expected that the study area shall not be subject to natural terrain hazards: open hillslope landslide, Channelised Debris Flow (CDF), deep-seated slide, rockfall and boulder fall. Nevertheless, potential topographic depressions (TD) are possible.

The major terrain features – drainage lines around the site are presented in **Figure 4.2**. By virtue of its location, the drainage DL1 shelters the site from any direct impact because of failures occurring on its east potential side. Similarly, drainage lines DL2, DL3 and DL4 have potential to conduct landsliding debris originating outside the indicated catchment boundary away from the proposed site. The proposed site is susceptible to TD hazards mostly originating at locations within the indicated catchment boundary north of DL2 and DL3.

The potential topographic depressions (TD1 to TD4) in Figure 4.2 are capable of conducting landslide debris towards the proposed site.







southern portion and approximate 4m below the existing ground level at the west-northern portion. With respect to the proposed high-rise residential buildings, it is expected that pile foundation with adequate socketed length (to be determined in the detailed design stage) shall be used for the proposed development.

4.5 Possible ELS Works

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There is no underground basement for the proposed development. Therefore, major ELS works is not expected for the proposed development. Nevertheless, as mentioned in Section 4.2, the adjacent man-made feature nos. 12NW-C/C519(1) & (2) and 12NW-C/C520(1) & (2) will be modified. Some minor ELS works such as open cut excavation for installation of pile cap, trial pit & additional soil nails (about 27 nos.) and modification of existing soil nails (about 23 nos.) can be foreseen.

In accordance with Building (Planning) Regulations 27, the minimum 2.5m and 1/4 of the height of the cutting shall be maintained during the cutting works.

Figure 4.2 Major Terrain Features – Drainage Lines & Topographic Depression

As one of mitigation measures, flexible debris fence as a barrier outside the site boundary (**Figure 4.3**) is suggested to address these potential TD hazards shown in **Figure 4.2**.



Figure 4.3 Natural Terrain Hazard Mitigation Measures –Typical Flexible Debris Fence

4.4 **Possible Foundation Types**

According to the existing ground investigation data from Geotechnical Information Infrastructure of CEDD, the rockhead level in the proposed site area is almost the existing ground level at the







5. CONCLUSION AND RECOMMENDATIONS

This Geotechnical Planning Review Report has been based on desk study information.

Based on the available information, and through implementation of the recommended slope improvement works on affected man-made feature, Slope Nos. 12NW-C/C519(1) & (2), 12NW-C/C520(1) & (2) and natural terrain mitigation measures, the proposed development is considered to be geotechnically feasible.

Detailed design of modified man-made features 12NW-C/C519(1) & (2), 12NW-C/C520(1) & (2) and natural terrain hazard study and mitigations shall be submitted to the Buildings Department for approval in the detailed design stage.



APPENDIX A

Slope Stability Analyses for the Adjacent Man-made Features 12NW-C/C520(1)&(2) and 12NW-C/C519(1)&(2)

1. Introduction

Four sections (A, B, C, D) are chosen for the slope stability analyses of the modified man-made features 12NW-C/C520(1)&(2) and 12NW-C/C519(1)&(2). Their layout plan and sections are presented in Drawing No. GEO-SK07-EB001753-01 and Drawing No. GEO-SK08-EB001753-01, respectively.

2. Assumptions

Soil/rock Parameters in Slope/W

Soil Type	Bulk Density, kN/m ³	Cohesion c, kPa	Friction Angle, φ', deg	
In-situ Fill ¹	19	2	33	
In-situ CDT ²	19	5	33	
No Fine	24	10,000	0	
Concrete ³				
Rock ⁴	Bedrock (impene	Bedrock (impenetrable)		
Nataa	•			

Notes:

- 1. In-situ Fill parameters refer to Table 8 of Geoguide 1 for in-situ soil Colluvium.
- 2. CDT parameters refer to Table 8 of Geoguide 1 for in-situ soil Completely decomposed tuffs.
- 3. Assume Grade 20D for No fine concrete for conservative
- 4. Default bedrock model for rock material.

Soil Nail

Working load = 100kN/m (same as the as-built drawing no. 611/Z/04/MGS/C22/022)

Groundwater level

1 m above rockhead level

3. Results

A Summary of Calculated Factors of Safety for the Modified Man-made Features 12NW-C/C520,

12NW-C/C519 (After Excavation)

Section	Affected Man-Made Features	Without Improvement Works	With Additional Soil Nails
А	12NW-C/C520(1) & (2)	1.025<1.4, NOT OK	1.541>1.4, OK
В	12NW-C/C520(1) & (2)	1.275<1.4, NOT OK	1.409>1.4, OK
С	12NW-C/C520(1) & (2)	1.345<1.4, NOT OK	1.549>1.4, OK
D	12NW-C/C519(1) & (2)	1.133<1.4, NOT OK	1.633>1.4, OK





	NOTES	:		
	1. ALI PR	L LEVELS ARE INCIPAL DATUM	IN METRES 1.	ARUAE
	2. FOI REI 61	R DETAILS OF FER AS-BUILT 1/Z/04/MGS/C2	RAKING DRA DRG. NO. 2/015.	IN.
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SET 21ml	IN	TERFACE ENCOL	INTERED. FO	R DETAILS
V MINT	61	1/Z/04/MGS/C2	2/007.	
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	1	SITE FC	RMATION	
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	GE0-	-SK08 – E	B001753	- 01



Distance A3 (1:300)





Distance A3 (1:300)

Model: Bedrock (Impenetrable)

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for **Residential Use**

Modified Feature no. 12NW-C/C520(1)/(2) Section B - B (After Excavation with Additional Soil Nails)



Name: Rock Model: Bedrock (Impenetrable)

Name: CDT Model: Mohr-Coulomb Unit Weight: 19 kN/m³ Cohesion: 5 kPa Phi: 33 °

Name: No fines concrete Model: Mohr-Coulomb Unit Weight: 24 kN/m³ Cohesion: 10000 kPa Phi: 0 °

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for **Residential Use**

Modified Feature no. 12NW-C/C520(1)/(2) Section C - C (After Excavation without Additional Soil Nails)



Name: Rock Model: Bedrock (Impenetrable)

Name: CDT Model: Mohr-Coulomb Unit Weight: 19 kN/m³ Cohesion: 5 kPa Phi: 33 °



Distance A3 (1:300)

Name: Rock Model: Bedrock (Impenetrable)

Name: CDT Model: Mohr-Coulomb Unit Weight: 19 kN/m³ Cohesion: 5 kPa Phi: 33 °





Name: CDT Model: Mohr-Coulomb Unit Weight: 19 kN/m³ Cohesion: 5 kPa Phi: 33 °





Name: CDT Model: Mohr-Coulomb Unit Weight: 19 kN/m³ Cohesion: 5 kPa Phi: 33 °

Name: Rock Model: Bedrock (Impenetrable)

Indicative Landscape Master Plan and Tree Survey Report

Appendix H

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use

Technical Assessment

Indicative Landscape Master Plan & Tree Survey Report

May 2020

Prepared By: ADI Limited



ADI

Project Title	Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use
Report Title	Indicative Landscape Master Plan & Tree Survey Report
Date of Issue	5 th May 2020

	Name	Signature	Date
Compiled by	Trazy Kong	There K.	5 th May 2020
Checked by	Elsa Kwong	Mas	5 th May 2020
Approved by	Alison Lee	100	5 th May 2020



