
Appendix C –

Air Ventilation Assessment – Expert Evaluation

Prepared by

Ramboll Hong Kong Limited

**SECTION 16 PLANNING APPLICATION FOR PROPOSED MIXED-
USE DEVELOPMENT AT LOT NO 4354 IN DD124, KIU TAU WAI,
YUEN LONG**

AIR VENTILATION ASSESSMENT - EXPERT EVALUATION

Date **5 June 2026**

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Signed _____

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Senior Manager



Signed _____

Project Reference **SHKSM28HEI00**

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1. INTRODUCTION

1.1 Project Background

- 1.1.1 The Application Site is located at lot no. 4354 in D.D. 124, Kiu Tau Wai, Yuen Long. It falls within an area zoned "Commercial (2)" ("C(2)") on the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3.
- 1.1.2 This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of a proposed mixed-use development with residential and commercial uses and minor relaxation of building height restriction.
- 1.1.3 Planning Department published the Hung Shui Kiu and Ha Tsuen Outline Development Plan No. D/HSK/2 in August 2024, which includes the Application Site.
- 1.1.4 To support this planning application, Ramboll Hong Kong Limited has been commissioned by the Applicant to conduct the Air Ventilation Assessment (AVA) - Expert Evaluation. Architectural drawings and technical information of the developments are provided by the Project Architect.

1.2 Objectives

- 1.2.1 This AVA – Expert Evaluation is prepared to assess the potential air ventilation impact due to the Proposed Development upon the sensitive use of the surrounding areas.
- 1.2.2 This AVA – Expert Evaluation is prepared with reference to the Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Technical Circular No. 1/06.

1.3 Application Site and its Environs

- 1.3.1 **Figure 1** shows the location of the Application Site and the surrounding environs.
- 1.3.2 The Application Site lies south of Ping Ha Road and west of Kiu Cheong Road. To its south is the elevated Tuen Ma Line railway, while Tin Shui Wai Station is situated to the northeast of the Site.
- 1.3.3 The western part of Planning Area 17A comprises another site located immediately west of the Application Site. Further west of this site is Hung Tin Road, which runs in a north-south direction.
- 1.3.4 All the major noise barriers, elevated structures, existing, planned and committed developments (including their heights) within the surrounding area have been taken into account in this study.

1.4 Baseline Scheme

- 1.4.1 The Application Site is subject to an approved Section 16 (S16) Application No. A/YL-PS/520 for proposed commercial development. The approved application is adopted as the Baseline Scheme in this AVA-EE.
- 1.4.2 The Baseline Scheme comprises an office tower situated above a retail shopping mall. The Ground Floor to the 7th Floor are designated for retail use. The office tower occupies the 8th and above floors, reaching 131.8mPD. The retail podium features a cascading design and adopts an irregular polygon footprint to align with the Application Site boundary, whereas the tower above is nearly rectangular in shape.
- 1.4.3 A 7.5 m-wide setback is provided at the ground level along the northern site boundary and serve as an Emergency Vehicular Access (EVA). In addition, a ~18 m setback is provided between the podium and the eastern site boundary fronting Kiu Cheong Road. **Figure 2** shows the above good design features.

1.4.4 **Appendix 1** shows the layout of the Baseline Scheme.

1.5 Proposed Scheme

1.5.1 The Proposed Development consists of a five-storey podium accommodating commercial/retail facilities and a car park, with a roughly triangular footprint aligning with the Application Site boundary. Above the podium, two residential towers (each reaching not more than 160 mPD) are positioned on the northern portion of the site, while a single office tower, rising to about 106 mPD, is located on the southern portion. A pedestrian footbridge at the 1/F level is proposed to connect the podium directly to another existing footbridge accessing Tin Shui Wai Station.

1.5.2 The following good design features have been adopted in the Proposed Scheme (as shown in **Figure 3**)

- ~10m podium setback along the southeastern site boundary;
- ~20m podium setback from the eastern site boundary fronting Kiu Cheong Road; and
- Terraced podium design cascade.

1.5.3 **Appendix 2** shows the layout of the Proposed Scheme.

2. SITE WIND AVAILABILITY

2.1 Regional Atmospheric Modelling System (RAMS)

- 2.1.1 According to the Planning Department's website, a meso-scale Regional Atmospheric Modelling System (RAMS) was used to produce a simulated 10-year wind climate at the horizontal resolution of 0.5 km x 0.5 km covering the whole territory of Hong Kong. The simulated wind data represents the annual, winter and summer wind conditions at various levels, i.e. 200 m, 300 m, and 500 m above terrain.
- 2.1.2 The RAMS data of the grid (X: 044, Y:070) and (X: 045, Y:070) were obtained from the Site Wind Availability Data of Planning Department's website. The prevailing winds are consistent across these two grids. However, the wind availability data, including probability of occurrence summarized in **Table 2.1**, are based on grid (X: 045, Y:070), as a larger portion of the Application Site falls within this grid.
- 2.1.3 The available wind rose data at different heights (200m, 300m, and 500m) indicates that the 200m wind data best represents the wind conditions at the Application Site, considering the topographical effects in the area. Therefore, the 200m wind roses is selected to study the prevailing wind conditions and their influence on the Application Site, considering the impact on the surrounding topography. **Figure 4** shows the relevant wind rose diagram representing the frequency and wind speed distribution of the district concerned for both annual and summer conditions.

Table 2.1 Summary of RAMS Data and Wind Direction

Wind Direction	Probability for Annual Condition (%)	Probability for Summer Condition (%)
N	3.4	1.0
NNE	12.2	1.3
NE	10.9	1.7
ENE	7.4	2.8
E	15.0	8.3
ESE	7.0	5.6
SE	8.4	10.1
SSE	10.0	16.5
S	7.3	16.1
SSW	5.4	12.6
SW	4.1	10.8
WSW	1.9	3.9
W	2.5	4.6
WNW	1.8	2.6
NW	1.3	1.2
NNW	1.5	0.9

2.2 Hong Kong Observatory (HKO) Weather Data

- 2.2.1 The nearest wind station of HKO is the Lau Fau Shan Wind Station. It is situated around 3.1km from the Application Site.
- 2.2.2 The Lau Fau Shan Wind Station is located at the top of a small hill of Lau Fau Shan, overlooking Ping Shan in the southeast and Deep Bay and Shenzhen of China in the northwest. Overall, the station is more exposed to winds from west and north sectors. **Figure 5** shows the location of the Lau Fau Shan Wind Station.
- 2.2.3 The annual wind rose (1986-2024) and the monthly wind roses are presented in **Figure 6a** and **Figure 6b** respectively. **Table 2.2** summarized the dominant prevailing wind directions of the monthly wind rose.

Table 2.2 Monthly Prevailing Wind Direction (Lau Fau Shan Station)

Month	Prevailing Wind Direction	Month	Prevailing Wind Direction
Jan	NE	Jul	SSE
Feb	NE	Aug	SSE
Mar	NE	Sep	NE
Apr	NE	Oct	NE
May	SSE	Nov	NE
Jun	SSE	Dec	NE

- 2.2.4 The annual prevailing wind is from NE direction, where summer prevailing wind is mainly SSE direction.
- 2.2.5 The Lau Fau Shan Wind Station is located ~3.1km to the northwest of the Application Site. It is considered a reliable reference to represent the site wind availability at the Application Site.

2.3 Topography and Building Morphology

Topography

- 2.3.1 The Application Site is situated in the southern part of Tin Shui Wai, New Territories, immediately north of the Ping Shan area. It also forms part of the Hung Shui Kiu/ Ha Tsuen New Development Area.
- 2.3.2 The topography in the vicinity of the Application Site is generally flat. Yuen Tau Shan, with an elevation of approximately 350 mPD, is located about 3 km to the southwest of the Site. Kai Shan lies to the northeast, roughly 2 km away, with a hilltop elevation of around 100 mPD.

Building Morphology

- 2.3.3 As shown in **Figure 1**, the building morphology in the vicinity of the Application Site is characterized by high-rise residential estates (both public and private) to the north within Tin Shui Wai. In contrast, other surrounding area is predominantly occupied by low-rise industrial storage buildings, village houses and open carparks. As the Application Site and part of its surroundings fall within the Hung Shui Kiu/ Ha Tsuen New Development Area, the relevant planning parameters—such as land use designations and building height restrictions—are guided by the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (Plan No. S/HSK/3) and will be used in the wind performance evaluation.
- 2.3.4 To the north of the Application Site, across Ping Ha Road, are two primary schools and one secondary school. Further north lies Tin Shing Court, a public housing estate developed by the Hong Kong Housing Authority, comprising 17 high-rise residential buildings. Adjacent to it, across Kiu Cheong Road, stands Ping Yan Court, a residential estate with three high-rise towers.
- 2.3.5 According to the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3, the western portion of Planning Area 17A, located immediately west of the Application Site, is zoned for commercial use with maximum building heights (BH) of 160 mPD. Across Hung Tin Road, Areas 16A and 16B are zoned “Residential (Group A)” with approved BH of 135mPD and 145mPD respectively, whereas Area 16C is zoned “Commercial” with maximum BH of 140mPD.

- 2.3.6 To the southwest of the Application Site, across Hung Tin Road, Area 15 comprises OU, G/IC and O zones.
- 2.3.7 To the south of the Application Site, across the elevated Tuen Ma Line railway, lie Areas 17B and 17C, both zoned "Commercial" with a maximum BH of 160mPD.
- 2.3.8 **Table 2.3** highlighted the building height of the surrounding developments.

Table 2.3 Building Height of the Surrounding Developments

Name of Development	Building Height	Location relative to the Application Site
YLPMSAA Tang Siu Tong Secondary School	~30.5mPD	North
QE School Old Students' Association Branch Primary School	~31.3mPD	Northeast
Lions Clubs International Ho Tak Sum Primary School	~27.5mPD	North
Tin Shing Court	~122mPD	North
Ping Yan Court	~117mPD	East
West portion of Planning Area 17A (C)	160mPD	West
Ha Tsuen Sewage Pumping Station	~17.5mPD	Northwest
Planning Area 56 (OU)	50mPD	Northwest
Planning Area 16A (R)	135mPD	West
Planning Area 16B (R)	145mPD	West
Planning Area 16C (C)	140mPD	Southwest
Planning Area 15 (OU, GIC)	~35mPD	Southwest
Planning Area 17B (C)	160mPD	South
Planning Area 17C (C)	160mPD	South
Planning Area 19A (OU)	160mPD	Southeast
Planning Area 19B (OU)	160mPD	Southeast

2.4 Summary of Existing Site Wind Availability

- 2.4.1 **Table 2.4** shows the summary of the prevailing wind directions extracted from different wind data sources.

Table 2.4 Summary of the Prevailing Wind Directions from Different Data Sources

	RAMS (200m)	Lau Fau Shan Wind Station
Annual Condition	NNE, NE, E	NE
Summer Condition	SSE, S, SSW	SSE

- 2.4.2 Based on the summary of data from RMAS and HKO, the annual prevailing winds are mainly from the eastern sectors. The NNE, NE and E winds are the most dominant

- annual winds. On the other hand, the major summer prevailing winds come from SSE, S and SSW.
- 2.4.3 Under the annual NNE wind, the compact residential developments in Tin Shui Wai such as Tin Shing Court, located across Ping Ha Road, may obstruct part of the NNE wind from reaching the Application Site.
- 2.4.4 Under NE wind condition, the upcoming NE wind are expected to flow along Tin Fuk Road and Tuen Ma Line, both of which are aligned in NE-SW direction.
- 2.4.5 Similar to NNE wind, Ping Yan Court, which comprises three high-rise residential buildings, is anticipated to obstruct part of the E wind from reaching the Application Site.
- 2.4.6 Under the prevailing summer winds SSE wind, the blockage effect caused by surrounding buildings within Planning Areas 17C and 19C – with building heights up to 160mPD are expected to reduce the wind availability at the Application Site.
- 2.4.7 For the S and SSW winds, due to the presence of high-rise commercial developments in Planning Area 17B, the approaching winds are expected to primarily channel along Hung Tin Road.
- 2.4.8 **Figure 7** shows the annual and summer prevailing wind directions under the existing condition.

2.5 Previous Expert Evaluation near the Study Area

- 2.5.1 In August 2024, a “Hung Shui Kiu and Ha Tsuen Outline Development Plan No. D/HSK/2 – Explanatory Statement” was prepared under the Planning Department. This document identifies major breezeway within the area, one of which is located to the north of the Application Site. An extract of the Urban Design Framework figure is provided in **Appendix 4**.
- 2.5.2 Earlier, in April 2017, the “Hung Shui Kiu New Development Area Planning and Engineering Study – Investigation – Stage 3 Air Ventilation Assessment (Final)” was conducted by Civil Engineering and Development Department (CEDD). This study also identified a potential air path along the Tuen Ma Line. An extract of the figure illustrating the potential air path under the Recommended Outline Development Plan (RODP) is provided in **Appendix 5**.
- 2.5.3 The proposed development has been carefully designed to respect and maintain the identified major breezeway by strategically avoiding placement of any high-rise towers within the breezeway, with only a small part of the podium structure at 23.5mPD overlapping with the breezeway along Ping Ha Road. Compared to other existing structures in the breezeway, such as the YLPMSAA Tang Siu Tong Secondary School (31mPD) and the Tuen Ma Line noise barrier (31mPD), the proposed podium is notably much lower and should therefore not be considered as an obstruction to the breezeway. Therefore, the identified major breezeway and air path are retained and remain unobstructed under the Proposed Development.

3. EVALUATION OF AIR VENTILATION PERFORMANCE

3.1 Areas Frequently Accessed by Public

3.1.1 Important surrounding areas that the public would often access have been identified as the following:

- Roads surrounding the Application Site (Ping Ha Road, Hung Tin Road, Kiu Cheong Road, Shek Po East Road);
- Nearby residential developments (Tin Shing Court, Ping Yan Court, the future residential developments in Areas 16A and 16B); and
- Future commercial and mixed-use developments (17A, 17B, 17C and 16C).

3.1.2 Location of the above listed areas frequently accessed by public is also shown in **Figure 1**.

3.2 Assessment Methodology

3.2.1 Section 2 describes the wind availability at the Application Site and the prevailing wind flows during annual and summer conditions. It is noted that the annual prevailing wind directions for the district are from NNE, NE and E. The summer prevailing wind directions would be from SSE, S and SSW.

3.2.2 The ventilation performance of the Proposed Development at Application Site on the nearby areas frequently accessed by public will be evaluated by comparing with the approved scheme under A/YL-PS/520 with respect to the identified dominant wind directions, i.e. NNE, NE, E, SSE, S and SSW.

3.2.3 According to the two studies mentioned in Section 2.5, the primary breezeway and potential air path are located to the north and south of the Application Site. The proposed podium structure (23.5mPD) slightly overlapping with the breezeway is much lower in height compared with other structures within the breezeway, including YLPMSAA Tang Siu Tong Secondary School (31mPD) and the Tuen Ma Line noise barrier (31mPD). No high-rise towers are placed within the breezeway. Therefore, the wind flow along it will remain unaffected by the proposed increase in building height. Therefore, it is anticipated that the overall wind performance in the area will not be significantly impacted.

3.2.4 The wind performance of the local area surrounding the Application Site may be affected due to the proposed increase of building height, so the following sections address this potential impact for the prevailing annual and summer wind directions.

3.3 Wind Flow from NNE Direction

3.3.1 **Figure 8** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the NNE wind direction.

3.3.2 The downwind areas comprise the future commercial developments in Areas 17B.

3.3.3 Tin Shing Court, consisting of 17 high-rise residential towers, is located upwind of the Application Site. It is anticipated that a portion of the incoming NNE wind will be blocked by these towers, leading to some reduction in wind availability.

3.3.4 Compared to the Baseline Scheme, the building height of the proposed tower increases from about 131.8 mPD to 160 mPD. In addition, the numbers of towers are increased from one to three, which may result in greater blockage effects at higher elevations.

3.3.5 Tin Shing Court has a maximum height of ~122 mPD, which is lower than both the Baseline and Proposed Schemes. As a result, only the high-level NNE wind is likely to be further reduced in the far downwind area, such as the government (G) zone in Area 20.

- 3.3.6 In contrast, the podium in the Baseline Scheme extends from G/F to 7/F, whereas in the Proposed Scheme it only extends from G/F to 3/F. As the podium is located at lower levels, closer to pedestrian level, a larger podium mass in the Baseline Scheme is more likely to hinder wind penetration near the ground. Therefore, the Proposed Scheme, with its reduced podium bulk, is not expected to cause significant impact on the pedestrian-level wind environment.

3.4 Wind Flow from NE Direction

- 3.4.1 **Figure 8** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the NE wind direction.
- 3.4.2 The downwind areas comprise the future commercial development in the western portion of Area 17A and in Area 17B.
- 3.4.3 Unlike the NNE wind, the upcoming NE wind will be unobstructed and primarily flow along Tin Fuk Road and the Tuen Ma Line corridor.
- 3.4.4 As noted in the previous AVA study, the Tuen Ma Line corridor functions as the potential air path. Since the Application Site does not encroach upon this air path, the increased building height and numbers of towers are not expected to significantly affect the surrounding wind environment. In contrast, the setback along the southeastern site boundary, which aligns with the Tuen Ma Line, has been increased to approximately 10 m due to the relocation of EVA in the Proposed Scheme, compared with virtually no setback in the Baseline Scheme. This enlarged setback is likely to enhance wind penetration within the surrounding area.

3.5 Wind Flow from E Direction

- 3.5.1 **Figure 8** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the E wind direction.
- 3.5.2 The downwind area includes the future commercial development immediately west of the Application Site, Hung Tin Road, as well as the future residential developments in Areas 16A and 16B.
- 3.5.3 Ping Yan Court, comprising three high-rise residential towers with an elevation of about 117mPD, is located at the upwind area of the Application Site. As a result, a portion of the upcoming E wind will be blocked, reducing wind availability at the Site. Nevertheless, part of the upcoming wind can skim over the Ping Yan Shopping Centre and Tin Shui Wai Station Public Transport Interchange to reach the Site.
- 3.5.4 Since the building height of Ping Yan Court is lower than both the Baseline Scheme and the Proposed Scheme, higher-level winds skimming over Ping Yan Court are able to reach the Application Site, the increased building height and number of towers under the Proposed Scheme would reduce higher-level wind availability at the future commercial development immediately to the west of the Site.
- 3.5.5 However, it should also be noted that the commercial zone immediately west of the Application Site has building height of up to 160mPD, which also has a blockage effect on its downwind area, including Hung Tin Road and Areas 16A and 16B. In this context, the additional increase in building height at the Application Site from about 131.8mPD is expected to have minor impact on the downwind wind environment.

3.6 Wind Flow from SSE Direction

- 3.6.1 **Figure 9** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the SSE wind direction.
- 3.6.2 The downwind areas include Ping Ha Road, Tin Sing Court, YLPMSAA Tang Siu Tong Secondary School and Lions Clubs International Ho Tak Sum Primary School.

- 3.6.3 Future commercial developments in Areas 17B and 17C, as well as the "OU" zone in Area 19C, will have building heights of up to 160mPD. As a result, the SSE winds reaching the Application Site is already limited. Part of the incoming wind flow will also be directed northwards along Kiu Cheong Road. As the setback from the podium to the eastern site boundary is slightly increased from 18m in the Baseline Scheme to 20m in the Proposed Scheme, it better facilitates wind flow along Kiu Cheong Road toward the further downwind areas.
- 3.6.4 Although the building height increases from about 131.8mPD in the Baseline Scheme to 160 mPD in the Proposed Scheme, and the numbers of towers increased from one to three, they will have only a minor impact on the downwind areas due to the already reduced wind flow. Furthermore, the maximum building height at Tin Shing Court (122mPD) remains lower than that of the Baseline Scheme (about 131.8mPD). Therefore, the impact of the proposed layout and height increase is considered minor and is expected to result in only a slightly larger wake zone affecting downwind developments, including Ting Shing Court and the three schools.

3.7 Wind Flow from S Direction

- 3.7.1 **Figure 9** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the SSE wind direction.
- 3.7.2 The downwind areas include Tin Sing Court, YLPMSAA Tang Siu Tong Secondary School and Lions Clubs International Ho Tak Sum Primary School.
- 3.7.3 Future commercial developments in Areas 17B and 17C, as well as the "OU" zone in Area 19C, will have building heights of up to 160mPD. Consequently, the availability of S winds reaching the Application Site is already limited.
- 3.7.4 According to the D/HSK/2 plan, a separation exists between Area 17B and 17C. It is therefore anticipated that a small portion of the upcoming S wind may flow through the "GB" zone in Area 20 and along the separation between Areas 17B and 17C before reaching the Application. However, both the Baseline Scheme and the Proposed Scheme would obstruct this minor flow, reducing its potential to reach further downwind area. While the slightly increased building height under the Proposed Scheme may result in a marginally larger wake zone, the overall wind performance of the two schemes is considered comparable.
- 3.7.5 It is anticipated that S wind mainly flows northwards along Hung Tin Road, which is not affected by the Application Site. Therefore, when compared with the Baseline Scheme, the Proposed Scheme is not expected to cause any significant impact on the surrounding wind environment.