Table of Contents

- Introduction 1.
- 2. **Existing Site Conditions**
- Proposed Development 3.
- Landscape Assessment & Assessment of the Potential Impacts on 4. **Existing Trees**
 - 4.1 Landscape Assessment
 - 4.2 Tree Survey Findings
 - 4.3 Tree Recommendation and Compensatory Tree Planting Proposal
- 5. Indicative Landscape Master Plan
 - Landscape Design Objectives 5.1
 - Landscape Areas on Ground Floor 5.2
 - 5.3 Landscape Areas on Podium Floor and Car Park Floor
 - Hard Landscape Materials Proposal 5.4
 - Planting Proposal 5.5
 - Provision of Soft Landscape Areas 5.6
 - **Open Space Proposal** 5.7
 - 5.8 Irrigation and Drainage
 - Lighting 5.9
 - Barrier Free Access 5.10
 - Future Landscape Management and Maintenance 5.11

Tables

- 4.1 Summary of Tree Survey Findings and Recommendation
- 4.2 Summary of Compensatory Tree Planting Proposal
- Indicative Hard Landscape Materials Schedule 5.1
- Proposed Planting Mix 5.2
- Minimum Soil Depth of Planting Area (Indicative Only) 5.3
- Summary of Soft Landscape Area Provision 5.4
- 5.5 Soft Landscape Maintenance Schedule

Appendices

Appendix 1	Photos of Existing Site
Appendix 2	Tree Location Plan
Appendix 3	Tree Survey Schedule
Appendix 4	Photographic Record of Tree Survey
Appendix 5	Tree Recommendation Plan
Appendix 6	Compensatory Tree Plan
Appendix 7	Indicative Landscape Master Plan
Appendix 8	Indicative Elevation
Appendix 9	Green Coverage
Appendix 10	Indicative Local Open Space
Appendix 11	Existing Landscape Resources an
	Character Areas

and Landscape

1. Introduction

The report presents the Indicative Landscape Master Plan and Tree Survey Report for the proposed rezoning of MTR Pak Shing Kok Ventilation Building (PVB) Site and adjacent "Green Belt" Site to the south of PVB for residential use. The report intends to demonstrate the conceptual landscape design for the residential use for the Subject Site based on the architectural design and development layout. The Indicative Landscape Master Plan is attached in **Appendix 7**.

The proposed residential development will built over the existing Ventilation Building, which will remain operation in future. Replacing existing infrastructure character of the Subject Site with quality residential building and its associated landscape proposal is considered compatible with existing and planned residential character of Hang Hau. The landscape quality of the development would be enhanced by provision of quality planting at ground and upper levels of the residential development portion. Development edge at street level facing Chiu Shun Road will be softened through the use of greenery treatment on slope, tree and shrub planting. The greening proposal extended from street level to the existing slopes surrounding the Subject Site forms a continuous landscape framework to ensure a harmonious relationship between the proposed development and its surroundings.

2. Existing Site Conditions

The Subject Site is located at Hang Hau with site area of 4,458m². It is bounded by Chiu Shun Road to the northwest, planned public housing development to the northeast and man-made slopes to the southeast and southwest. The Subject Site is occupied by MTR Pak Shing Kok Ventilation Building, hard-paved surfaces for car parking, vehicular circulation for railway facilities, and existing man-made slopes. Planting area with trees and/or shrubs is found at the slope toe and periphery of the Subject Site. Photos showing the existing site conditions are attached in **Appendix 1**.

3. **Proposed Development**

The Subject Site is proposed to be rezoned to allow for the proposed residential development. The proposed development includes two towers of 27 storeys. The proposed building height is +130mPD.

4. Landscape Assessment & Assessment of the Potential Impacts on Existing Trees

4.1 Landscape Assessment

Assessment Area and Baseline Conditions

A study area of 500m from the site boundary is identified for the landscape assessment. The existing landscape resources (LRs) and landscape character areas (LCAs) within the study area are mapped on plan in **Appendix 11**.

The study area composed of a combination of landscape resources (LRs) including woodland, shrubland/grassland, plantation, roadside plantation, and open space. The Subject Site is currently composed of LRs as shown in **Appendices 1 and 11** including developed area and plantation.

LRs Sensitivity to Change

LR1 Woodland – It covers the undisturbed area at higher elevation of Pak Shing Kok hillslope with tree and shrub naturally grown over it. Given it is locally important as a green backdrop to Tseung Kwan O New Town landscape context, it is relatively mature, hence its sensitivity to change is high.

LR2 Shrubland/Grassland – It covers the area of mid-slope and hill top of Pak Shing Kok with relatively less amount of trees interspersed with large extents of shrub, groundcover and grass. Trees are relative small in size. The vegetation is naturally grown extending from the wooded area above. It is another major component on Pak Shing Kok hillslope. Considered its less importance to landscape context, its sensitivity to change is medium.

LR3 Plantation – It covers most of man-made slopes at the lower slope of Pak Shing Kok hill slope. It originally formed to accommodate roads and developments or village settlements. Some of these slopes are planted densely with trees and less groundcover whilst some steeper slopes are only grassed and some shotcrete surface are covered by climbing plants. Trees form a green backdrop to roadside amenity. A combination of both exotic and native species is observed. Considered its importance, its maturity and common treatment on man-made slope, its sensitivity to change is medium.

LR4 Roadside Plantation – Common street trees and/shrub are planted in central median and in planter along Wan Po Road and Chiu Shun Road. They are largely exotic species. They are relatively mature and have contribution to the amenity of road corridor. Considered its importance, maturity and rarity, its sensitivity to change is medium.

LR5 Open Space – Hong Kong Velodrome Park/ Tseung Kwan O Sports Ground, Hang Hau Man Kuk Lane Park and Pui Shing Garden are major recreational spaces for general public in Tseung Kwan O New Town. There is another smaller garden, Hang Hau Garden, located at Tin Ha Wan Village. These LR is largely covered by trees and plantation. Considered their importance to the district and its amenity, its sensitivity to change is medium.

LCAs Sensitivity to Change

The landscape character areas covered the study area is categorised into LCA1 Hang Hau high-rise residential, LCA2 Hang Hau urban fringe and LCA3 Hang Hau recreational landscape character areas. The boundary of these LCAs is shown in **Appendix 11**. The LCA1 Hang Hau high-rise residential landscape character area is located to the north of Chiu Shun Road that is dominated by high density built-up areas of residential developments with high-rise towers. Also, there are auxiliary community and commercial facilities including schools, shopping centres, gardens, public transport interchange and terminals forming a highly urbanised area. The sensitivity to change of this LCA1 is low.

The LCA2 Hang Hau urban fringe landscape character area is located to the south-east of Chiu Shun Road. This LCA is dominated by Pak Shing Kok vegetated hillslope interspersed with village settlement. The Subject Site is located in this LCA abutting to Chiu Shun Road. This LCA is an urban fringe landscape character with combination of built-up areas, plantation and woodland, its sensitivity to change is medium.

The LCA3 Hang Hau recreational landscape character area is located to the west of Chiu Shun Road and Wan Po Road that is dominated by parks and sports ground with extensive amenity planting scattered with low-rise facility buildings. It is a partially urbanized area with lots of landscape area and planted trees. Its sensitivity to change is medium.

LRs Magnitude of Change

Considering the proposed development is confined within the site boundary, there is no change and impact on the LRs outside the Subject Site, particularly no change to highly sensitive LR woodland.