3.8 Wind Flow from SSW Direction

- 3.8.1 **Figure 9** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the SSW wind direction.
- 3.8.2 The downwind areas include Tin Sing Court, YLPMSAA Tang Siu Tong Secondary School and Lions Clubs International Ho Tak Sum Primary School.
- 3.8.3 Future commercial developments in Areas 17B and 17C will have building heights of up to 160mPD. Consequently, the availability of SSW winds reaching the Application Site is already limited. In addition, as the maximum building height in Areas 17B and 17C is comparable if not exceeding those of the Baseline Scheme and Proposed Scheme, the impact of the Proposed Scheme on the downwind areas is expected to be relatively minor.

3.9 Good Design Features

- 3.9.1 Section 3.3 to 3.8 discussed the ventilation impact between the Baseline Scheme and Proposed Scheme. It is considered that Proposed Development will not induce any significant impact to the surrounding sensitive areas compared to the Baseline Scheme.
- 3.9.2 Although the Proposed Scheme includes a mixed-use development including office and residential use with a maximum building height of 160mPD, several good design features have been incorporated to enhance air ventilation:
- ~10m podium setback along the southeastern site boundary;
 - ~20m podium setback from the eastern site boundary fronting Kiu Cheong Road; and
 - Terraced podium design cascade.

4. CONCLUSION

- 4.1.1 A qualitative assessment on the air ventilation performance of the Proposed Development has been carried out.
- 4.1.2 The “Hung Shui Kiu and Ha Tsuen Outline Development Plan” prepared by the Planning Department identified major breezeways within the area, including one located to the north of the Application Site. In addition, the “Hung Shui Kiu New Development Area Planning and Engineering Study – Investigation – Stage 3 Air Ventilation Assessment (Final)” conducted by the Civil Engineering and Development Department also identified a potential air path along the Tuen Ma Line. Both the identified major breezeway and the potential air path are retained and remain unobstructed under the Proposed Development.
- 4.1.3 The annual wind of the study area is mainly from NNE, NE and E wind directions. The summer wind is mainly from the SSE, S and SSW wind directions.
- 4.1.4 After evaluating the potential air ventilation impacts of the Application Site, the layout of the Proposed Scheme has incorporated good design measures to enhance its air ventilation performance. For example, compared with the Baseline Scheme, the EVA has been relocated from the northern boundary to the southern boundary, increasing the setback along the boundary and bringing it closer to the Tuen Ma Line, thereby improving the air path.
- 4.1.5 Considering the presence of existing high-rise residential buildings and the planned high-rise commercial and residential developments in the vicinity, the proposed comprehensive development, with its proposed layout and increased height, may create a slightly greater blockage effect in some further downwind areas, resulting in localized impact. Nevertheless, several good design features, such as podium setback, have been incorporated to enhance the air ventilation. Therefore, no significant impact on air ventilation is anticipated from the Proposed Scheme.

Figures

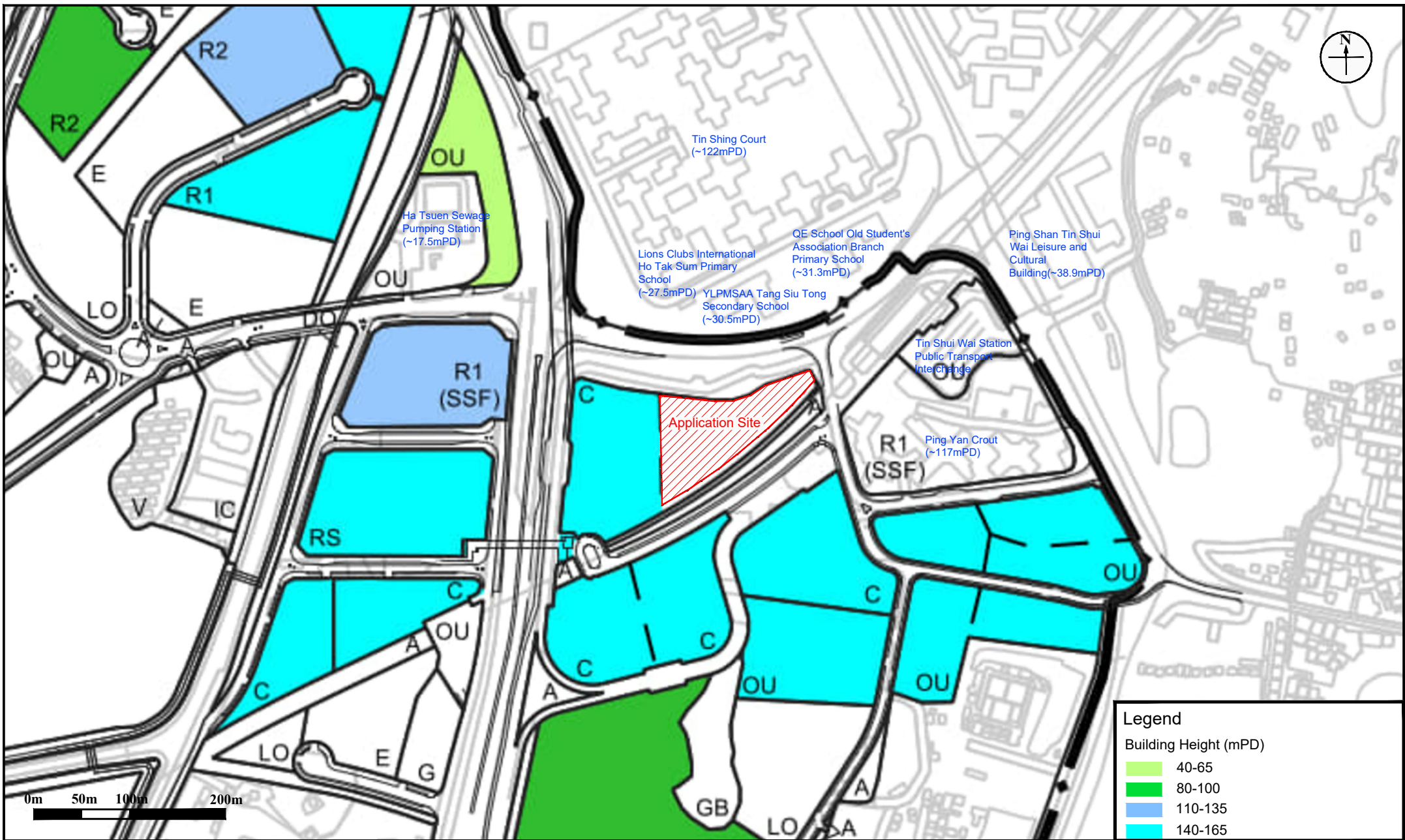


Figure: 1

Title: Location of the Application Site and its Environs

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RAMBOLL

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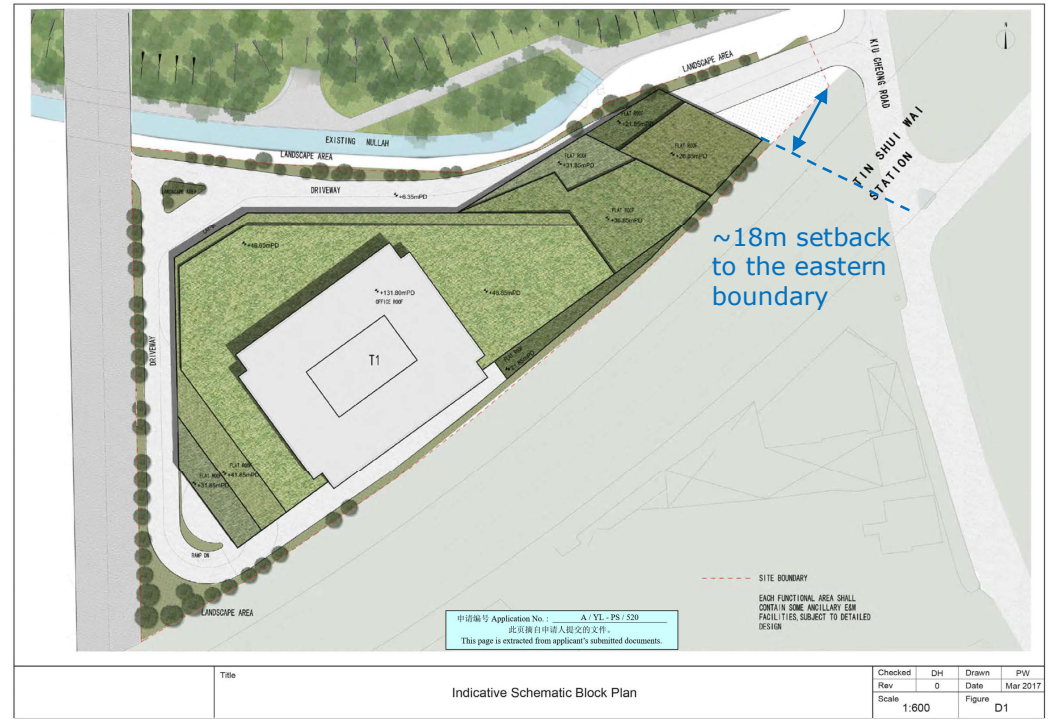
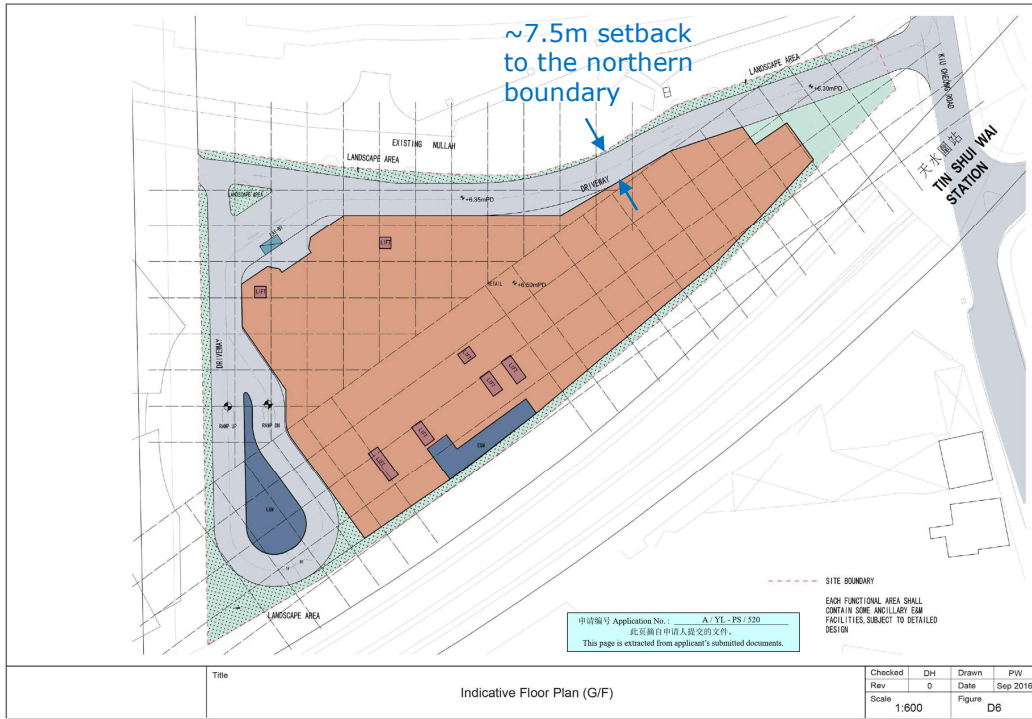


Figure: 2

Title: Good Design Features in the Baseline Scheme

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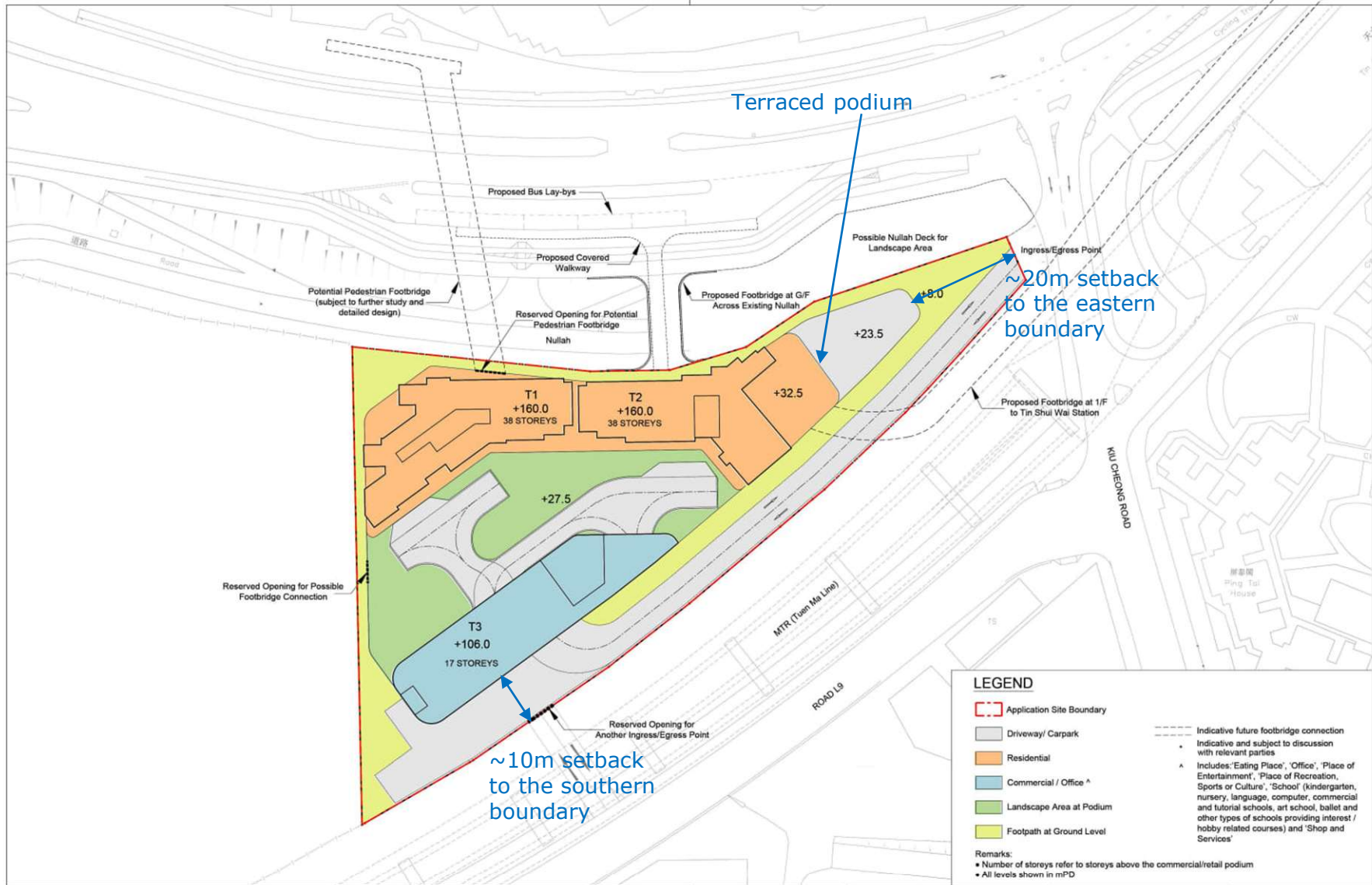


Figure: 3

Title: Good Design Features in the Proposed Scheme

Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Yuen Long



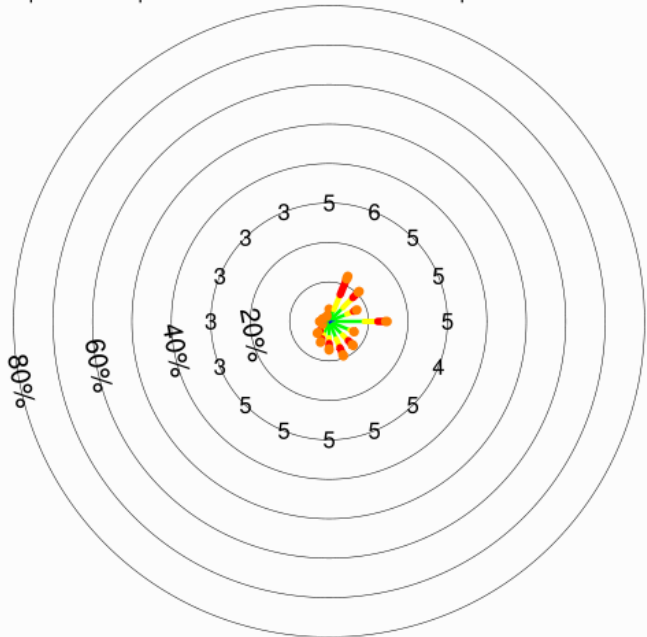
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Checked by: TC

Rev.: 1.1

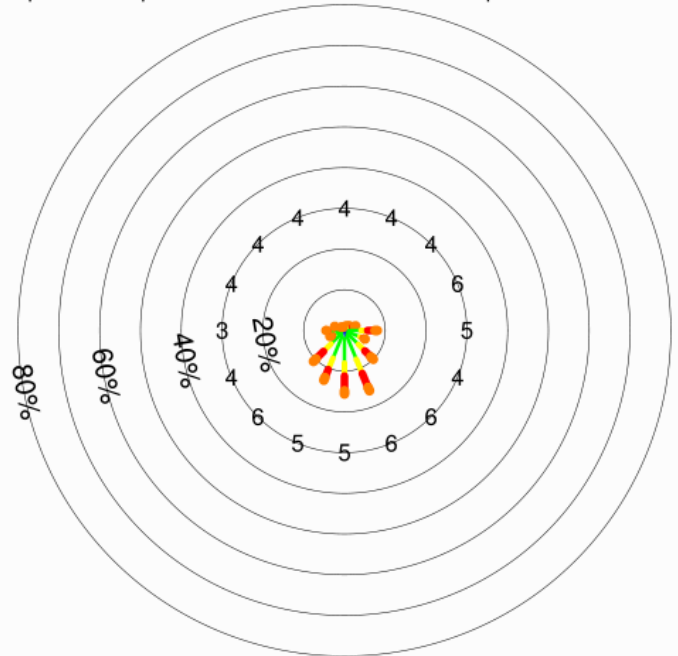
Date: May 2026

SpdAve=5 SpdStd=3 DirAve=94 No Calm Reports Nwnd=87670



Annual Condition (200m)

SpdAve=5 SpdStd=3 DirAve=171 No Calm Reports Nwnd=22078



Summer Condition (200m)