Potential landscape impacts would arise from the site formation works and introduction of the proposed residential development. Among the five LRs, the proposed development will only affect those within the Subject Site, which only LR3 plantation is affected.

LR3 Plantation – narrow strip planting area at the periphery of the Ventilation Building will be affected. 31 trees and shrubs are inevitable to be removed to accommodate the development. Shrub species are common such as Loropetalum chinense and Hibiscus rosa-sinensis etc. Trees are common amenity species (details of existing trees refer to Appendix 3). A small portion of grass and groundcover on slope within the Site will be affected by columns supporting the residential podium and towers. The magnitude of change on LR3 Plantation within the Study Area is relatively small. Considering with its medium sensitivity, impact on this LR is moderate.

LCAs Magnitude of Change

For the three LCAs, LCA2 Hang Hau urban fringe will be affected by the proposed development as a result of introduction of residential development, as it is where the Subject Site located; while LCA1 and LCA3 will not be affected. The introduction of a small-scale residential development at the edge of LCA2, adjacent to high-rises and a planned housing development, is being a small component in this LCA. The development is also matched with the character of adjacent LCA1 Hang Hau high-rise residential. The vegetated hill in the urban fringe largely remains unchanged. Hence the magnitude of change to the LCA2 is small; impact is considered to be slight.

Proposed Landscape Mitigation Measures

Landscape mitigation measures (LMMs) are recommended to address and alleviate the landscape impacts mentioned above. LMMs include the followings:

Establish a multi-level greening framework through the use of tree and shrub planting, edge planting at car park level and greenery treatment on slope to enhance the landscape context and streetscape amenity.

- Compensate the loss of existing trees with a combination of both native and ornamental tree species.
- Introduction of residential landscape to improve amenity and shading in the locality.

Details of the landscape and tree planting proposal refer to Paragraph 4.3 and Section 5 below.

Residual Landscape Impacts and Compatibility

With the implementation of LMMs, the slight to moderate impact on LR3 plantation and LCA2 Hang Hau urban fringe will be alleviated. Considered the small scale of development, the surrounding urban character, the change of utilities character of the Site to residential landscape character, and implementation of new planting proposal and green treatment on slope, the development is compatible to Hang Hau high-rise residential, urban fringe and recreational landscape characters.

Tree Survey Findings 4.2

A Tree Location Plan showing the location of existing trees recorded within the Subject Site is attached in the **Appendix 2**. Condition of existing trees is listed in the Tree Survey Schedule and Photographic Record of Tree Survey in Appendices 3 and 4 respectively.

A total number of 31 trees were found within the Subject Site. The condition of the trees is generally fair with low to medium amenity value. Trees area was originally planted at the periphery of the Ventilation Building or at the slope toe for screening the railway facilities. Among 31 trees, 7 trees are found on slopes at the periphery of the Subject Site. These trees are self-seeded species and their condition is generally fair with low amenity value. There are no registered or potential Old and Valuable Tree, rare or protected tree species, or Champion Tree within the Subject Site.

4.3 Tree Recommendation and Compensatory Tree Planting Proposal

The proposed development includes two residential towers built on a podium covering the existing Ventilation Building, ground level landscaping and podium garden, as well as at-grade and above-ground car parking spaces.

31 existing trees are affected by the proposed residential development and recommended tree felling. Majority of these trees generally have defects such as unbalance crown and leaning form due to their growing condition. Majority of them are exotic species and common to Hong Kong. A few self-seeded trees found on slope are native species to Hong Kong. The form and condition of the affected trees are not good specimens for tree retention and will not fit into the future residential character. They are growing and confined in narrow planting area or interfered by adjacent concrete structures and/or the shotcrete slope behind, hence preparing of a viable rootball for tree transplanting is not technically feasible as such implied a relatively low survival rate and stability after tree transplanting, hence no tree is suitable for tree transplanting.

To compensate for the loss of 31 trees, 39 new trees will be planted in the podium garden and ground level of proposed residential development. Due to spatial constraints at ground floor level imposed by continuing the operation of existing railway facilities, as well as to provide vehicular entrance to the Subject Site, necessary car parking and facilities for future residents and the Ventilation Building, tree retention within the Subject Site is not technically feasible. Tree planting opportunities have also been maximised regarding to the constraints mentioned above. Standard size tree stock will be utilised considering its planting location. About 1:1.26 replanting ratio could be achieved to compensate the tree loss and there is a net gain of 8 trees on site. In addition to tree planting, other greenery features have been accommodated in the development such as greenery treatment on slopes and planters along building edge will further enhance the landscape context.

Table 4.1 provides a summary of the tree survey findings and recommendation. Table 4.2 gives a summary of the Compensatory Tree Planting Proposal.

A Tree Recommendation Plan is shown in Appendix 5. Compensatory Tree Plan indicating the potential locations of the compensatory trees is shown in Appendix 6. Enhanced planting proposals are illustrated in the Indicative Landscape Master Plan in Appendix 7 and Indicative Elevation in Appendix 8.

Table 4.1 Summary of Tree Survey Findings and Recommendation

	Subject Site	
Existing Trees	31 nos.	
Trees affected by the proposed residentia	l development	
Retain	0	
Transplant	0	
Fell	31 nos.	

	Subject Site
Fell	31 nos.
Compensatory Tree for residential	39 nos.
(to be planted in the podium garden and	
ground level)	
Replanting Ratio in Quantity	About 1:1.26

Indicative Landscape Master Plan 5.

This study report has been prepared to support the proposed residential development at the Subject Site. It provides an overview of the proposed landscape design together with a description of the design concept, the level of landscape area provision and a summary of the hard and soft landscape materials.

5.1 Landscape Design Objectives

The design objectives for the proposed Indicative Landscape Master Plan of the Subject Site are as follows:

- To provide a guality and sustainable environment with adequate landscape area for the enjoyment of the residents of the proposed development;
- To create a landscape character setting which is distinctive for the residential development and establishes a clear design theme which is in tune with Hang Hau residential characters:
- To maximise greening opportunities with the proposed development;
- The proposed landscape design provides an overall sense of coherence while also responding to the various architectural components of the proposed development;
- To enhance the development edge with greenery features such as greenery treatment on slopes and planters along building edge at car park level; and
- To utilise a combination of native and ornamental and/or flowering tree and shrub species with an interesting form, colour and foliage texture to enrich the landscape experiences and provide architectural highlights.
- Landscape Areas on Ground Floor 5.2

Landscape areas on the ground floor comprise of planting areas with shrubs and trees along the pedestrian pathway of Chiu Shun Road. Besides, greenery treatment will be added on existing slopes within the Subject Site to provide green backdrop for the development and to blend into the local urban fringe landscape. The greenery treatment on slope within the development site boundary will be maintained by the Proposed Development. The greenery features mentioned above can be seen in views at pedestrian level as well as through the voids at the lower levels of proposed development. The hard landscape surfaces have integrated paving patterns and design highlights for the entrance threshold to the residential lobby and demarcate the shared vehicular entrance to the residential building and the Ventilation Building.

Landscaping provisions on the ground floor are illustrated in Figure 7.1 in Appendix 7, Figures 8.1 and 8.2 in Appendix 8.