Figure: 4



Title: Windrose Diagram at 200m (grid: 045, 070) extracted from RAMS

Drawn by: EC

Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long

Checked by: TC

Rev.: 1.0

Date: Nov 2025

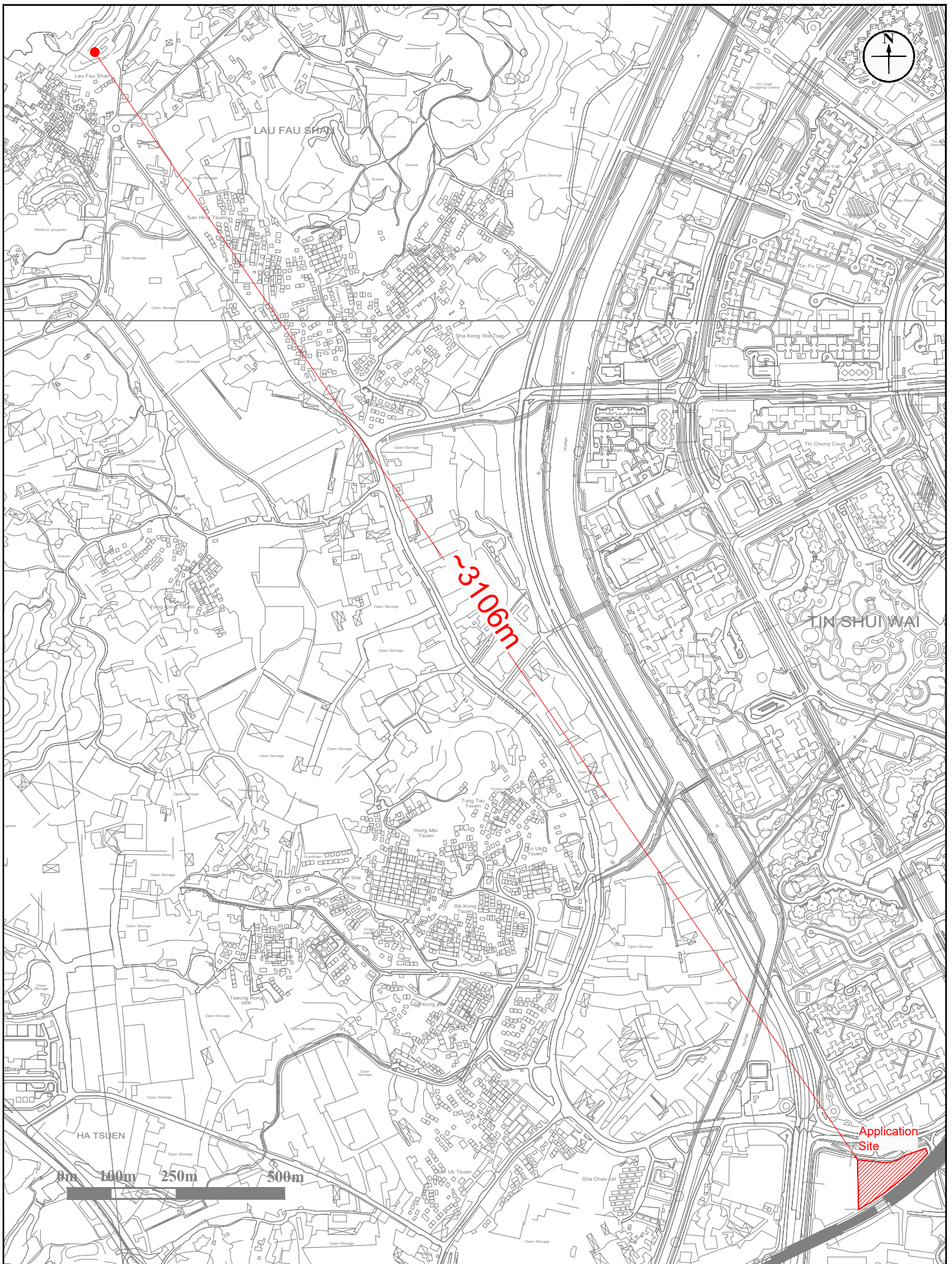


Figure: 5

Title: Location of the Lau Fau Shan Wind Station

Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long

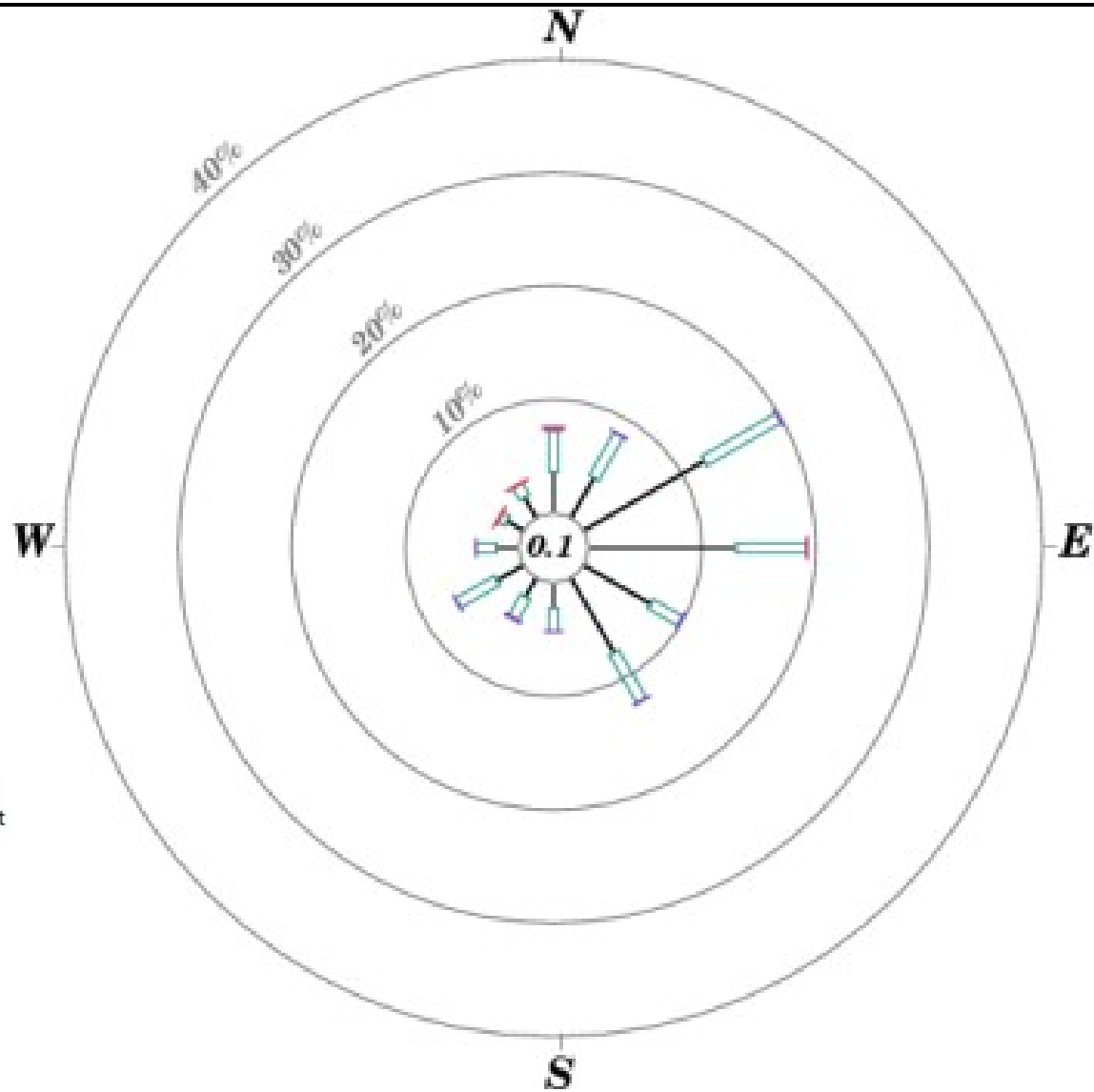


Drawn by: EC

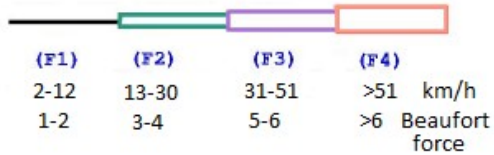
Checked by: TC

Rev.: 1.0

Date: Nov-25



Wind Speed



Percentage Frequency



The number in the inner circle is the percentage frequency of occurrence of calm and variable winds.

Figure: 6a



Title: Windrose Diagram (1986-2024) of Lau Fau Shan Wind Station (Annual)

Drawn by: EC

Checked by: TC

Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long

Rev.: 1.0

Date: Nov 2025

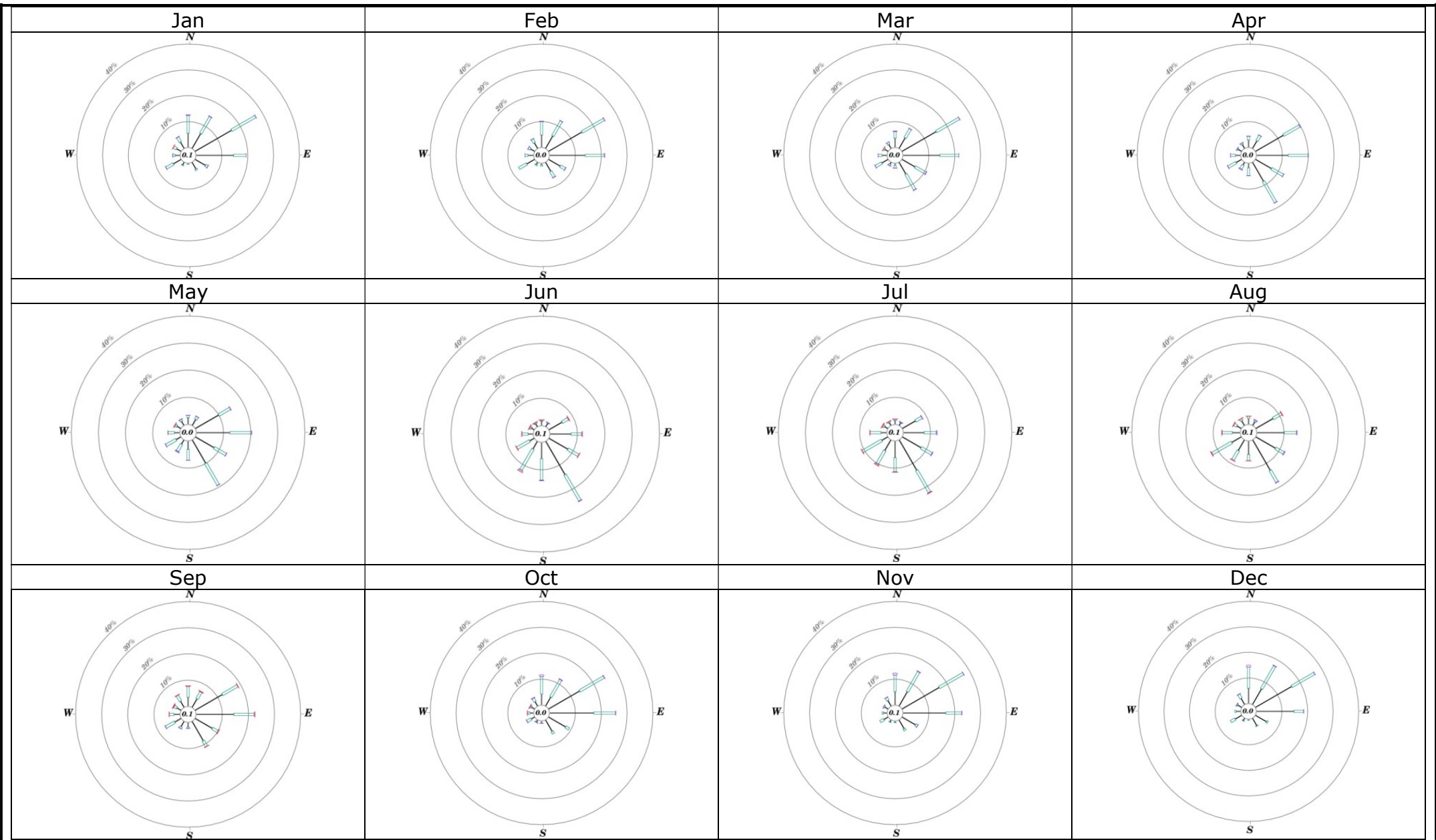


Figure: 6b		RAMBOLL	
Title: Windrose Diagram (1986-2024) of Lau Fau Shan Wind Station (Monthly)		Drawn by:	EC
Project Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long		Checked by:	TC
		Rev.:	1.0
		Date:	Nov 2025

➔ Annual Prevailing Winds
 ➔ Summer Prevailing Winds
 ↔ Breezeway/ Air Path

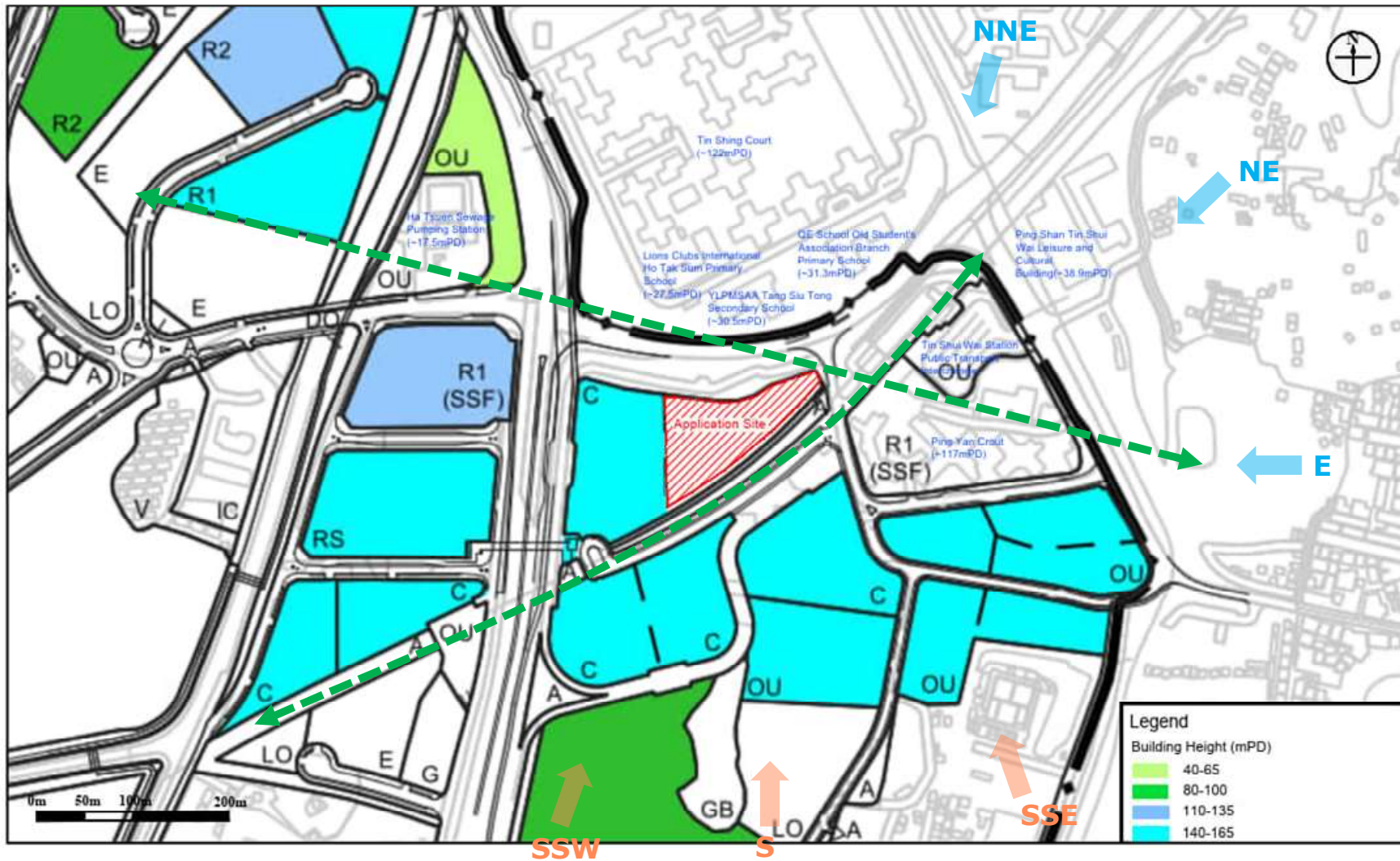


Figure: 7



Title: Potential Wind Flow under Existing Condition

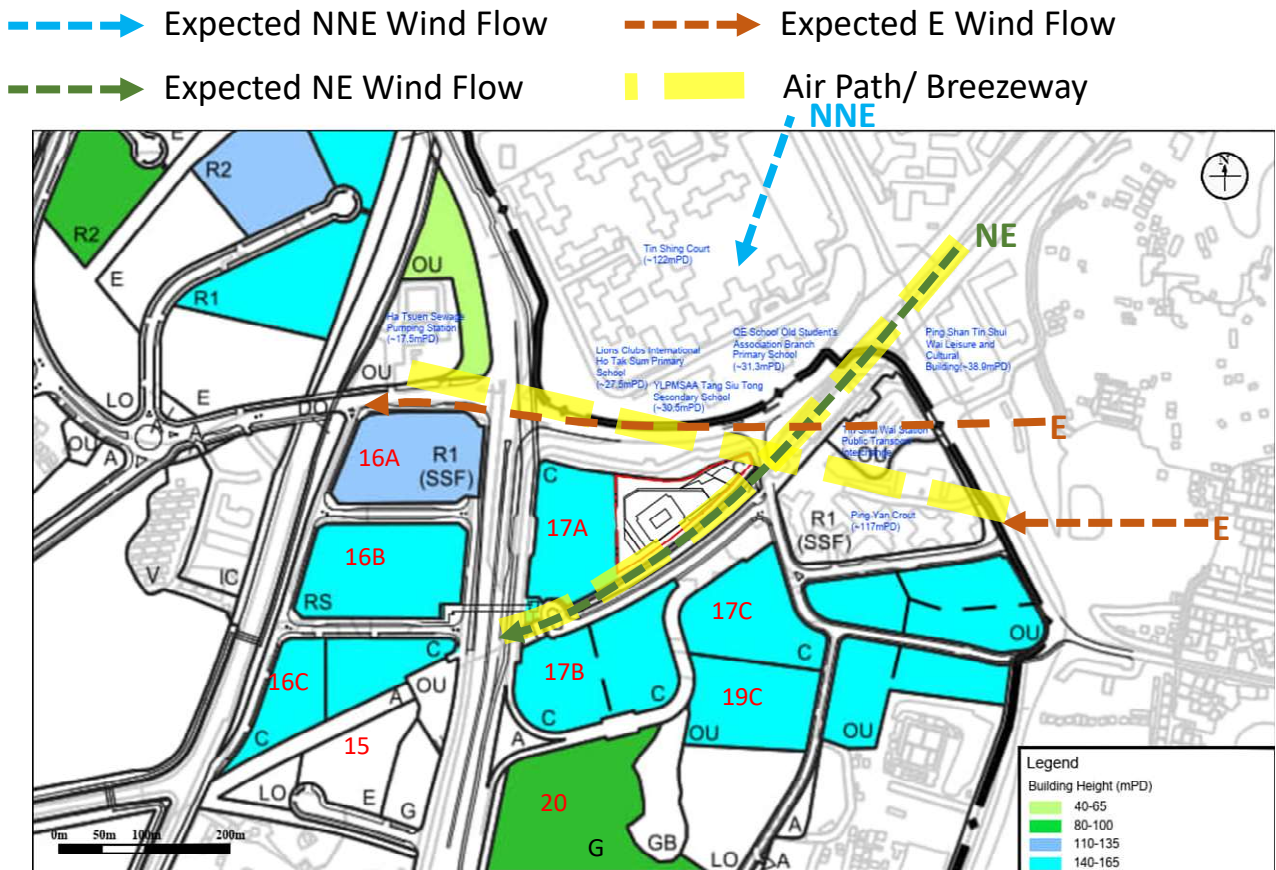
Drawn by: EC

Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long

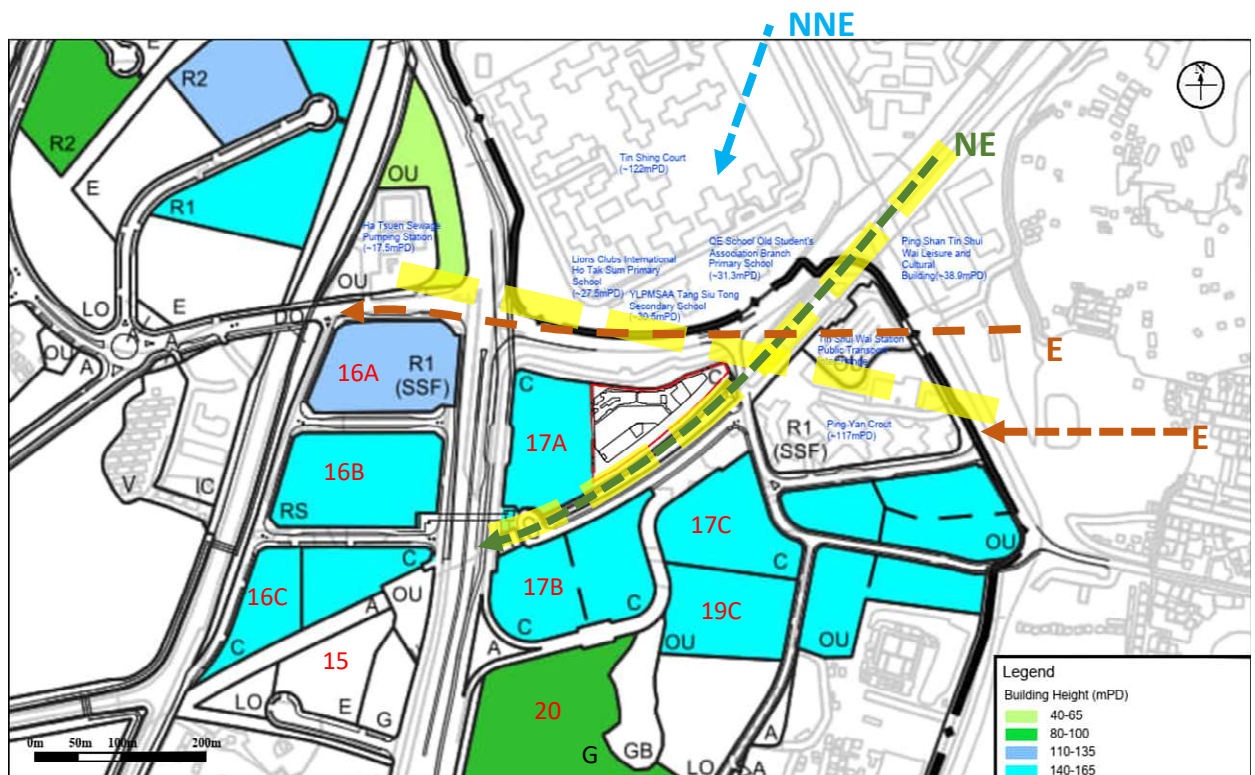
Checked by: TC

Rev.: 1.1

Date: Apr 2026



Baseline Scheme



Proposed Scheme

Figure: 8	RAMBOLL
Title: Illustration of Wind Flow from Annual Wind Direction	
Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long	Drawn by: EC Checked by: TC Rev.: 1.1 Date: Apr 2026

Appendix 1 Master Layout Plan of the Baseline Scheme

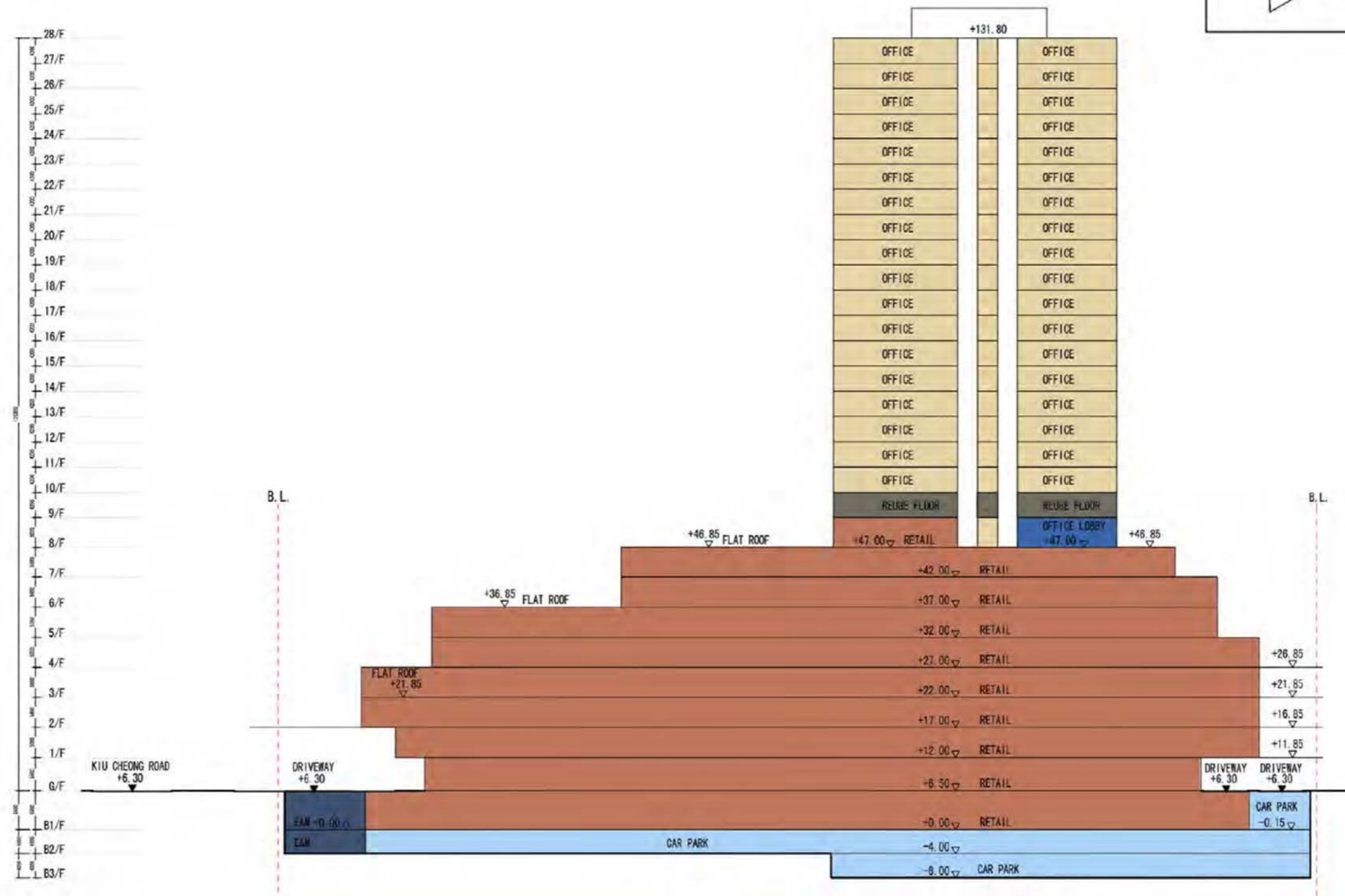
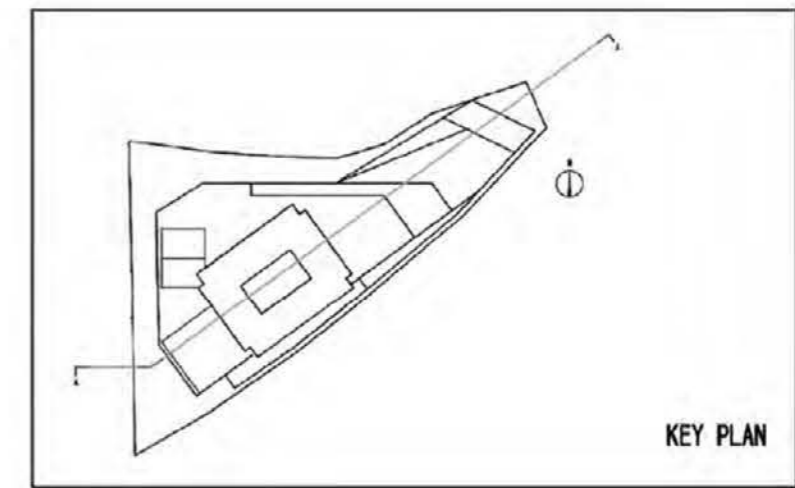


Title

Indicative Schematic Block Plan

Checked	DH	Drawn	PW
Rev	0	Date	Mar 2017
Scale	1:600	Figure	D1

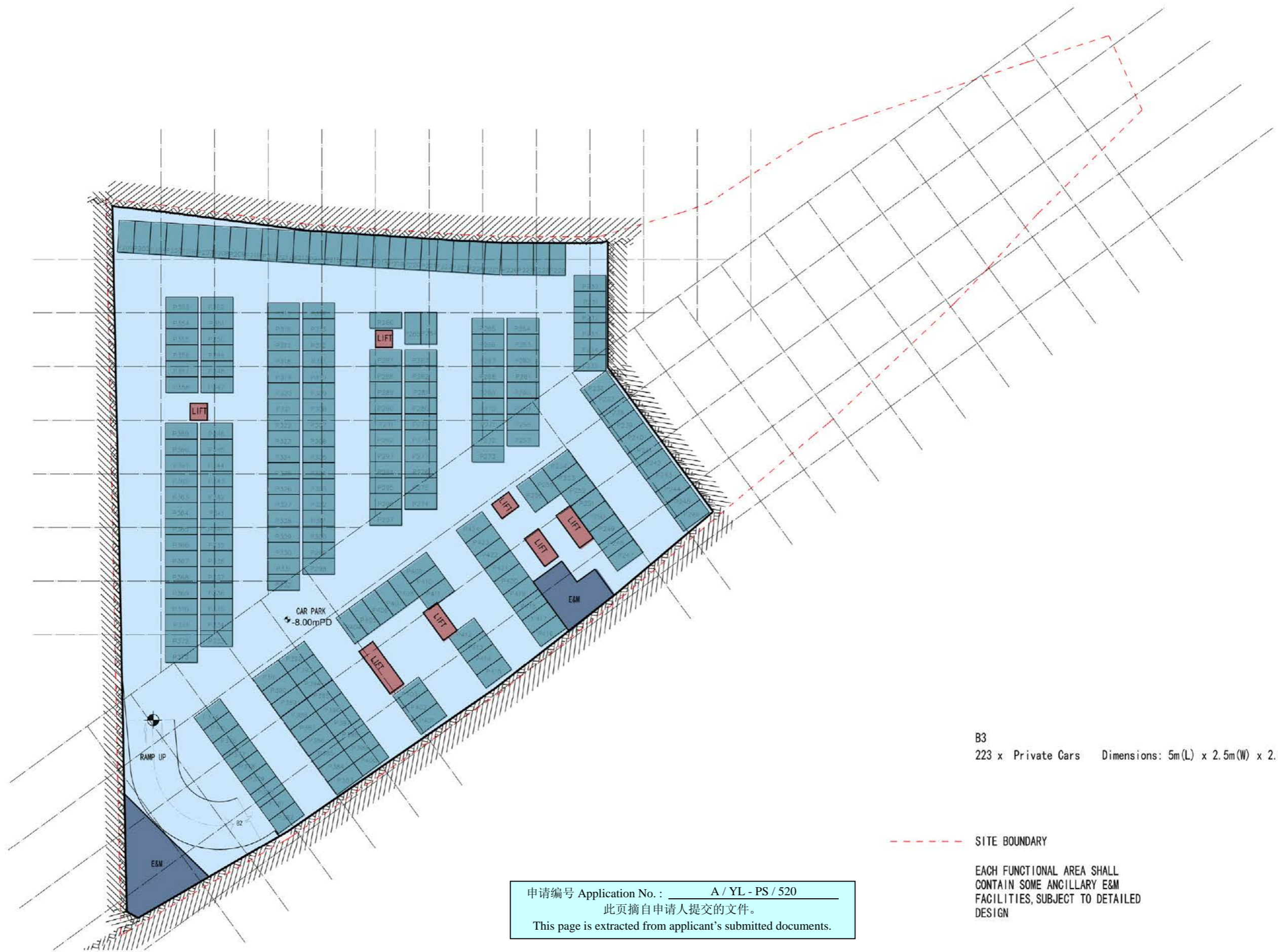
申请编号 Application No. : A / YL - PS / 520
 此页摘自申请人提交的文件。
 This page is extracted from applicant's submitted documents.



Title

Indicative Section Plan A - A

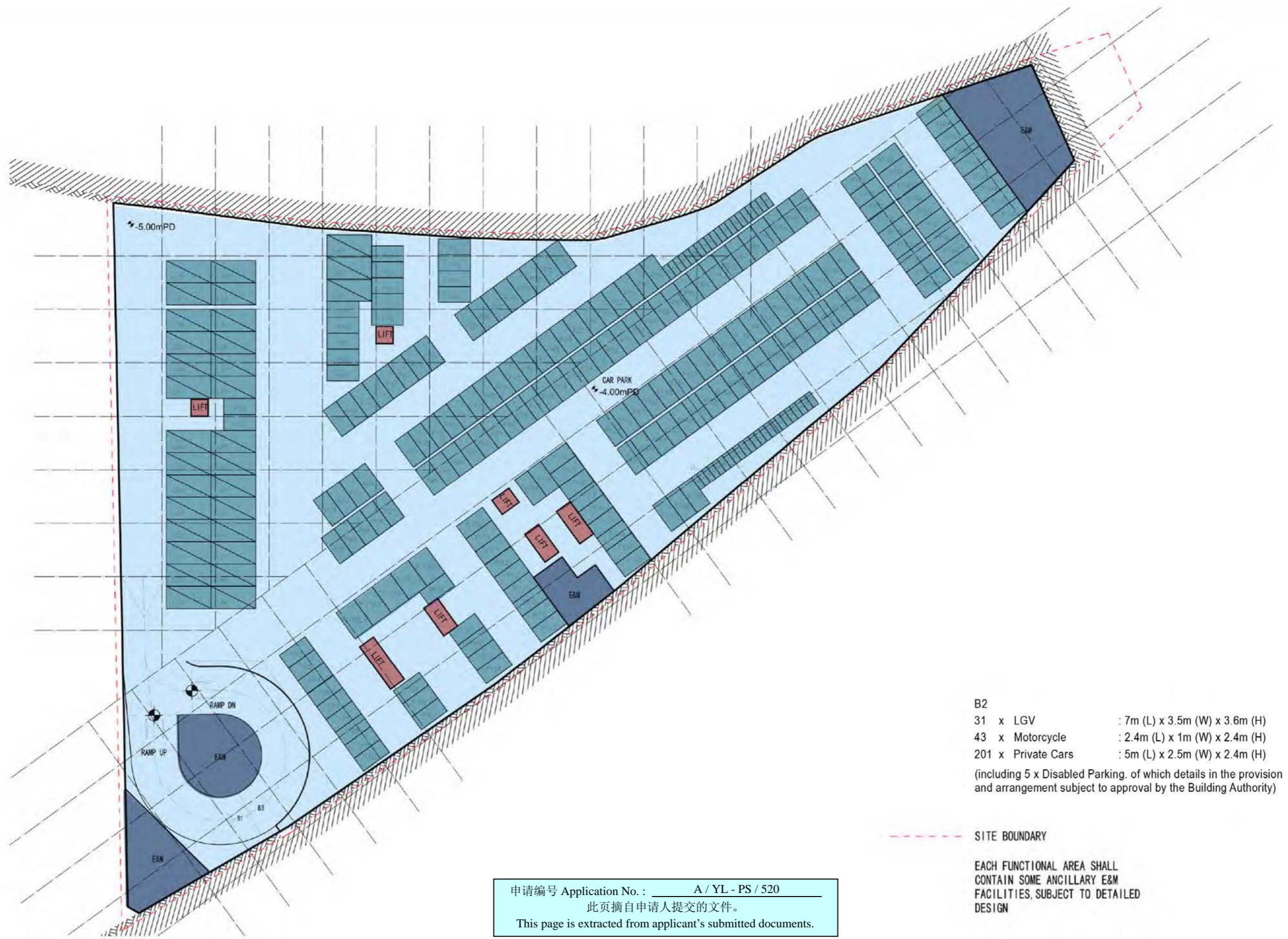
Checked	DH	Drawn	PW
Rev	0	Date	Mar 2017
Scale	1:800	Figure	D2



Title

Indicative Floor Plan (B3/F)

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2016
Scale	1:600	Figure	D3



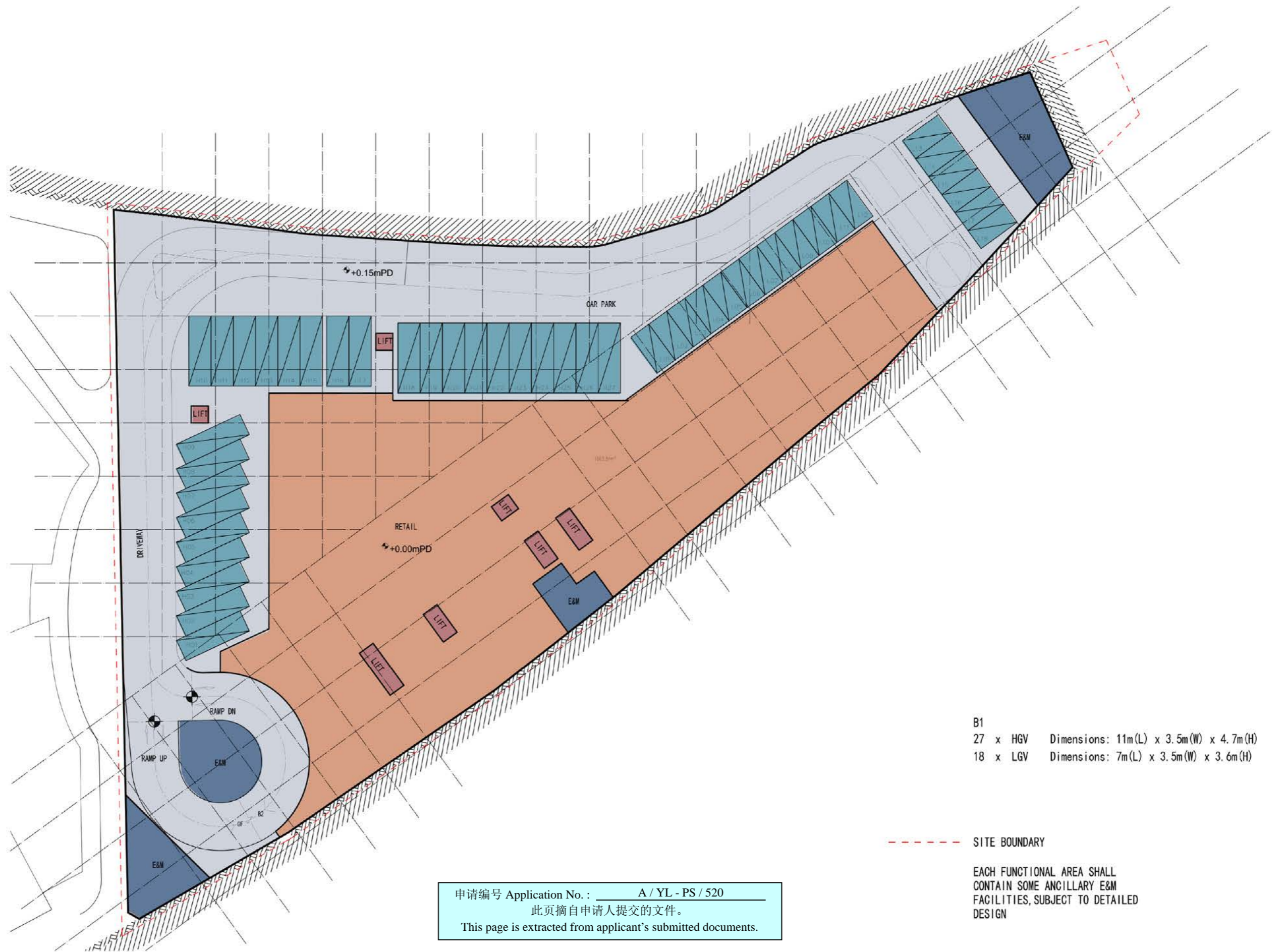
- B2
 - 31 x LGV : 7m (L) x 3.5m (W) x 3.6m (H)
 - 43 x Motorcycle : 2.4m (L) x 1m (W) x 2.4m (H)
 - 201 x Private Cars : 5m (L) x 2.5m (W) x 2.4m (H)
- (including 5 x Disabled Parking, of which details in the provision and arrangement subject to approval by the Building Authority)

--- SITE BOUNDARY

EACH FUNCTIONAL AREA SHALL CONTAIN SOME ANCILLARY E&M FACILITIES, SUBJECT TO DETAILED DESIGN

申请编号 Application No. : A / YL - PS / 520
 此页摘自申请人提交的文件。
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Title	Indicative Floor Plan (B2/F)				Checked	DH	Drawn	PW
					Rev	0	Date	Mar 2017
					Scale	1:600	Figure	D4



申请编号 Application No. : A / YL - PS / 520
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B1
 27 x HGV Dimensions: 11m(L) x 3.5m(W) x 4.7m(H)
 18 x LGV Dimensions: 7m(L) x 3.5m(W) x 3.6m(H)

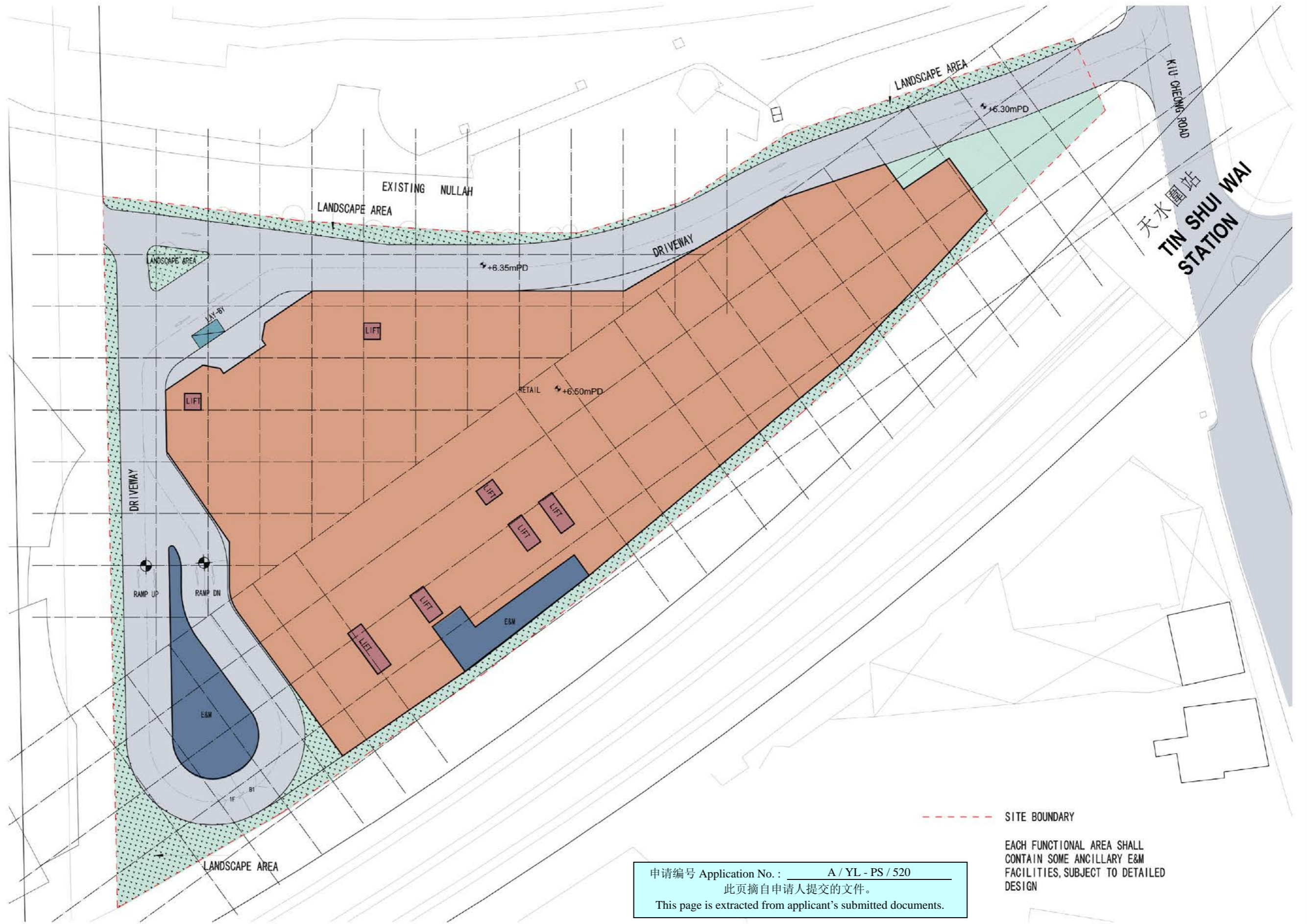
--- SITE BOUNDARY

EACH FUNCTIONAL AREA SHALL
 CONTAIN SOME ANCILLARY E&M
 FACILITIES, SUBJECT TO DETAILED
 DESIGN

Title

Indicative Floor Plan (B1/F)

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2016
Scale	1:600	Figure	D5



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--- SITE BOUNDARY
 EACH FUNCTIONAL AREA SHALL
 CONTAIN SOME ANCILLARY E&M
 FACILITIES, SUBJECT TO DETAILED
 DESIGN

Title

Indicative Floor Plan (G/F)