Landscape Areas on Podium Floor and Car Park Floor 5.3

Landscape areas on the podium floor are designed in form of courtyard gardens framed by trees, shrubs and/or hedges to create a tranguil and shaded environment. These gardens will accommodate passive recreation facilities and sitting out areas for the enjoyment of future residents. Decorative paving highlights the pathway through the gardens and to the residential lobby on podium. Planting along the building edge at the car park floor will also soften the development edge. Planting in the covered area will utilise shade tolerant shrub species to maximise area of visible greenery.

Landscaping provisions on the car park floor and podium floor are illustrated in **Figures 7.2** and 7.3 in Appendix 7.

5.4 Hand Landscape Materials Proposal

The materials and finishes for the key exterior landscape areas to complement the quality of the architectural finishes are described in the following table. The proposal is indicative and subject to detailed design. Non-slip paving materials will be selected to suit the various uses within the Subject Site.

Location	Material & Colour
Vehicular Entrance and Car Parking Areas	Recycled pavers with a combination of neutral /grey colour palette
Pedestrian Entrance to Residential Lobby	Natural stone or artificial granite tile with a combination of earth colour palette /beige colour
Courtyard Gardens on Podium	 Natural stone and/or artificial granite tile with a combination of grey and beige colour palette Natural coloured recycled wood panel Proprietary seating bench of natural coloured recycled wood and stainless steel

Table 5.1 Indicative Hard Landscape Materials Schedule

5.5 Planting Proposal

Species proposed for the Subject Site are chosen for their attractive foliage, lush colours and varies shapes in order to create an attractive visual appearance. Use of a combination of evergreen, broadleaf and/or ornamental trees and/or flowering shrubs enhances the quality. Shade tolerant species will be used underneath the building block or area with relative less sun light. Trees within the landscape areas will be specified at standard size.

A summary of proposed plant materials is provided as follows:

Botanical Name	Chinese Name	Size (DBH)	Spacing (mm)
Tree			
Bischofia javanica	秋楓		
Cinnamomum burmanii	陰香		
Elaeocarpus hainanensis	水石榕		
Garcinia subelliptica	菲島福木		
llex rotunda	鐵冬青	Standard	Minimum
Magnolia grandiflora	荷花玉蘭		3500-5000000
Plumeria rubra	雞蛋花		
Senna surattensis	黄槐		
Terminalia mantaly	小葉欖仁		
Botanical Name	Chinese Name	Size (Height x Spread) (mm)	Spacing (mm)
Shrub			
Alpinia speciosa 'Variegata'	花葉豔山薑	400 x 300	450
Brunfelsia acuminata	鴛鴦茉莉	250 x 250	300
Bougainvillea spectabilis	簕杜鵑	700 x 600	500
Cordyline fruticosa	朱蕉	700 x 500	400
Dracaena sanderiana Virescens'	富貴竹	500 x 300	400
<i>Duranta erecta</i> 'Golden Leave'	金葉假邊翹	300 x 300	200
Ixora chinensis	龍船花	450 x 300	250
Phyllanthus myrtifolius	錫蘭葉下珠	200 x 200	150
Plumbago auriculata	藍雪花	300 x 250	250
Rhapis humilis	棕竹	800 x 600	400
Sansevieria trifasciata 'Laurentii'	金邊虎尾蘭	450 x 150	300
Schefflera arboricola 'Variegata'	花葉鴨腳木	400 x 300	300
Groundcover			
Nephrolepis exaltata	波士頓腎蕨	300 x 300	200
Tradescantia zebrina	吊竹草	200 x 250	300
Hedge Planting			
Ficus microcarpa cv. Golden Leaves	黄金榕	1500 x 1000 Columnar	800

Botanical Name	Chinese Name	Size (Height x Spread) (mm)	Spacing (mm)						
Planting on Slope									
Cynodon dactylon	狗牙根								
Lolium perenne	黑麥草	 Part of hydroseeding mix 							
Eragrostis curvula	彎葉畫眉草								
Paspalum notatum	百喜草								
Zoysia matrella	溝葉結縷草	1							
Ficus pumila	薜荔	-							

The following minimum soil depth should be incorporated into all planting areas/ planters for the health of plant establishment. Structural and drainage layers shall be excluded from the minimum depth of planter required.

Table 5.3 Minimum Soil Depth of Planting Area (Indicative Only)

Plant Category	Minimum Soil Depth	Location
Trees	1200mm	Ground and Podium Floor
Shrubs /Hedges and Climber Plants	600mm	Ground and Podium Floor
Hydroseeding on Green Slope Feature with Geofibre or other Geomat products	150 to 300mm thick growing media	On Slope

Provision of Soft Landscape Area 5.6

To fulfil the Practice Note for Authorized Persons (PNAP) PNAP-APP-152 Sustainable Building Design Guidelines, not less than 20% of green coverage within the Subject Site is required. Not less than 10% of the greenery shall be provided at the Primary Zone within the 15m vertical zone of the site along the abutting mean street level. The provision of soft landscape areas in terms of total planting area is summarised as follows:

Table 5.4 Summary of Soft Landscape Area Provision

Location	Area (m ²)	Reduction Factor	Greenery Area in Primary Zone (m ²)	Total Greenery Area (m²)
Ground Floor Planting Areas (uncovered)	164m ²	N/A	164m ²	164m ²
Greenery Treatment/ Hydroseeding on Slopes (uncovered)	282m ²	NIL	282m ²	282m ²
Podium Floor Planting Areas (uncovered)	446m ²	N/A	-	446m ²
			446m ² (=10% of site area)	892m ² (=20% of site area)

As shown above, not less than 20% of total green coverage is provided for the residential development, in which not less than 10% of green coverage is provided at Primary Zone. Areas with green coverage are illustrated in Appendix 9.

Open Space Proposal 5.7

According to the Hong Kong Planning Standards and Guidelines (HKPSG), the standard of provision of local open space is 1m² per person for residential development. The estimated population for the proposed residential development is 1,210 persons. Therefore, not less than 1,210m² of local open space will be provided for the residential development in accordance to the HKPSG. The indicative local open space is shown in Appendix 10.

Irrigation and Drainage 5.8

Drainage will be adequate and in compliance with relevant regulations. The proposed irrigation system will be via manual water point operation and covers the entire planting area within the Subject Site. Sub-soil drainage shall be provided for all planting areas.

5.9 Lighting

The objective of landscape lighting is to provide a safe and secured environment, while maintaining themed lighting effect to the landscape. All the accessible points and open space areas will be provided with sufficient illumination to meet the required lighting standards.

5.10 Barrier Free Access

Design of all landscape areas would comply with the latest Design Manual – Barrier Free Access issued by the Buildings Department

5.11 Future Landscape Management and Maintenance

The management office of the Proposed Development will employ maintenance staff to take care of all landscape areas including hard and soft landscape works as described below:

Hard Landscape Elements

I - Routine Maintenance (Daily – Weekly)

- a. Rubbish and litter removal;
- b. Sweeping and cleaning;
- c. Water feature cleaning; and
- d. Damage inspection and repair for site furniture and light bulb replacement.

II – Annual / Long Term Maintenance

- a. Repainting;
- b. Resurfacing of worn pavements;
- c. Replacing worn parts site furniture, lighting fixture and other facilities; and
- d. Replacement of worn landscape furniture.

Soft Landscape Elements

The softworks contractor will be responsible for a 12-month establishment period of plants after practical completion of the planting works. It allows a period of time for proper establishment of the plants.

Upon the end of the 12-month establishment period, the management office of the Proposed Development will employ maintenance staff to take care of all landscape areas within the development.