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2016
Scale	1:600	Figure	D6

申请编号 Application No. : A / YL - PS / 520
 此页摘自申请人提交的文件。
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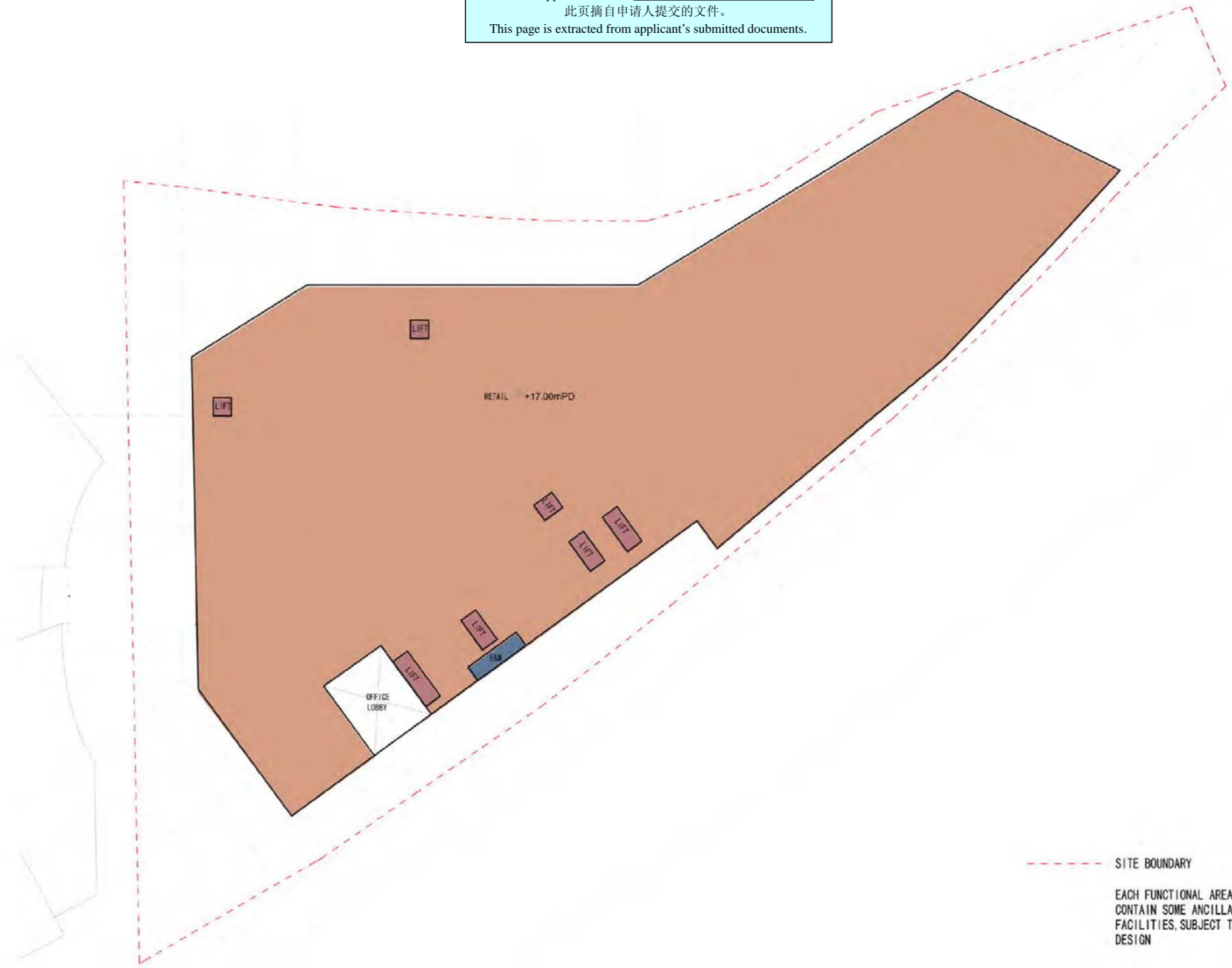


Title

Indicative Floor Plan (1/F)

Checked	DH	Drawn	PW
Rev	0	Date	Mar 2017
Scale	1:600	Figure	D7

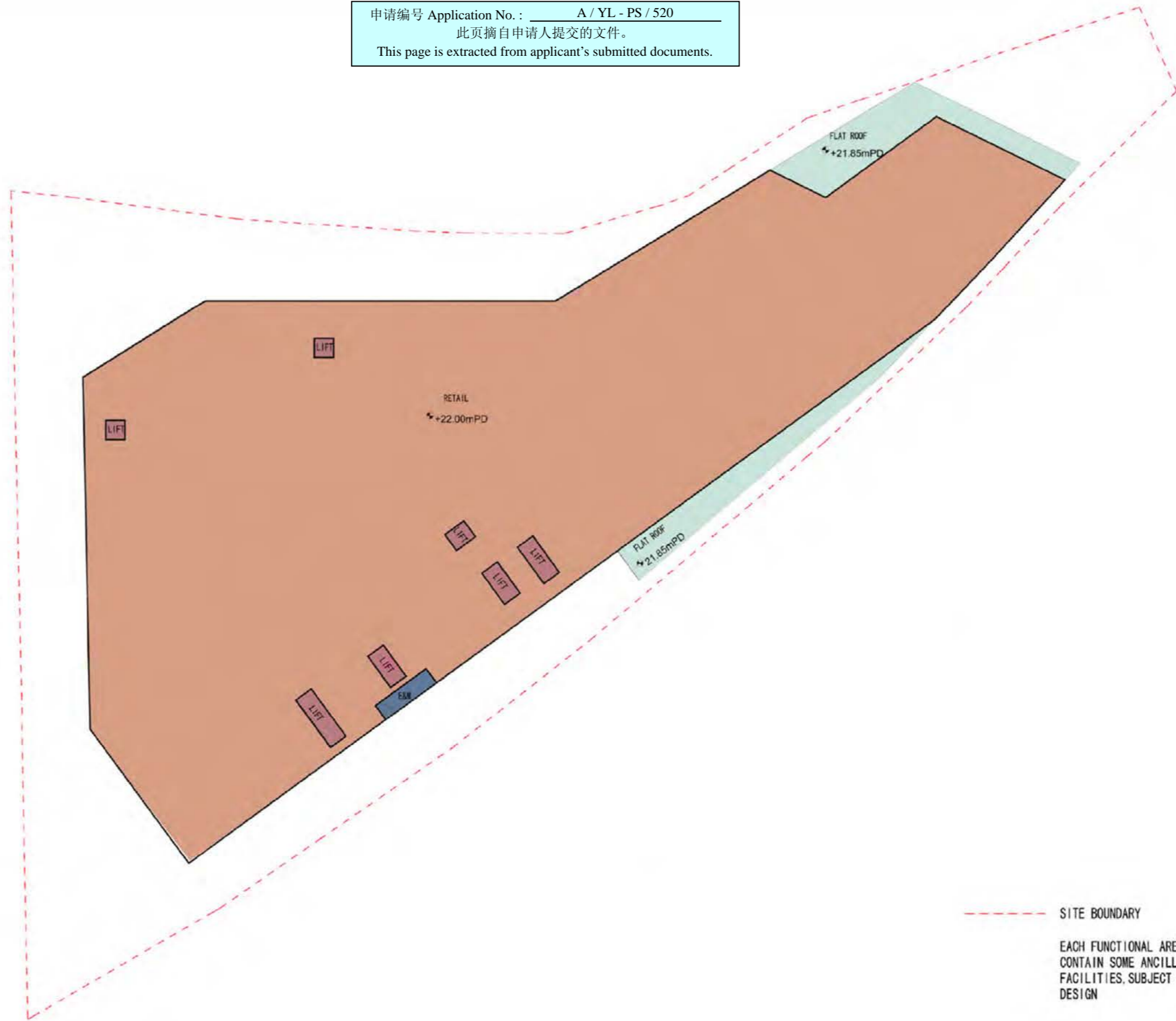
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--- SITE BOUNDARY
 EACH FUNCTIONAL AREA SHALL
 CONTAIN SOME ANCILLARY E&M
 FACILITIES, SUBJECT TO DETAILED
 DESIGN

	Title	Checked	DH	Drawn	PW
	Indicative Floor Plan (2/F)	Rev	0	Date	Mar 2017
		Scale	1:600	Figure	D8

申请编号 Application No. : _____ A / YL - PS / 520
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Title

Indicative Floor Plan (3/F)

Checked	DH	Drawn	PW
Rev	0	Date	Mar 2017
Scale	1:600	Figure	D9

申请编号 Application No. : A / YL - PS / 520
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--- SITE BOUNDARY

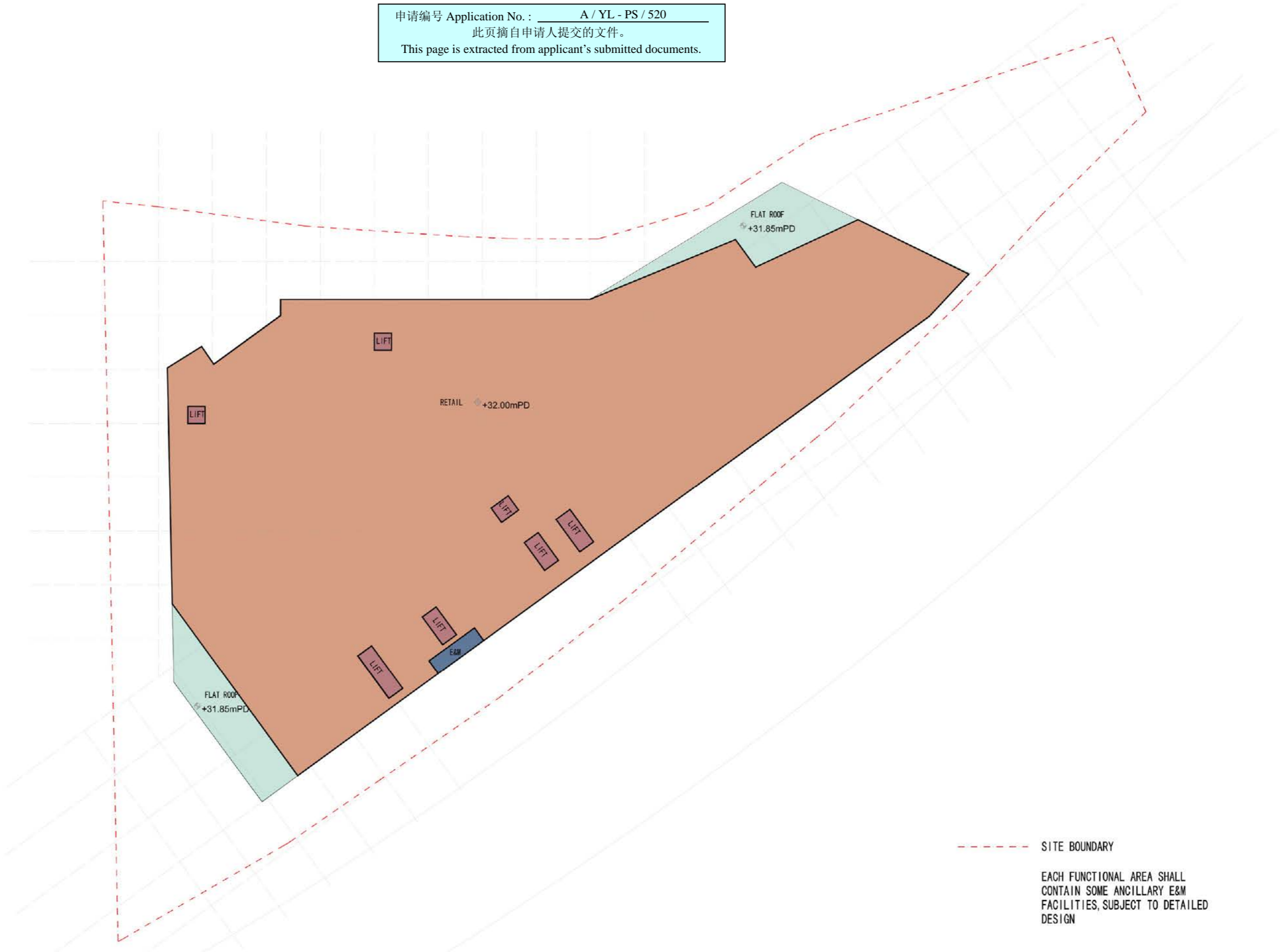
EACH FUNCTIONAL AREA SHALL
 CONTAIN SOME ANCILLARY E&M
 FACILITIES, SUBJECT TO DETAILED
 DESIGN

Title

Indicative Floor Plan (4/F)

Checked	DH	Drawn	PW
Rev	0	Date	Jul 2016
Scale	1:600		Figure D10

申请编号 Application No. : A / YL - PS / 520
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--- SITE BOUNDARY

EACH FUNCTIONAL AREA SHALL
 CONTAIN SOME ANCILLARY E&M
 FACILITIES, SUBJECT TO DETAILED
 DESIGN

Title

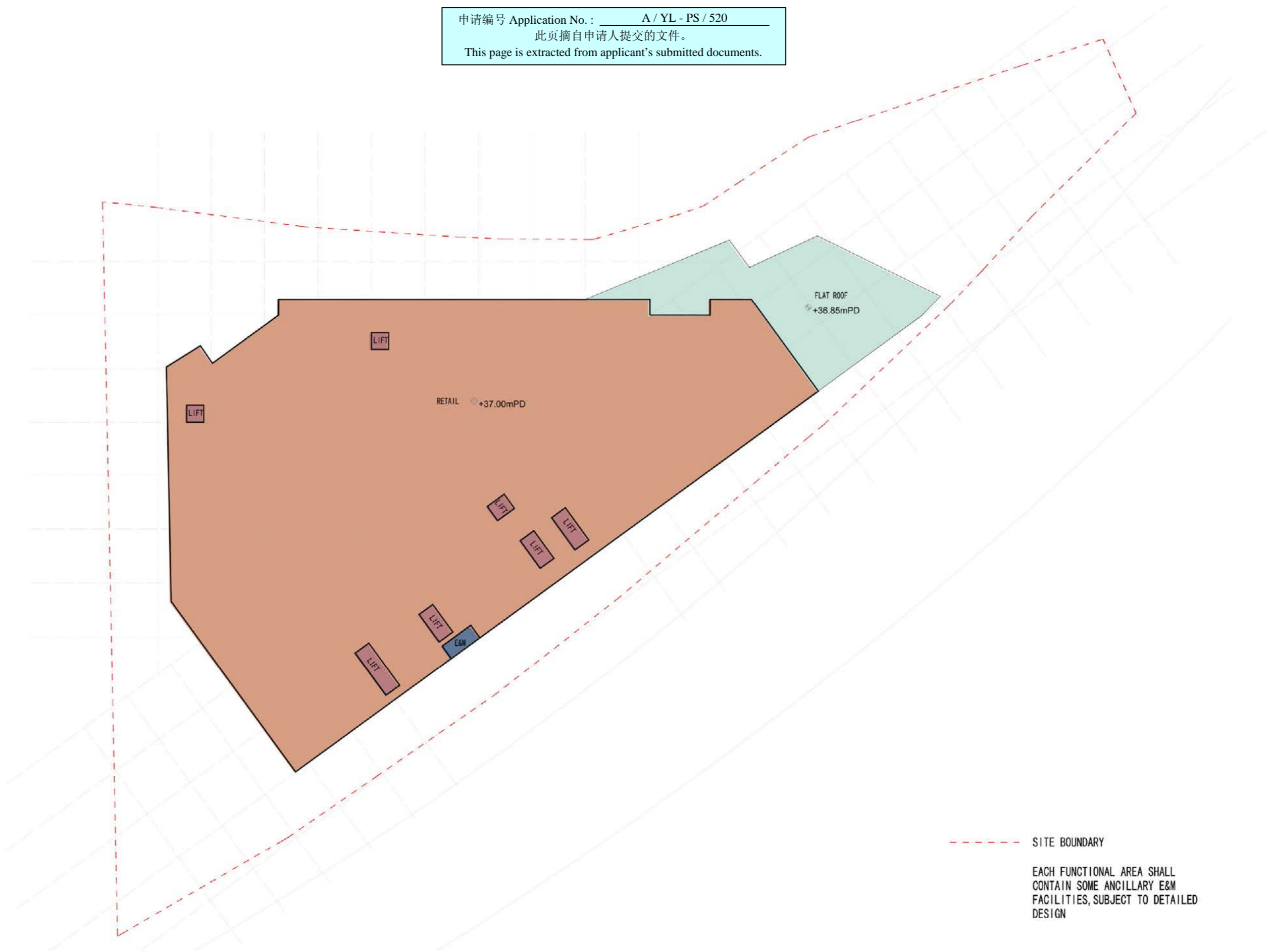
Indicative Floor Plan (5/F)

Checked	DH	Drawn	PW
Rev	0	Date	May 2016
Scale	1:600	Figure	D11

申请编号 Application No. : A / YL - PS / 520

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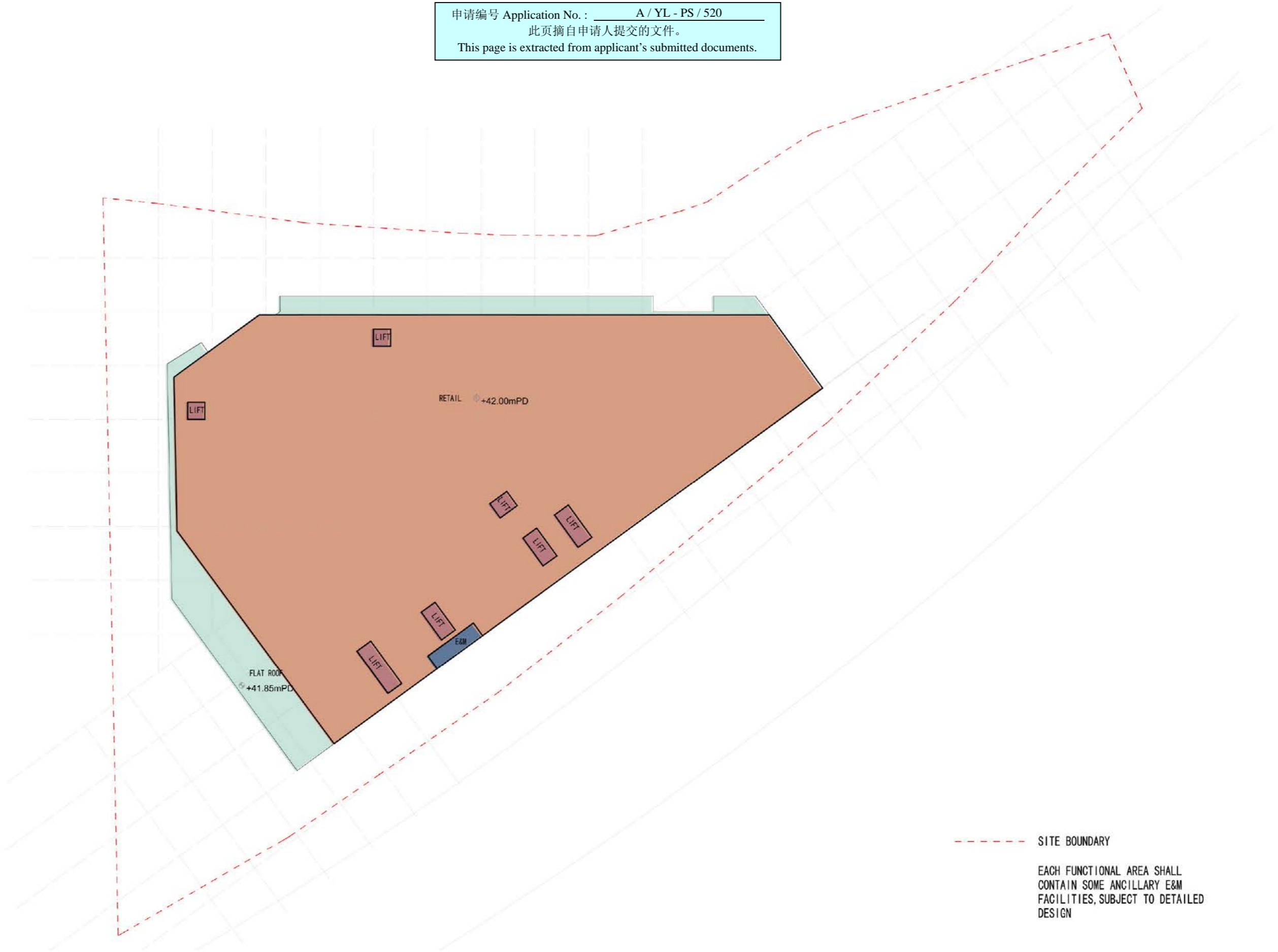
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Title

Indicative Floor Plan (6/F)

Checked	DH	Drawn	PW
Rev	0	Date	May 2016
Scale	1:600	Figure	D12



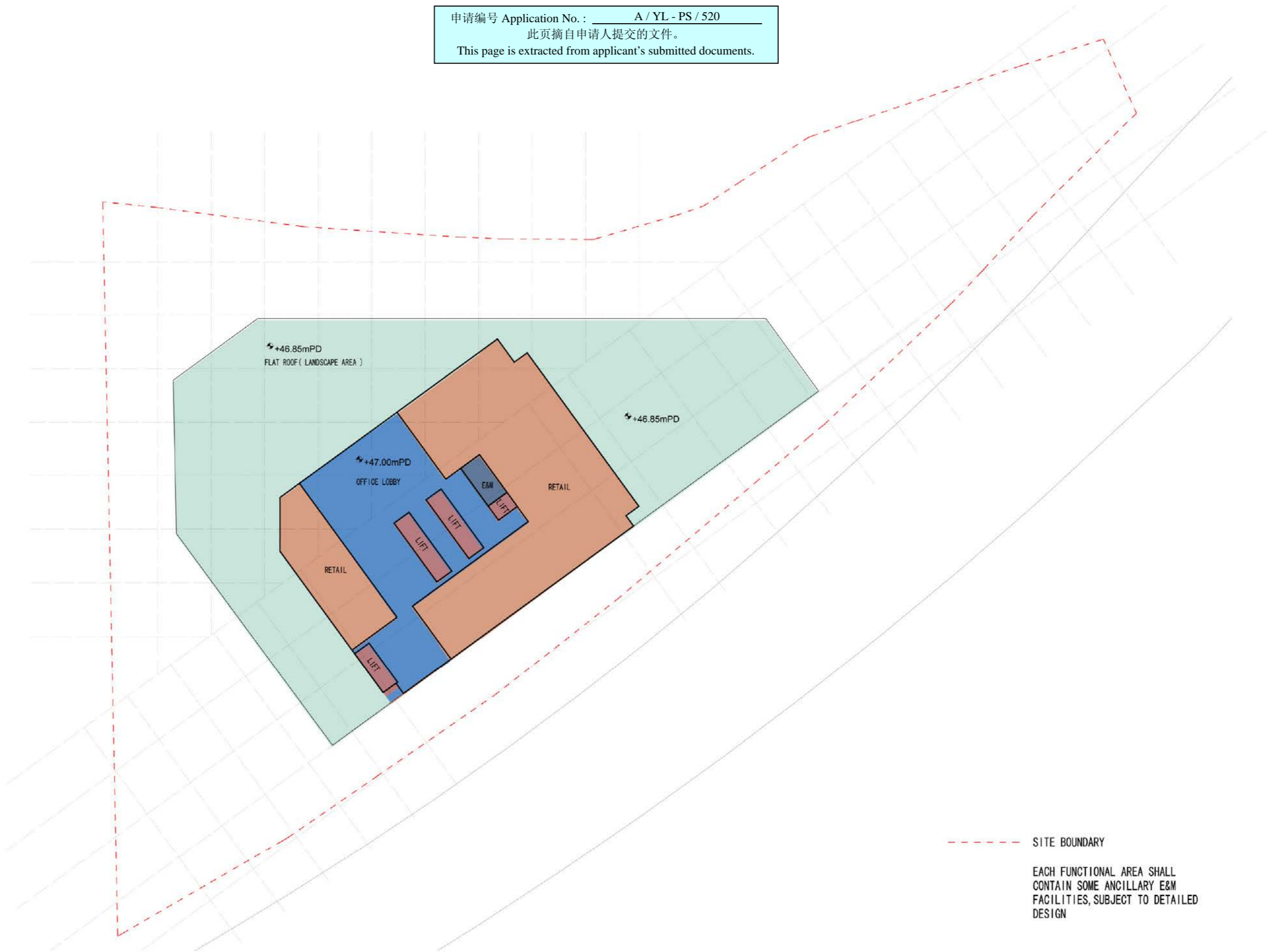
--- SITE BOUNDARY

EACH FUNCTIONAL AREA SHALL
 CONTAIN SOME ANCILLARY E&M
 FACILITIES, SUBJECT TO DETAILED
 DESIGN

Title

Indicative Floor Plan (7/F)

Checked	DH	Drawn	PW
Rev	0	Date	May 2016
Scale	1:600	Figure	D13



Title

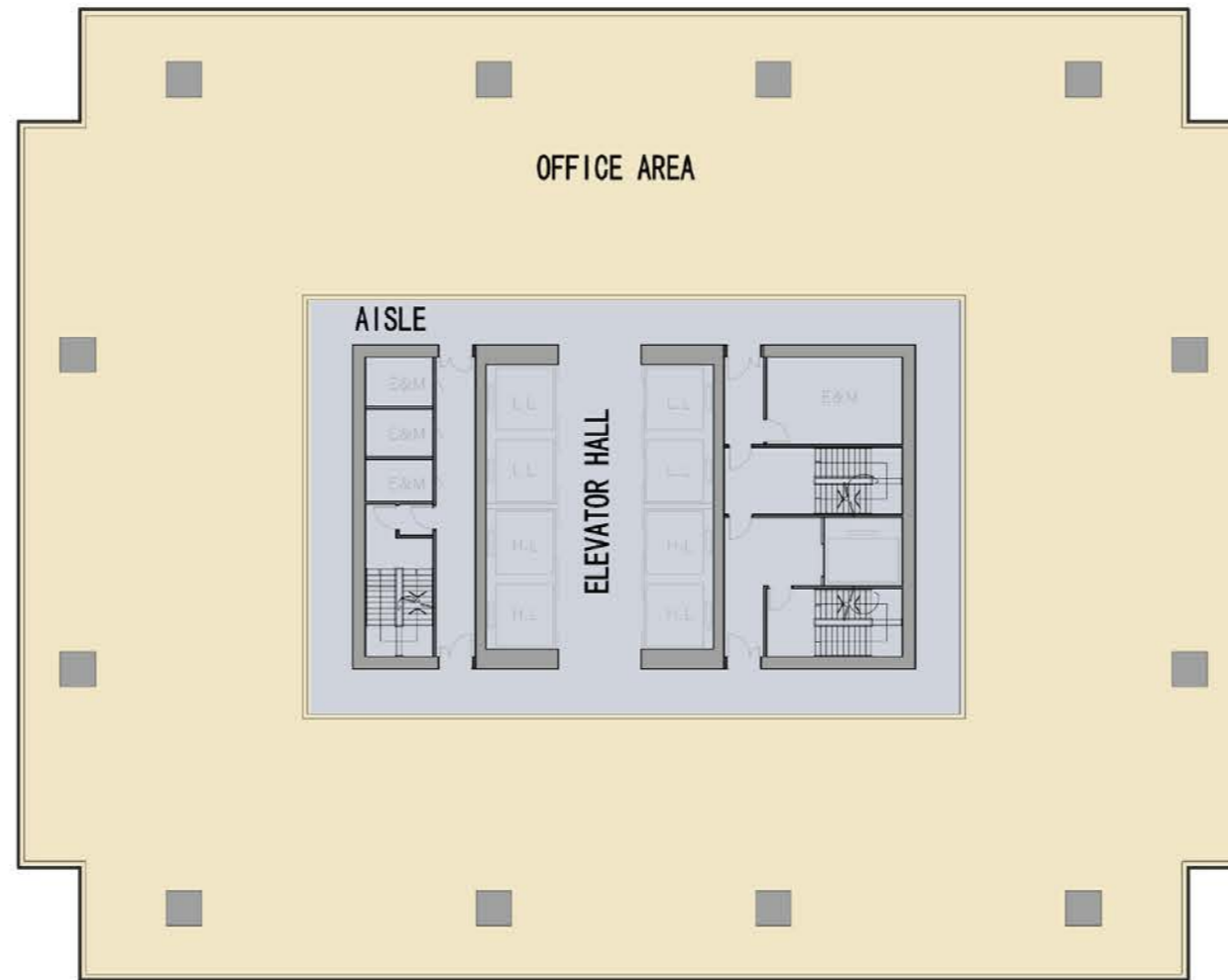
Indicative Floor Plan (8/F)

Checked	DH	Drawn	PW
Rev	0	Date	May 2016
Scale	1:600	Figure	D14

申请编号 Application No. : A / YL - PS / 520

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Title

Indicative Typical Floor Plan of Office

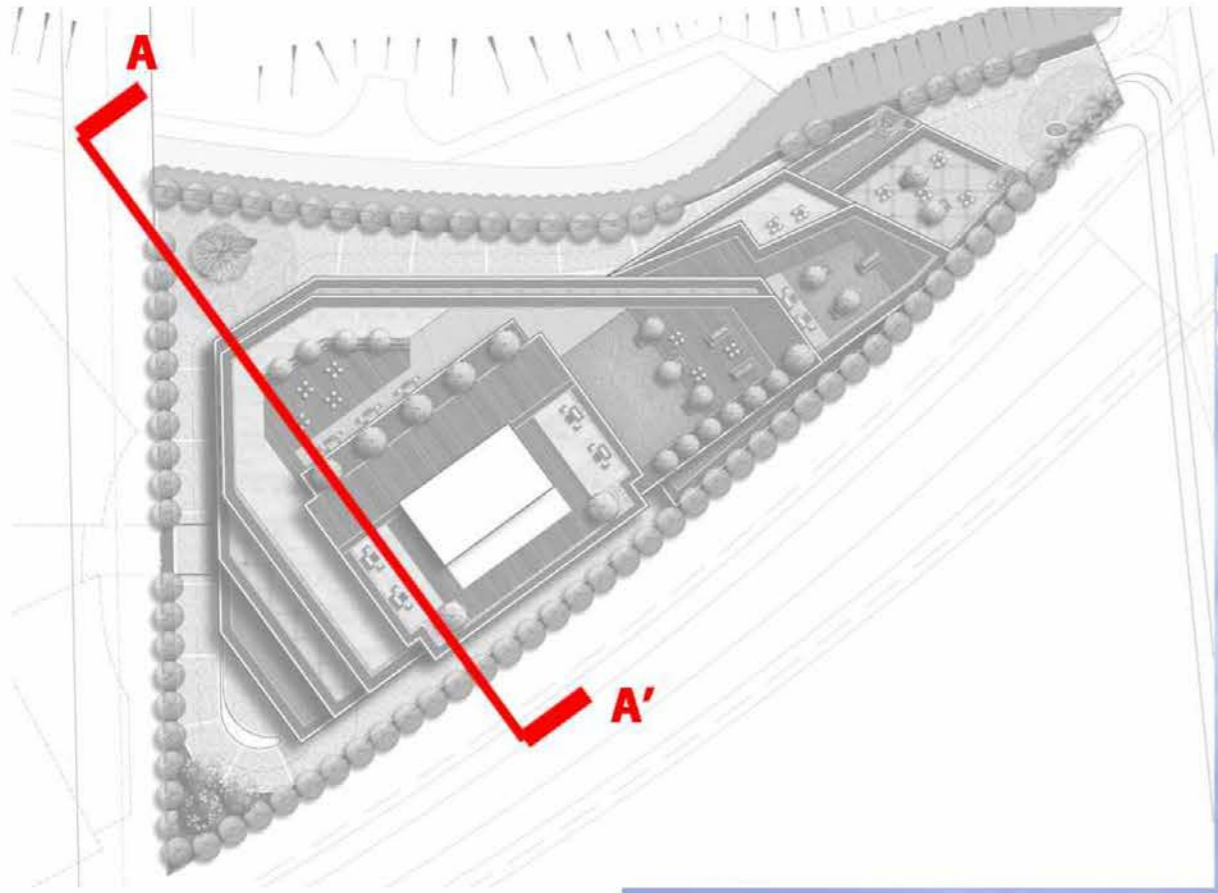
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Rev	0	Date	Jul 2016
Scale	1:300	Figure	D15



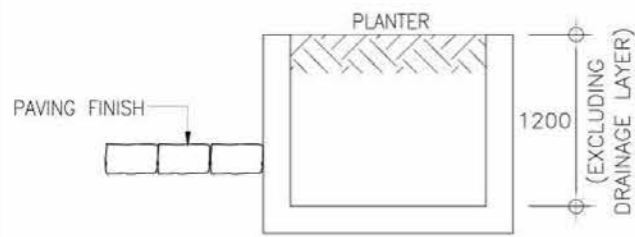
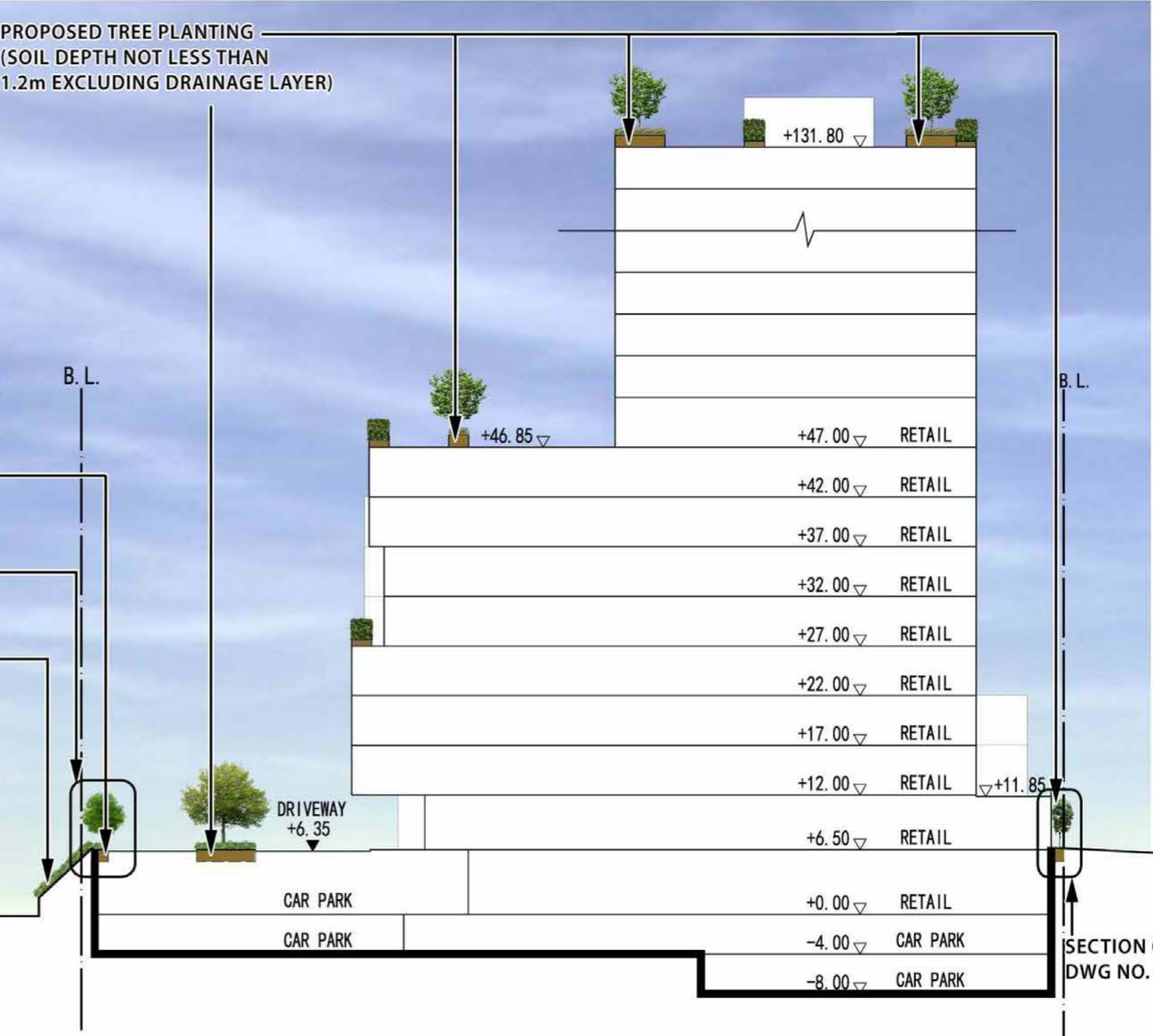
Title

Indicative Landscape Master Plan

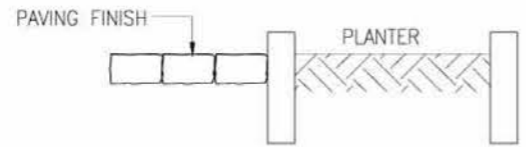
Checked	DH	Drawn	PW
Rev	0	Date	Mar 2017
Scale	Figure		



KEY PLAN



TYPICAL DETAIL OF PLANTER
 (ON STRUCTURE) Scale : NTS



TYPICAL DETAIL OF PLANTER
 (ON GRADE) Scale : NTS

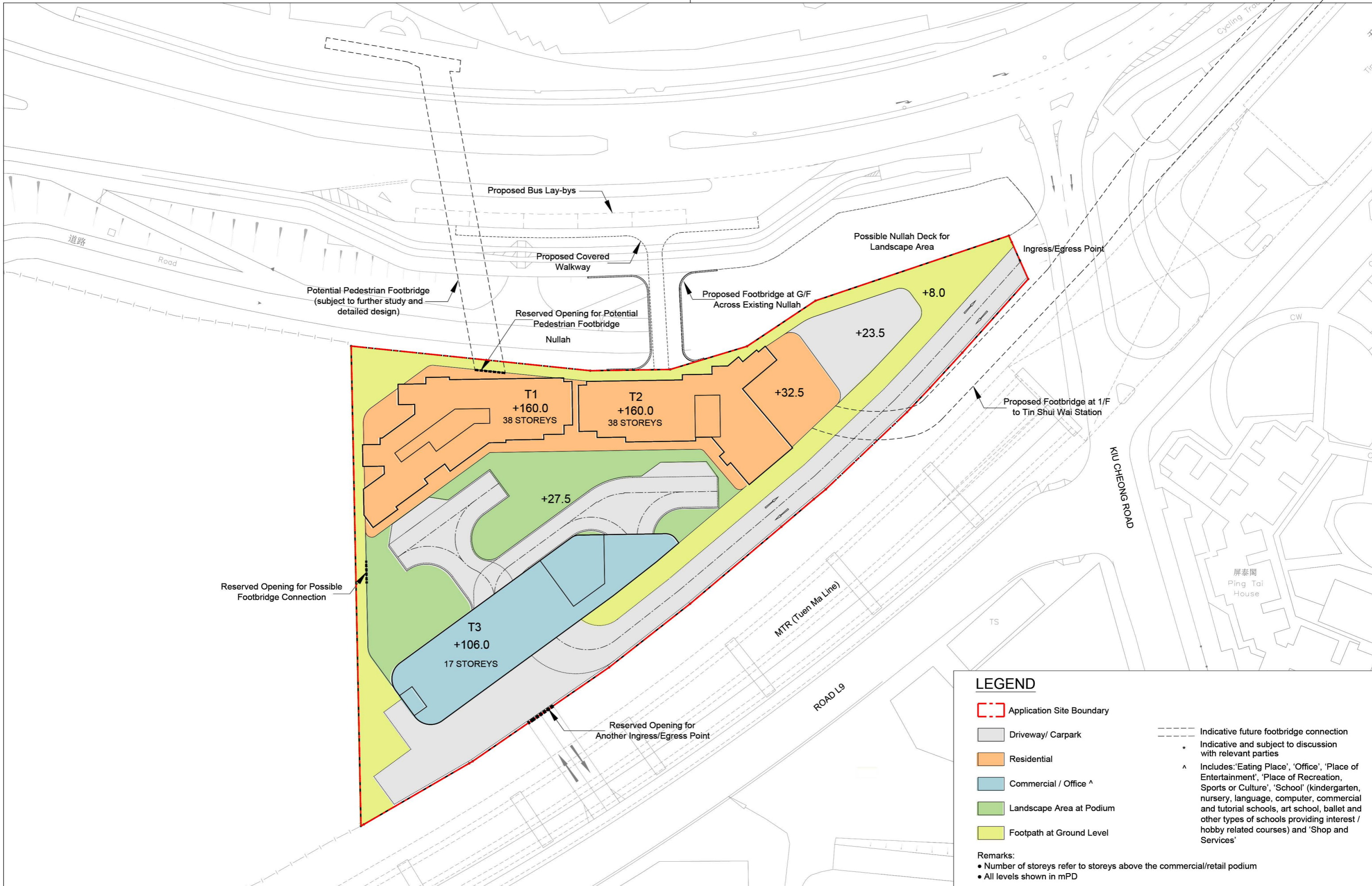
LANDSCAPE SECTION A-A'
 0m 2m 5m 10m 20m