Tree Management and Maintenance

The management office of the Proposed Development will employ a certified arborist/tree assessor or competent person to carry out a tree risk assessment during operation stage of the development. The assessment shall be following the procedures and requirements stipulated in the Guidelines for Tree Risk Assessment and Management Arrangement by Greening, Landscape and Tree Management Section of Development Bureau. The assessment shall cover all trees within the site and shall be conducted at least once a year before wet season.

The soft landscape maintenance schedule including tree risk assessment and management arrangement is presented in **Table 5.5**.

Tabl	e 5.5 Soft Lands	cape Maintenar	nce So	chedu	le									
Item	Maintenance Operation	Frequency	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	Replacement planting	As required												
2	Checking after exceptional weather	As required												
3	Irrigation	As required												
4	Litter collection	As required												
5	Weed control	Once/month												
6	Fertiliser application	Twice/year												
7	Pruning	Thrice/year												
8	Top-up soil and mulch	Once/year												
9	Pest control	As required												
10	Tree Risk Assessment	Once/year or as required												
11	Maintenance inspection	Four times/year												

Feasible maintenance month/period

Note: Irrigation (item 3) will be on a twice daily basis when necessary. The other maintenance operations outlined in the schedule above will be performed as part of the monthly maintenance visit when necessary. The frequency of the pruning operation (item 7) will be determined by the individual species. The maintenance operation will include the periodic replacement of the plants where required (5 to 10 years depending on the species and the maintenance objectives). The condition of the plants will be assessed during the maintenance inspection and following up the replacement strategy adjusted accordingly.

APPENDIX 1





V1 🔇 Viewpoint

Site Boundary







V3

Proposed Bezoning of Dak Shing Kak Ventilation Building and Adjacent Area for Besidential Lise	SCALE	N.T.S.	DATE	DATE MAR 20	
	CHECKED	ELK	DRAWN	TEAN	1
Photos of Existing Site	FIGURE NO.	APP	ENDIX 1		



V4



ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHOLE 2318 8609 推博 奥頓 国 際 役 計 有 限 公 引 国際現象定年, 山東規劃支出, 國東建築編門取得 者 急走 R 文法 合計 十 久慶 夏安 取得大 主 十種 電道: (人五二) ニーニー 人六三家 得長: (人五二) ニーニー 八六家丸

APPENDIX 2



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APPENDIX 3

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use

Tree Survey Schedule

Field Survey conducted in September 2016; reviewed in June 2017. To be read in conjunction with drawing numbers: DLNA20C-PVB-TL01 and DLNA20C-PVB-TR01.

			Sur	vey Siz	e (M)	Soil	Ame	nity Valu	le	Form	ı	Health	n Cond	dition	Str	uctura	l l	Tra	inspla	nt	Loc	ation		Re	commend	ation		Current	
Tree ID	Botanical Name	Chinese Name		Height	Crown	Level at Base of	High	Mod		d Eair	Boor	Good	Fair	Poor	Good	Fair P		High	Mod		Flat	Slope	Conservation Status	Potain	Transplan	t Eoli	Justification	Maintenance Responsible Party	Remarks
			DBIT	rieigin	Clowin	Tree	'''gn	Med L	000		1001	0000	ı alı	1001	0000			iigii	Nieu	201	Ται	Siope		Ketain	Tanspian	l len			
T1	Aleurites moluccana	石栗	0.13	5	3	8.47		1			1		1			1				1	1		Not listed			1	B,E	MTR Railway	narrow planter
T2	Ficus virens	大葉榕	0.26	7	6	8.20		1		1			1			1				1	1		Not listed			1	B,E	MTR Railway	Climbers, watersprouts, confined by narrow planter
Т3	Ficus virens	大葉榕	0.18	4	3	7.99		1		1			1			1				1	1		Not listed			1	B,E	MTR Railway	confined by narrow planter
T4	Casuarina equisetifolia	木麻黃	0.22	10	3	7.91		1		1			1			1				1	1		Not listed			1	B,E	MTR Railway	confined by narrow planter
T5	Casuarina equisetifolia	木麻黃	0.25	12	3	7.87		1		1			1			1				1	1		Not listed			1	B,E	MTR Railway	confined by narrow planter
T6	Casuarina equisetifolia	木麻黃	0.26	11	3	8.00		1		1			1			1				1	1		Not listed			1	B,E	MTR Railway	confined by narrow planter
T7	Ficus virens	大葉榕	0.13	4	3	7.93		1		1			1			1				1	1		Not listed			1	B,E	MTR Railway	Climbers, confined by narrow planter
T8	Ficus virens	大葉榕	0.17	6	5	7.98		1		1			1			1				1	1		Not listed			1	B,E	MTR Railway	Dead stub, confined by narrow planter
Т9	<i>Melaleuca cajuputi</i> subsp. <i>cumingiana</i>	白千層	0.27	8	4	7.69		1		1			1			1				1	1		Not listed			1	В	MTR Railway	
T10	Bauhinia x blakeana	洋紫荊	0.25	4	3	7.59			1		1		1				1			1	1		Not listed			1	B,E	MTR Railway	Leaning, unbalanced tree crown, support by staking, cavity at trunk
T11	Bauhinia x blakeana	洋紫荊	0.13	3	5	7.69			1		1		1				1			1	1		Not listed			1	В	MTR Railway	Borer, crooked branches
T12	Delonix regia	鳳凰木	0.38	6	5	7.50		1		1			1			1				1	1		Not listed			1	В	MTR Railway	Included bark, multiple stems, codominant stems
T13	Bauhinia x blakeana	洋紫荊	0.20	5	5	7.24		1		1			1			1				1	1		Not listed			1	В	MTR Railway	Bark crack
T14	Aleurites moluccana	石栗	0.20	5	4	7.17		1		1			1			1				1	1		Not listed			1	В	MTR Railway	Support by staking, corrected lean, bending trunk
T15	Melaleuca cajuputi subsp. cumingiana	白千層	0.27	8	4	7.32		1		1			1			1			1		1		Not listed			1	В	MTR Railway	
T16	Melaleuca cajuputi subsp. cumingiana	白千層	0.21	6	3	8.77		1		1			1			1			1		1		Not listed			1	В	MTR Railway	
T17	Melaleuca cajuputi subsp. cumingiana	白千層	0.27	7	3	8.94		1		1			1			1			1		1		Not listed			1	В	MTR Railway	
T18	Albizia lebbeck	大葉合歡	0.15	5	3	8.95			1		1		1			1				1	1		Not listed			1	В	MTR Railway	Unbalanced tree crown, dieback, dead branch
T19	Delonix regia	鳳凰木	0.37	8	7	8.77		1		1			1			1				1	1		Not listed			1	В	MTR Railway	Dead stub
T20	Albizia lebbeck	大葉合歡	0.11	4	3	8.79		1		1			1			1			1		1		Not listed			1	В	MTR Railway	Dead stub
T21	Cinnamomum camphora	樟	0.25	7	5	8.86		1		1			1			1				1	1		Not listed			1	В	MTR Railway	Leaning, twigs
T22	Ficus virens	大葉榕	0.28	8	6	8.84		1		1			1			1				1	1		Not listed			1	В	MTR Railway	Crossed branches, unbalanced tree crown
T23	Ficus virens	大葉榕	0.34	11	8	8.52		1		1			1			1				1	1		Not listed			1	В	MTR Railway	Crossed branches, twigs, watersprouts. Co-dominant trunk
T24	Celtis sinensis	朴樹	0.17	8	3	8.79			1		1		1			1				1	1		Not listed			1	В	MTR Railway	Swelling trunk, unbalanced tree crown, leaning, climbers
T25	Macaranga tanarius var. tomentosa	血桐	0.26	5	6	9.43			1		1		1				1			1		1	Not listed			1	В	HyD	Co-dominant trunks, outside existing fencing, on slope, root restricted by u-channel
T26	Macaranga tanarius var. tomentosa	血桐	0.25	4	5	10.14			1		1		1				1			1		1	Not listed			1	В	HyD	on slope, root restricted by u-channel
T32	Sapium sebiferum	烏桕	0.28	7	6	18.73		1		1			1			1				1		1	Not listed			1	В	HyD	Co-dominant trunks
T33	Cinnamomum cassia	肉桂	0.10	3	2	18.19		1		1			1			1				1		1	Not listed			1	В	HyD	Multi-trunks
T34	Macaranga tanarius var. tomentosa	血桐	0.22	5	5	16.55			1	1			1			1				1		1	Not listed			1	В	HyD	
T49	Mallotus paniculatus	白楸	0.16	6	4	18.69			1		1		1			1				1		1	Not listed			1	В	HyD	crooked trunk, restricted rooting area
T50	Mallotus paniculatus	白楸	0.12	6	4	18.72			1		1		1			1				1		1	Not listed			1	В	HyD	restricted rooting area
							0	22	90	22	9	0	31	0	0	27	4	0	4	27	24	7		0	0	31			
							0% Hiah	71% 2	9% 0%	d Fair	29%	0% Good	100% Fair	0% Poor	0% 8	87% 1 Fair P	13% Poor F	0% High	13% Med	87% Low	77% Flat	23%		0% Retain	0%	100%			31 (Total Number of Existing Trees)
							l									· • · ·						0.000							