Title

Indicative Landscape Section Plan

Checked	DH	Drawn	PW
Rev	0	Date	Mar 2017
Scale		Figure	

Appendix 2 Master Layout Plan of the Proposed Scheme














LEGEND

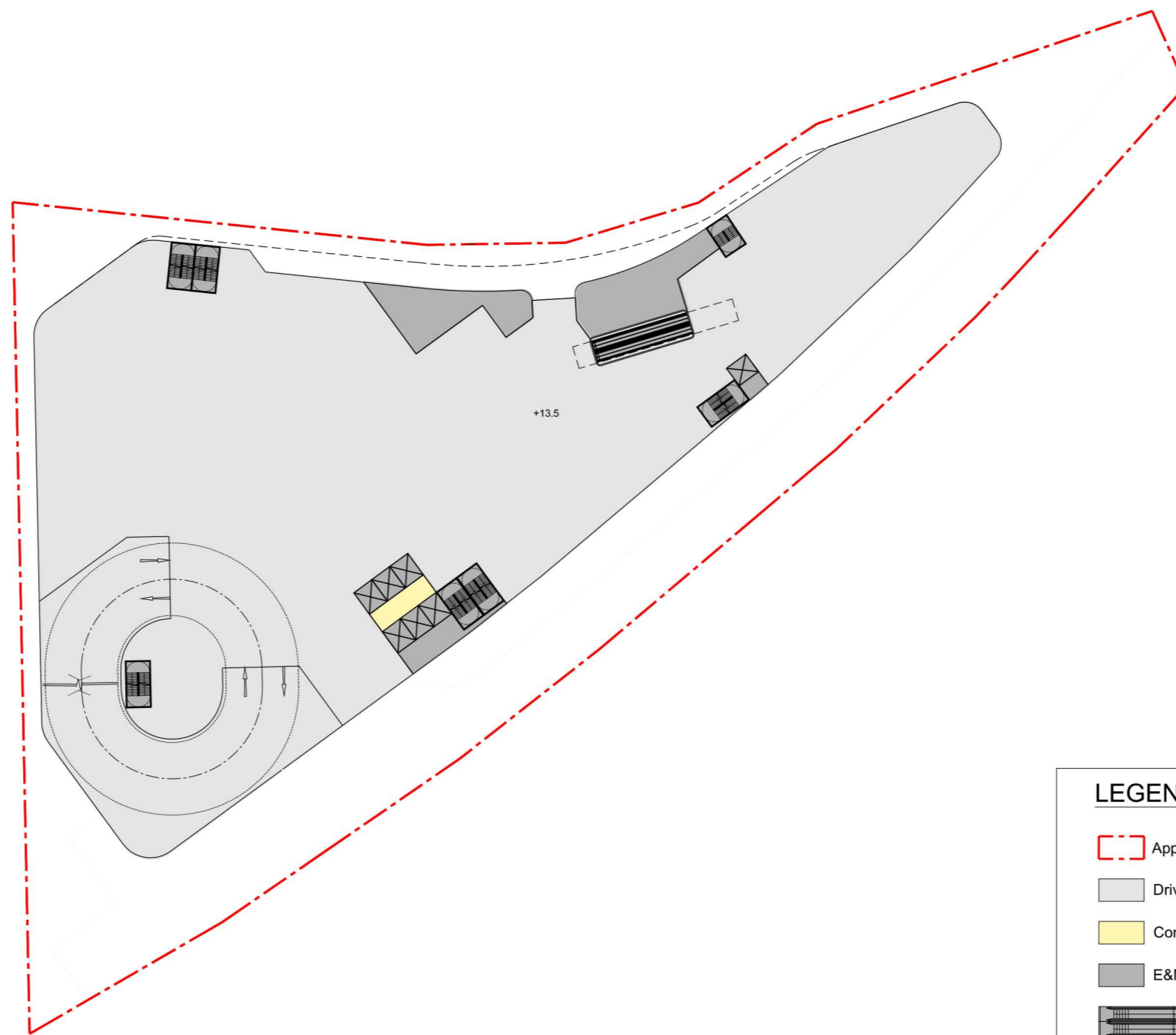
- Application Site Boundary
- Driveway/ Carpark
- Residential
- Commercial / Office ^
- Landscape Area at Podium
- Footpath at Ground Level
- Indicative future footbridge connection
- * Indicative and subject to discussion with relevant parties
- ^ Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
 • Number of storeys refer to storeys above the commercial/retail podium
 • All levels shown in mPD





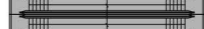




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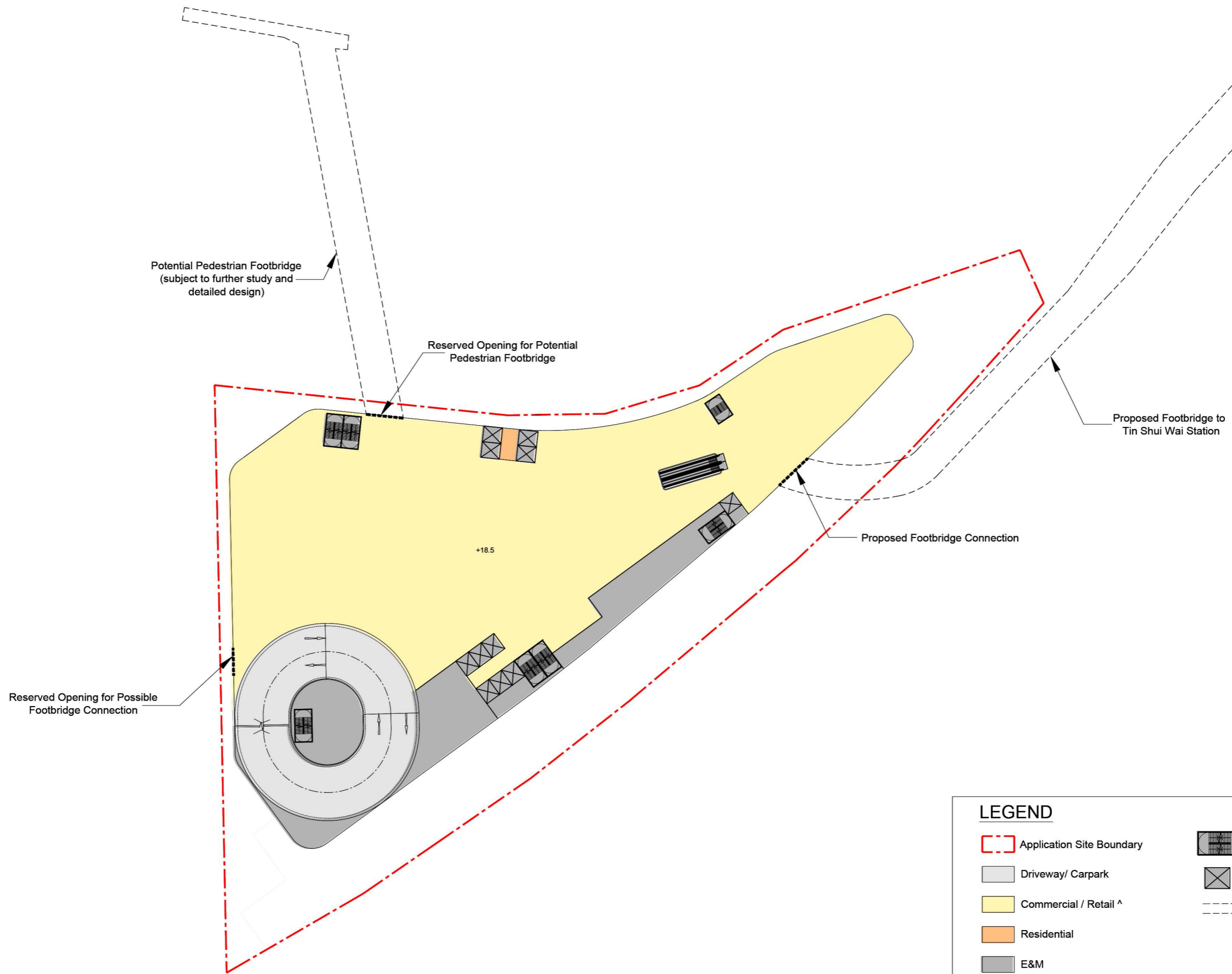
-  Application Site Boundary
 -  Driveway/ Carpark
 -  Commercial / Retail ^
 -  Footpath at Ground Level
 -  E&M
 -  Escalator
 -  Staircase
 -  Lift
 -  Indicative future footbridge connection
 -  Indicative and subject to discussion with relevant parties
 -  Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'
- Remarks:
 • All levels shown in mPD



LEGEND

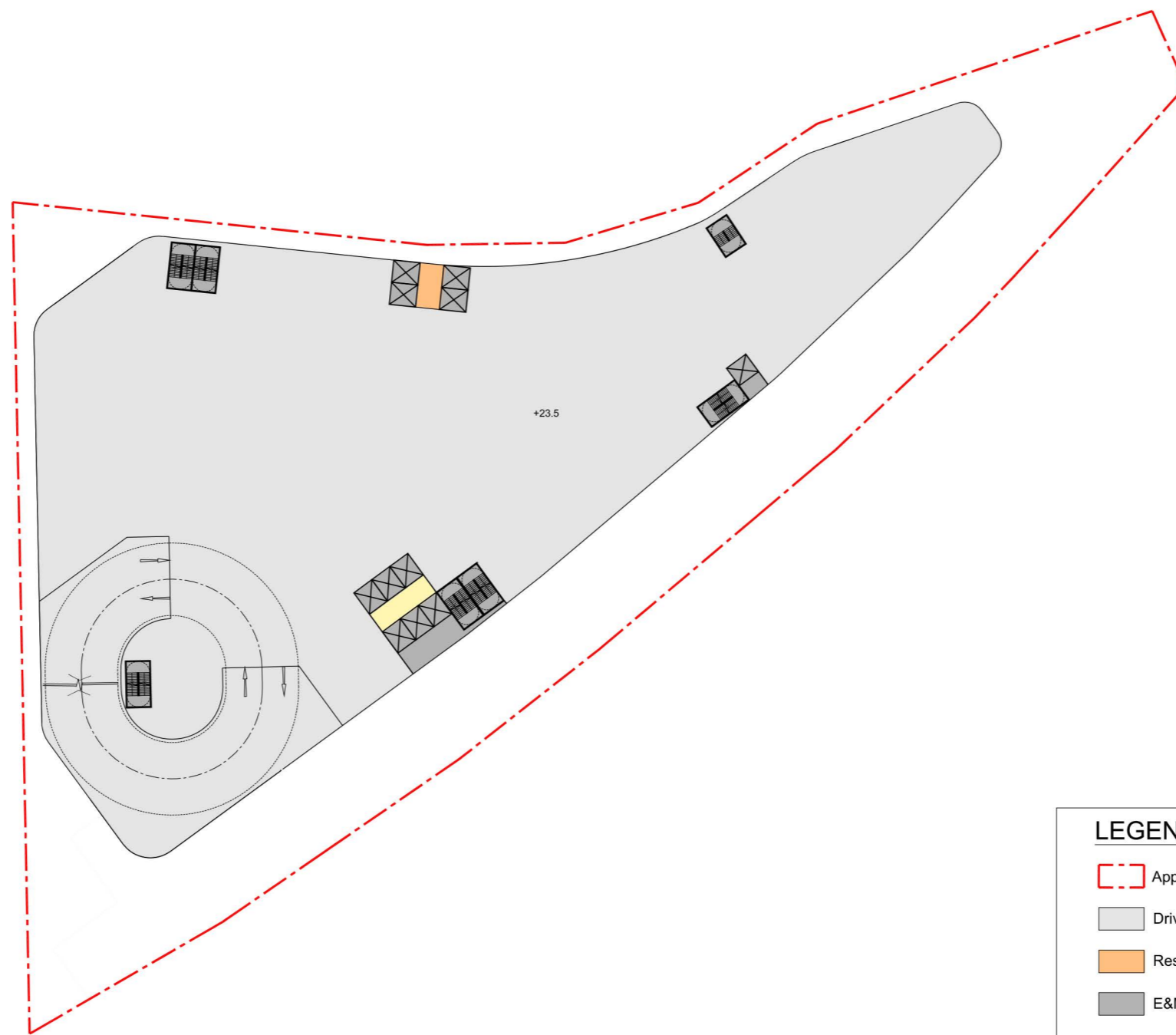
-  Application Site Boundary
-  Driveway/ Carpark
-  Commercial / Retail ^
-  E&M
-  Escalator
-  Staircase
-  Lift
- * Indicative and subject to discussion with relevant parties
- ^ Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
 • All levels shown in mPD










LEGEND

- Application Site Boundary
 - Driveway/ Carpark
 - Commercial / Retail ^
 - Residential
 - E&M
 - Escalator
 - Staircase
 - Lift
 - Indicative future footbridge connection
 - * Indicative and subject to discussion with relevant parties
 - ^ Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'
- Remarks:
 • All levels shown in mPD



LEGEND

-  Application Site Boundary
 -  Driveway/ Carpark
 -  Residential
 -  E&M
 -  Staircase
 -  Lift
 -  Commercial / Retail ^
 - * Indicative and subject to discussion with relevant parties
 - ^ Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'
- Remarks:
• All levels shown in mPD



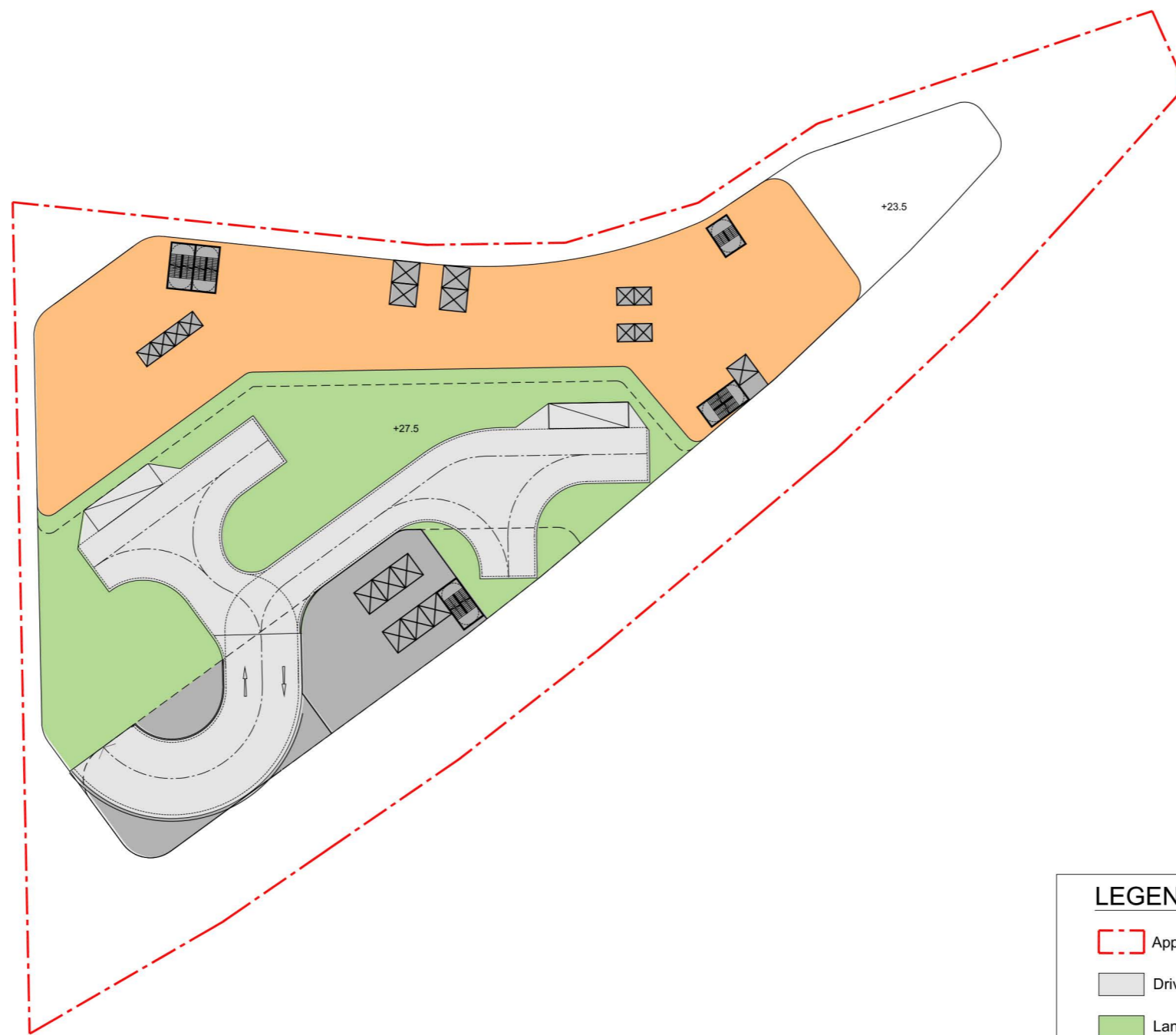
香港匯序建築設計有限公司
ATELIER GLOW LIMITED
香港灣仔譚臣道141號大業大廈25樓
25/F, Tai Yip Building, 141 Tamsan Road, Wan Chai, Hong Kong
T: +852 3547 2111

PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative 2/F Plan

0 5 10 20
m 1:800 @ A3

20-01-2026



LEGEND

- | | |
|---------------------------|-----------|
| Application Site Boundary | E&M |
| Driveway/ Carpark | Staircase |
| Landscape Area | Lift |
| Residential | |
- Remarks:
 • All levels shown in mPD
- * Indicative and subject to discussion with relevant parties



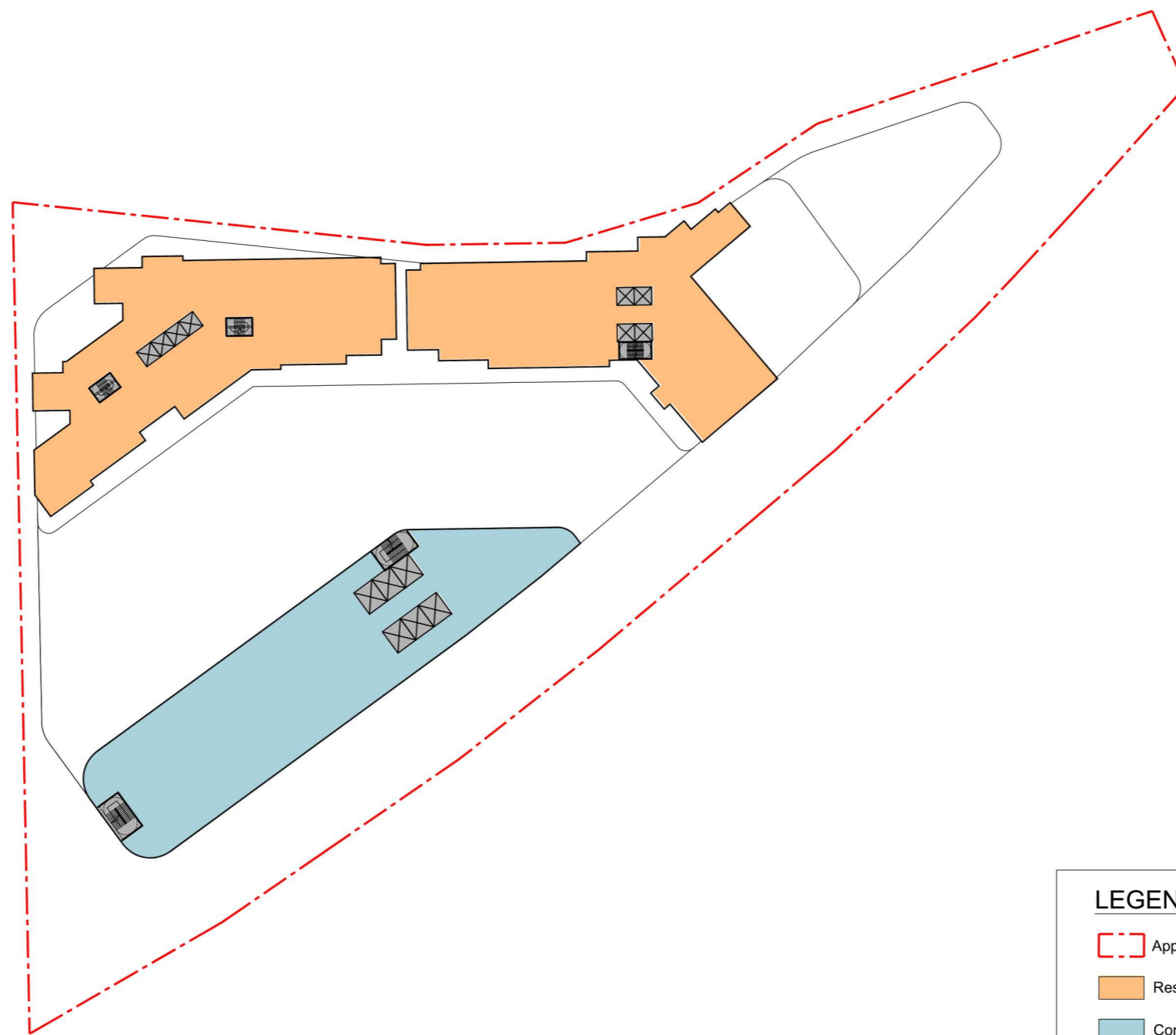
香港匯序建築設計有限公司
ATELIER GLOW LIMITED
 香港灣仔譚臣道141號大業大廈25樓
 25/F, Tai Yip Building, 141 Tsimson Road, Wan Chai, Hong Kong
 T: +852 3547 2111

**PROPOSED DEVELOPMENT
 AT LOT NO. 4354 IN D.D. 124
 KIU TAU WAI IN TIN SHUI WAI**







Indicative 3/F Plan

0 5 10 20
 m 1:800 @ A3

20-01-2026



LEGEND

-  Application Site Boundary
 -  Residential
 -  Commercial / Office
 -  E&M
 -  Staircase
 -  Lift
 - * Indicative and subject to discussion with relevant parties
- Remarks:
 • All levels shown in mPD



香港匯序建築設計有限公司
ATELIER GLOW LIMITED
 香港灣仔譚臣道141號大業大廈25樓
 25/F, Tai Yip Building, 141 Tamsen Road, Wan Chai, Hong Kong
 T: +852 3547 2111

**PROPOSED DEVELOPMENT
 AT LOT NO. 4354 IN D.D. 124
 KIU TAU WAI IN TIN SHUI WAI**

Indicative Typical Floor Plan

0 5 10 20
 m 1:800 @ A3

20-01-2026



LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Landscape Area
- E&M
- Staircase
- Lift
- * Indicative and subject to discussion with relevant parties

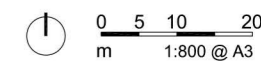
Remarks:
 • All levels shown in mPD



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 ATELIER GLOW LIMITED
 香港灣仔譚臣道141號大業大廈25樓
 25/F, Tai Yip Building, 141 Tamsen Road, Wan Chai, Hong Kong
 T: +852 3547 2111