Legend DBH

The diameter of the trunk of the plant measured at a height of 1300mm above ground level.

It should be noted that this figure provides the existing soil level and that where these trees are to be retained in-situ the soil level will be maintained at the base of the tree and not cover the root collar.

Amenity Value

- With cultural significance or high functional and visual significance, or mature and good to medium form and health condition. With cultural significance but poor form and health condition or common species and good to medium form and health condition Hiah
- Medium

Common species and poor form and health condition Low

Tree Form/ Health Condition/ Structural Condition

- Good G
- F Fair
- Ρ Poor

Transplant Survival Rate

Soil Level at the base of the Tree

Very likely to survive after transplantation. High

Medium >50% possibility of survival after transplantation.

Unlikely to survive due to poor health/form; or tree species has very little tolerance to the effects of transplanting; or difficult to transplant. Low

Justification for Tree Recommendation

- A Tree retention recommended
- B Felling recommended as tree is directly in conflict with the residential development/ site formation works
- C Tree transplanting recommended
- D Dead tree to be removed
- E Weedy species or tree has unrecoverable defect

Remarks

- Special characteristics of tree form and health condition, any evidence of broken trunk/ leaning trunk/ trunk decay or water sprouts will be recorded in the remarks of the Tree Survey - Trees with high conservation values such as rare or protected species or of Old and Valuable tree values or will be recorded in the remarks of the Tree Survey Schedule.

APPENDIX 4



T2(TRUNK)

	SCALE	As Shown	DATE	JUL 20)17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAN	N
Photographic Record of Tree Survey	FIGURE NO.		200-TS-T1		Ĺ
			200-10-11		1



T1(CROWN)



T2(CROWN) R-Retain T-Transplant F-Fell D-Dead Tree



ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE:3138802 FASSIMULE 2138809 推得 臭頓 國際 役 计 有限 公司 国際環境管理, 與原規制度的, 國產運動開發展 者處上度文成合析十次度量等服件及進十總 電機: (八正二) ニーニー 八六三章 得素: (八正二) ニーニー 八六零丸



T2(OVERALL)



T2(TRUNK)



T3(OVERALL)



T3(BASE)



T3(TRUNK)

	SCALE	As Shown	DATE	JUL 20)17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAM	М
Photographic Record of Tree Survey	FIGURE NO.				R
		DLINA	200-13-12		









	SCALE	As Shown	DATE	JUL 20)17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAM	м
Photographic Record of Tree Survey	FIGURE NO.				REV
		DLNA	200-15-13		-



T4(CROWN)

R-Retain T-Transplant F-Fell D-Dead Tree



ADILIMITED LANDSCAPE ARCHITECTURE, UIGBAN DESIGN AND MASTER PLANNING 10/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG K TELEPHORZ 2151 8805 FMCSMHEZ 215 8806 巻 厚 泉 頓 固 際 改 計 者 死 公 司 西平 电表示 、 山や 和天 丸 寸 田 影老王 単可取 参考上 垣 ス え 命 井 十 天 堂 寺 年 行 大 麦 十 種 変称: (八五二) ニーニー ム 六 三 第 集美: (八五二) ニーニー へ 六 年 た RBAN DESIGN AND MASTER PLANNING 18 BONHAM STRAND WEST, HONG KONG



	SCALE	As Shown	DATE	JUL 20	J17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEA	м
Photographic Record of Tree Survey	FIGURE NO.	FIGURE NO.			REV
		DLNA	200-15-14		-

ADI

ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHOLE 23184809 推博 奥頓 国際 改 計 有限 公 司 期原環境定準, 純原規制式的 Bま述E編問取用 考 是上環ズムの計 大型運動 取代 大工作 電道: (八五二) ニーニー 八六三年 得長: (八五二) ニーニー 八六年丸


T9(OVERALL)

T9(BASE)

T9(CROWN)

	SCALE	As Shown	DATE	JUL 20)17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use Photographic Record of Tree Survey File File File File File File File File	CHECKED	ELK DRAWN		TEAM	
	FIGURE NO.				REV
		DLNA	200-15-15		-



T8(CROWN)

R-Retain T-Transplant F-Fell D-Dead Tree



ADILIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNIN 10/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG P TELEPRICE 219860 PACSMARE 231 8000 微博 集 紙 図 歴 设 計 素 尻 公 司 国際電視を買 、 低下規模式中, 国産運動範疇 考え上環 文成 高快 十 大量 芝素 飲け 大工 単 電視 (ハエニ) ニーニー ヘ大工家 律素: (ハエニ) ニーニー ヘ大学 ん RBAN DESIGN AND MASTER PLANNING , 18 BONHAM STRAND WEST, HONG KONG



T11(OVERALL)

T11(DETAILS)

T11(TRUNK)

	SCALE	As Shown	DATE	JUL 20	17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAN	Л
Photographic Record of Tree Survey	FIGURE NO.				RE
		DLNA	200-15-16	Γ	-

T11(CROWN) R-Retain T-Transplant F-Fell D-Dead Tree



ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE 2018:08:00 FACSMEL 2018:080 推得 臭頓 固原 役 计 有限 公 司 面原現を定用、当天能刻友文计, 面ま述是編問取曲 者 あまえ 夜 スペ の 叶 大 文型 安平 紙 作 大 書 電話: (人五二) ニーニー 人六三家 俳素: (人五二) ニーニー 八六家丸







T12(OVERALL)

T12(BASE)

T12(TRUNK)



T12(OVERALL)

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use Photographic Record of Tree Survey Fig	SCALE As Shown		DATE	JUL 2017	
	CHECKED	ELK	ELK DRAWN		M
	FIGURE NO.	DINA		Γ	
		DLNA			



T12(CROWN)

R-Retain T-Transplant F-Fell D-Dead Tree



ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE 2131 8809 FACSAMLE 2131 8809 推得集頓 医 故 计 有 限 公 司 局市和を考示。此外年刻名文化, 助手建在集組可取件 者走上 尾文成合於十八號集谷 紙行人 集十線 電號: (八五二) 二一三一 八大三年 傳表: (八五二) 二一三一 八大字丸

F F T13(OVERALL) T13(BASE) T13(CROWN) F

T14(OVERALL)

T14(BASE)

T14(TRUNK)	
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	SCALE	As Shown	DATE	JUL 20	17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	ELK DRAWN		Л
Photographic Record of Tree Survey	FIGURE NO.			RE	
		DLINA	200-15-18	Γ	-





T16(OVERALL)

T16(OVERALL)

T16(TRUNK)

	SCALE	As Shown	DATE	JUL 20	-17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAN	N
Photographic Record of Tree Survey					REV
		DLNA20C-1S-19			-





T18(OVERALL)

T18(BASE)

	SCALE	As Shown	DATE	JUL 20)17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use Photographic Record of Tree Survey F	CHECKED	ELK	DRAWN TE		м
	FIGURE NO.	DINA	000 TO T40		REV
		DLNA		-	



F T19(OVERALL) T19(OVERALL) T19(BASE)

T19(CROWN)

T19(CROWN)

T19(DETAILS)

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use Photographic Record of Tree Survey Fit	SCALE	As Shown	DATE	JUL 20)17
	CHECKED	ELK	DRAWN T		м
	FIGURE NO.				REV
		DLNAZ	200-15-111		-

F



T19(TRUNK)

F

R-Retain T-Transplant F-Fell D-Dead Tree



ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE 2318 8803 FACSAMEL 2318 8803 推得集機國際改計者, 此來起刻文計, 歷史还是解明取供 者是上環文成合所十八號盤子取行大量十億 電線: (八正二) ニーニー 人大主客 傳真: (八正二) ニーニー 八大家丸



A D I

	SCALE	As Shown	DATE	JUL 20)17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAM	М
Photographic Record of Tree Survey	FIGURE NO.				REV
		DLNA20C-1S-112			-



T22(DETAILS)

T22(DETAILS)

					_
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use Photographic Record of Tree Survey	SCALE	As Shown	DATE	JUL 20	17
	CHECKED	ELK DRAWN		TEAM	Л
	FIGURE NO.				R
		DLNAZ			



T22(CROWN)

R-Retain T-Transplant F-Fell D-Dead Tree





T23(DETAIL)

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use Photographic Record of Tree Survey	SCALE	As Shown	DATE	JUL 20)17
	CHECKED	ELK DRAWN		TEAM	N
	FIGURE NO.				R
		DLINA2	200-15-114		



T23(CROWN)

R-Retain T-Transplant F-Fell D-Dead Tree



ADILIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNIN 10/F BANGKOK BANK BULLDING, 18 BONHAM STRAND WEST, HONG K TELEFYING 218666 JRGSMBLZ 231 8000 推得素紙固路 设计者用公司 国際電視支援, 現外規具成计, 副建築範疇目版曲 考慮上環支成者の数十分監査を振行大量十億 電線: (八直二) ニーニー 人方工事 爆集: (八直二) ニーニー へ方家丸 E, URBAN DESIGN AND MASTER PLANNING DING, 18 BONHAM STRAND WEST, HONG KONG



T24(CROWN)

T24(DETAILS)

					-
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use Photographic Record of Tree Survey	SCALE	As Shown	DATE	JUL 20	17
	CHECKED	ELK DRAWN		TEA	Л
	FIGURE NO.	DINA			
	DLNA20C-18				



T24(TRUNK)

R-Retain T-Transplant F-Fell D-Dead Tree



ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEMONE 213 8809 FACSSAMILE 213 8809 種 薄 真 頓 圓 際 位 計 有 限 公 司 調布現を見ず, 現水和其現文化, 原非在美趣可取曲 者法且現文成合則十人便量が無行大量十種 電道: (ハ五二) ニーニー ハ大字条 薄素: (ハ五二) ニーニー 八大字丸



T25(OVERALL)



T25(TRUNK)



T25(BASE)



T25(TRUNK)

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	SCALE	As Shown	DATE	JUL 20
	CHECKED	ELK	DRAWN	TEAN
Photographic Record of Tree Survey	FIGURE NO.	DLNA20C-TS-T16		



T25(CROWN)

R-Retain T-Transplant F-Fell D-Dead Tree



ADILIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANGKOK BANK BUILDING, 18 DONRAM STRAND WEST, HONG KONG TELEPYING218460, PASAMEZ2318000 推構集構画器定数14素現会引 国際環境空間、低力を見た成计、最速度影響打振発 考え上環えた条約十个度量を振行大量十億 変特: (ハ蒸二) ニーニー 人たこ年 博表: (八蒸二) ニーニー 人たをた



T26(OVERALL)



T26(BASE)





T26(CROWN)

T26(CROWN)

	SCALE	As Shown	DATE	JUL 20
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAN
Photographic Record of Tree Survey	FIGURE NO.	DLNA2	A20C-TS-T17	



T26(TRUNK)

R-Retain T-Transplant F-Fell D-Dead Tree



ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE 2018 8020 FACRMEL 2018 800 推博 集頓 国際 役 計 有限 公 司 期間環境を穿っ、純常規制成計, 重要求基編問機械 考 差上度 文成 合計 大 交援 安美 服代大 星 電信: (人工二) 二一三一 人大三家 標集: (人工二) 二一三一 人大家丸



T33(OVERALL)

T33(BASE)

T33(TRUNK)

	SCALE	As Shown	DATE	JUL 20	17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAN	Л
Photographic Record of Tree Survey					RE
		DLINA	200-15-118	Γ	-





T34(OVERALL)



T34(BASE)



T34(CROWN)

T34(CROWN)

Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	SCALE	As Shown	DATE	JUL 2
	CHECKED	ELK	DRAWN	TEA
Photographic Record of Tree Survey	FIGURE NO.	DLNA20C-TS-T19		



T34(TRUNK)

R-Retain T-Transplant F-Fell D-Dead Tree



ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE 2131 8800 FACSAMLE 2131 8800 推得良顿固张设计有限公司 国际成业学校, 以本和成人政计,图建校系的内操 专者上项文成合映十八变量子板的大麦十種 变好: (八五二) ニーニー 八大字系 爆算: (八五二) ニーニー 八大字丸



T50 (OVERALL)

T50 (BASE)

T50 (TRUNK)

	SCALE	As Shown	DATE	JUL 20	17
Proposed Rezoning of Pak Shing Kok Ventilation Building and Adjacent Area for Residential Use	CHECKED	ELK	DRAWN	TEAN	Л
Photographic Record of Tree Survey					RI
		DLNA2	200-15-120	ſ	



















ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE 2131 8530 FACSIMILE 2131 8639



LEGEND



Site Boundary

Uncovered Open Space at Podium for Passive Recreation = 1,210 m²

Proposed Level

Total open space area is not less than the minimum requirement 1,210 m².

ADI LIMITED LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING 10/F BANKOKO BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG TELEPHONE 2131 8630 FACSMILE 2131 8609 推得条柄国際政計者限公司 前時環境管理, 執守戦制攻攻計 面末近着編約項柄 音者上度文成率約十入度量等条件大度十種 電報: (ハ五二) ニーニー ハ大市等 得素: (ハ五二) ニーニー ハ大常丸

40m



Existing	Landscar	e Resources	and Landscape	Character Areas

LEGEND

Site Boundary

Assessment Area (500m from site boundary)



Landscape Character Areas (LCAs)

LCA1 Hang Hau High-rise Residential Landscape Character Area LCA2 Hang Hau Urban Fringe Landscape Character Area LCA3 Hang Hau Recreational Landscape Character Area





APPENDIX 11

А

D		• • • •	A 1	T 11/1	10	· n	
Prov	GIAN	AT 11/101A1	r Community		ond I in	ion Snoco ir	i Comna k won i i
1101	131011	$\mathbf{v}_{\mathbf{I}}$ is a $\mathbf{v}_{\mathbf{I}}$		v r'atinuts	anu vii	<i>ו</i> כוו אסטמנע וו	i istung iswan ()

Type of Facilities	Hong Kong	HKPSG		Surplus /		
	Planning	Requirement		<u> </u>	Shortfall	
	Standards and	(based on	Existing	Planned	(against	
	Guidelines	planned	Provision	(existing +	planned	
	(HKPSG)	population:		proposed)	provision)	
		about 470,800 ^{1,2})		Provision		
District Open	10 ha per	45.66 ha	22.40 ha	54.89 ha	+9.23ha	
Space	100,000 persons [#]					
Less1 Orer	10 ha man	45.66 ha	(2.09ha	71 70 ha	+26.12 ha	
Local Open	10 na per	45.00 na	02.98na	/1./8 na	+20.12 na	
Space	100,000 persons					
Secondary School	1 whole day	521	684	774	+253	
	classroom for 40	classrooms	classrooms	classrooms	classrooms	
	persons aged					
	12-17*					
Drimary Sahaal	1 whole day	679	602	792	+ 105	
Primary School	1 whole day	0/0	093	/ 00	+105	
	25.5 persons	Classicollis	classioonis	Classicollis	classioonis	
	23.3 persons					
	ageu 0-11					
Kindergarten/	34 classrooms	256	322	360	+104	
Nursery	for 1,000 persons	classrooms	classrooms	classrooms	classrooms	
	aged 3 to					
	under 6 [*]					
District Police	1 per 200,000 to	0	1	1	1	
Station	500,000 persons					
Divisional Police	1 per 100 000 to	2	0	1	-1	
Station	200.000 persons	_	Ū	1	1	
Stution						
Hospital	5.5 beds per	2,589	1,228	2,828	+239	
	1,000 persons	beds	beds	beds	beds	
	1	4	2	4	0	
Clinic/Health	1 per 100,000	4	2	4	0	
Centre	persons					
Magistracy (with	1 per 660,000	0	0	0	0	
8 Courtrooms)	persons					
	1					
District Elderly	1 in each new	N/A	2	2	N/A ³	
Community	development					
Centres	area with a					
	population of					
	around 170,000					
	or above [#]					

Type of Facilities	Hong Kong	HKPSG	Provision	Surplus /	
- JF	Planning	Requirement			Shortfall
	Standards and	(based on	Existing	Planned	(against
	Guidelines	nlanned	Provision	(existing +	nlanned
	(HKPSG)	population:	1100151011	(casting	provision)
	(1111 50)	about $470.800^{1,2}$		Provision	provision)
Neighbourhood	1 in a cluster of	N/A	4	7	N/A ⁴
Elderly Centres	new and				1.011
	redeveloped				
	housing areas				
	with a				
	population of				
	15,000 to 20,000				
	persons				
	including both				
	public and				
	private housing [#]				
	r8				
Community Care	17.2 subsidised	2,034 ⁵	774	894	$-1,140^{6}$
Services Facilities	places per 1,000	places	places	places	places
	elderly persons	1	1	1	1
	aged 65 or				
	above#				
Residential Care	21.3 subsidised	2,518	1,022	1,202	-1,316 ⁶
Homes for the	beds per 1,000	beds	beds	beds	beds
Elderly	elderly persons				
	aged 65 or				
	above#				
					7
Child Care Centre	100 aided places	1,826	726	926	-9007
	per	places	places	places	places
	25,000 persons				
T	1.6.12.000				
Integrated	1 for 12,000	6	1	1	+1
Children and	persons aged				
Youth Services	6-24"				
Centre					
Integrated Family	1 for 100 000 to	3	3	1	1
Services Centre	150,000 persons [#]	5	5	4	± 1
Services Centre	150,000 persons				
Library	1 district library	2	2	2	0
	for 200,000	_	_	-	Ũ
	persons				
	P				
Sports Centre	1 per 50,000 to	7	6	8	+1
	65,000 persons [#]				

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population:	Provision Existing Provision	Planned (existing + proposed)	Surplus / Shortfall (against planned provision)
		about 470,800 ^{1,2})		Provision	
Sports	1 per 200,000 to	1	1	1	0
Ground/Sport	250,000 persons [#]				
Complex					
Swimming Pool –	1 complex per	1	1	1	0
Standard	287,000 persons [#]				

Remarks:

- 1. "Planned Population" is estimated based on the existing population and future population generated from known and planned residential developments under 2016-based TPEDM (i.e. including the estimated population of 4 downhill sites and MTR Pak Shing Kok Ventilation Building).
- 2. Depending on the nature of the community facilities, different population categories will be used for estimating GIC requirements ("Planned Population" may include Usual Residents and/or Mobile Residents and/or Transients).
- 3. Provision of District Elderly Community Centres is only applicable for new development areas. The OZP area is not a new development area.
- 4. Provision of Neighbourhood Elderly Centres is only applicable for clusters of new and redeveloped housing areas with 15,000 to 20,000 persons. There is no such cluster in the OZP area.
- 5. The planning standard of the Community Care Services (CCS) Facilities (including both centre-based and home-based) is population-based. There is no rigid distribution between centre-based CCS and home-based CCS stated in the Elderly Services Programme Plan. Nonetheless, in general, 60% of CCS demand will be provided by home-based CCS and the remaining 40% will be provided by centre-based CCS.
- 6. As the revised standards reflect the long-term target towards which the provision of elderly services and facilities would be adjusted progressively subject to the consideration of the SWD in the planning and development process, it may not be appropriate to compare the standards with the provision of elderly services and facilities for the existing population. PlanD and SWD will work closely together to ensure that additional GIC facilities will be included in new and redevelopment proposals from both public and private sectors.
- 7. This is a long-term target and the actual provision would be subject to the consideration of the SWD in the planning and development process as appropriate. PlanD and SWD will work closely together to ensure that additional GIC facilities will be included in new and redevelopment proposals from both public and private sectors.
- [#] The requirements exclude transients.
- * The requirements exclude mobile residents and transients (i.e. usual residents only).










EXTRACT PLAN PREPARED ON 5.2.2020 BASED ON AERIAL PHOTO No. E053234C TAKEN ON 23.1.2019 BY LANDS DEPARTMENT

THE APPROVED TSEUNG KWAN O OUTLINE ZONING PLAN No. S/TKO/26

參考編號 **REFERENCE No.** M/TKO/20/14

圖 PLAN 4





OUTLINE ZONING PLAN No. S/TKO/26

參考編號 **REFERENCE No.** M/TKO/20/14

圖 PLAN 5b