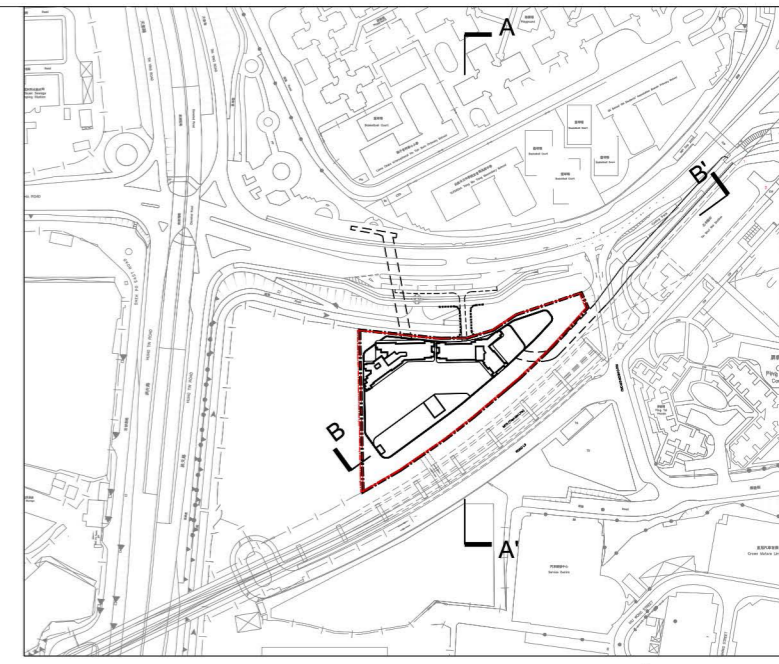
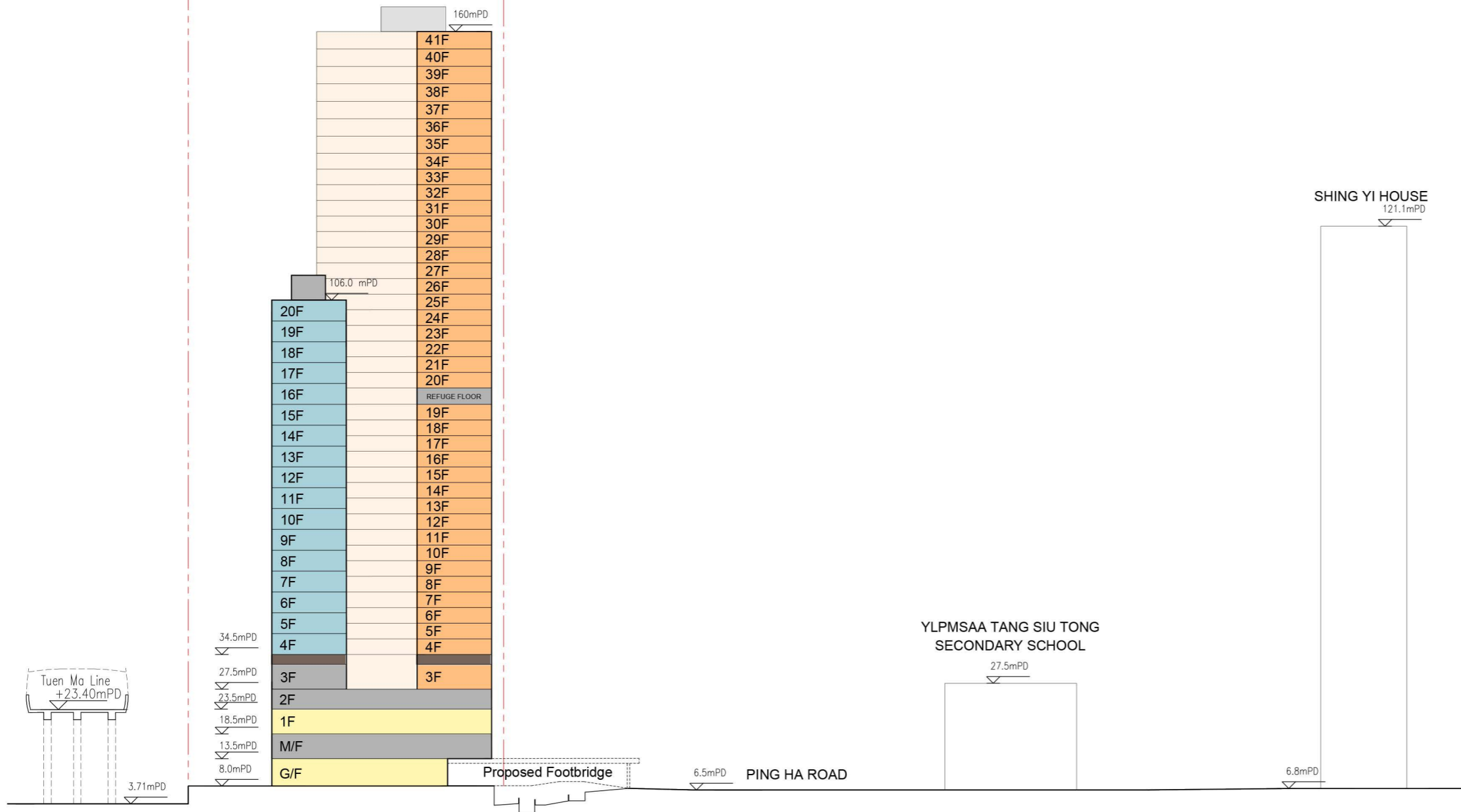
PROPOSED DEVELOPMENT
 AT LOT NO. 4354 IN D.D. 124
 KIU TAU WAI IN TIN SHUI WAI

Indicative R/F Plan



20-01-2026

B.L. B.L.



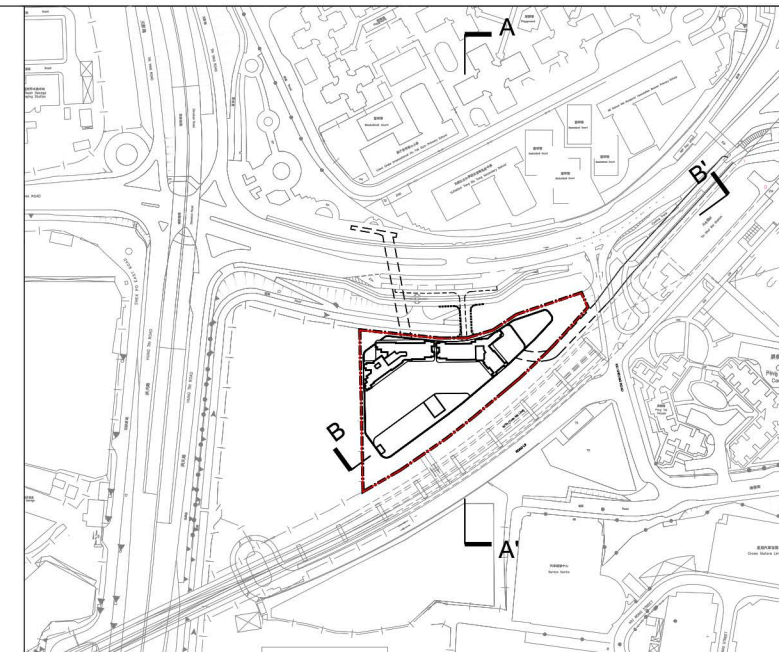
Key Plan

SECTION A - A'

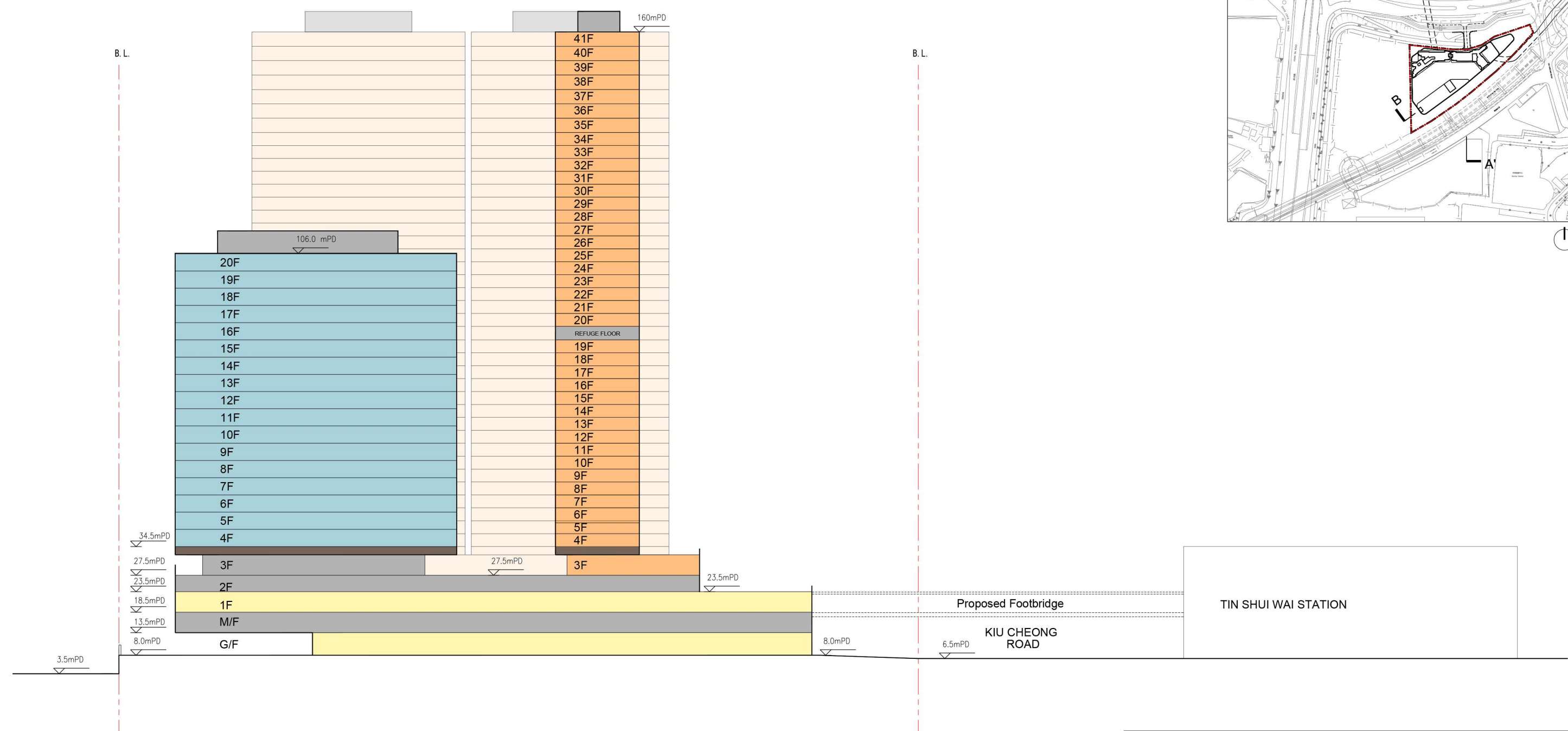
LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

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



Key Plan



SECTION B - B'

LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

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

**Appendix 3 Extract of Figures of Planning Area and Building Height Concept
from D/HSK/2**



后海灣
(深圳灣)
DEEP BAY
(SHENZHEN WAN)

流浮山
LAU FAU SHAN

天水圍
TIN SHUI WAI
天水圍公園
Tin Shui Wai Park

屏山
PING SHAN

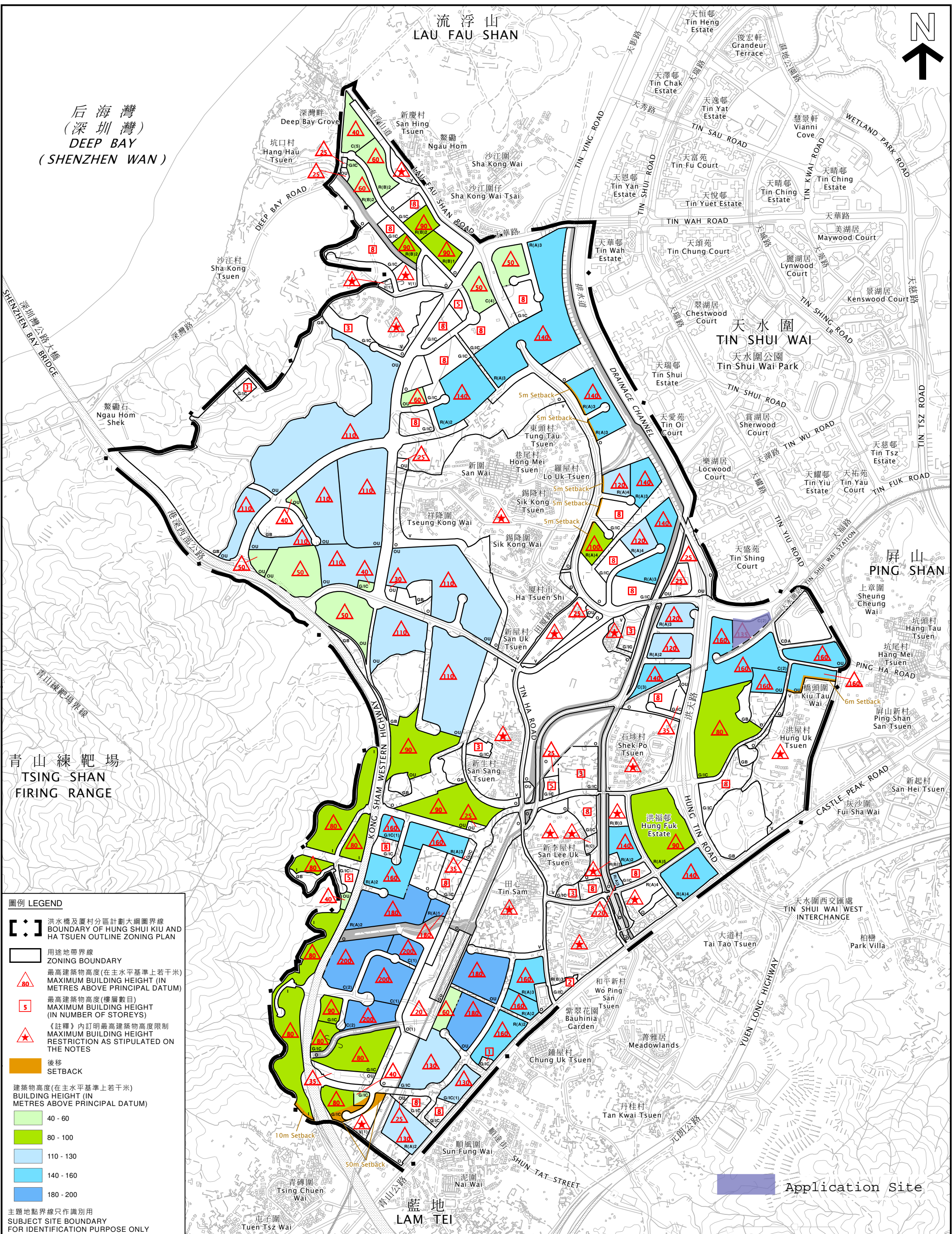
青山練靶場
TSING SHAN
FIRING RANGE

藍地
LAM TEI

圖例 LEGEND

- 洪水橋及厦村分區計劃大綱圖界線
BOUNDARY OF HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
- 用途地帶界線
ZONING BOUNDARY
- 最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- 最高建築物高度(樓層數目)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 《註釋》內訂明最高建築物高度限制
RESTRICTION AS STIPULATED ON THE NOTES
- 後移
SETBACK
- 建築物高度(在主水平基準上若干米)
BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- 40 - 60
- 80 - 100
- 110 - 130
- 140 - 160
- 180 - 200

主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY



洪水橋及厦村分區計劃大綱圖
HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

建築物高度概念
BUILDING HEIGHT CONCEPT

規劃署
PLANNING
DEPARTMENT



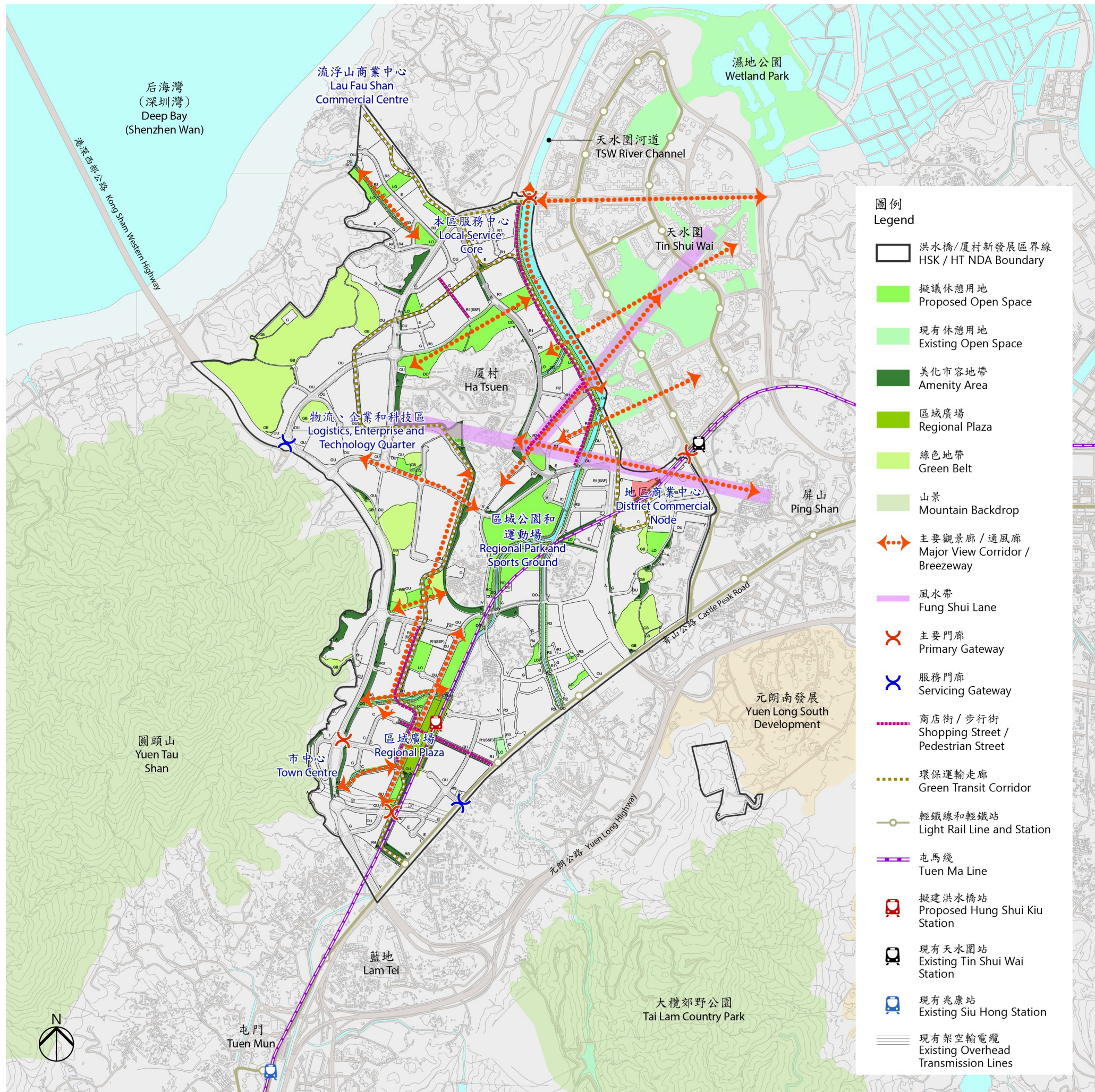
參考編號
REFERENCE No.
M/YLW/17/57

圖解
FIGURE
6

本摘要圖於2017年4月24日擬備
EXTRACT PLAN PREPARED ON 24.4.2017

SCALE 1 : 15 000 比例尺
米 METRES 200 0 200 400 600 米 METRES

Appendix 4 Extract of the Urban Design Framework Figure from D/HSK/2



- 圖例**
Legend
- 洪水橋/厦村新發展區界線
HSK / HT NDA Boundary
 - 擬議休憩用地
Proposed Open Space
 - 現有休憩用地
Existing Open Space
 - 美化市容地帶
Amenity Area
 - 區域廣場
Regional Plaza
 - 綠色地帶
Green Belt
 - 山景
Mountain Backdrop
 - 主要觀景廊 / 通風廊
Major View Corridor / Breezeway
 - 風水帶
Fung Shui Lane
 - 主要門廊
Primary Gateway
 - 服務門廊
Servicing Gateway
 - 商店街 / 步行街
Shopping Street / Pedestrian Street
 - 環保運輸走廊
Green Transit Corridor
 - 輕鐵線和輕鐵站
Light Rail Line and Station
 - 屯馬綫
Tuen Ma Line
 - 擬建洪水橋站
Proposed Hung Shui Kiu Station
 - 現有天水圍站
Existing Tin Shui Wai Station
 - 現有兆康站
Existing Siu Hong Station
 - 現有架空輸電綫
Existing Overhead Transmission Lines

Application Site

只供顯示用途
FOR INDICATIVE PURPOSE ONLY

本圖於2024年6月11日擬備
PLAN PREPARED ON 11.6.2024

城市設計框架
URBAN DESIGN FRAMEWORK

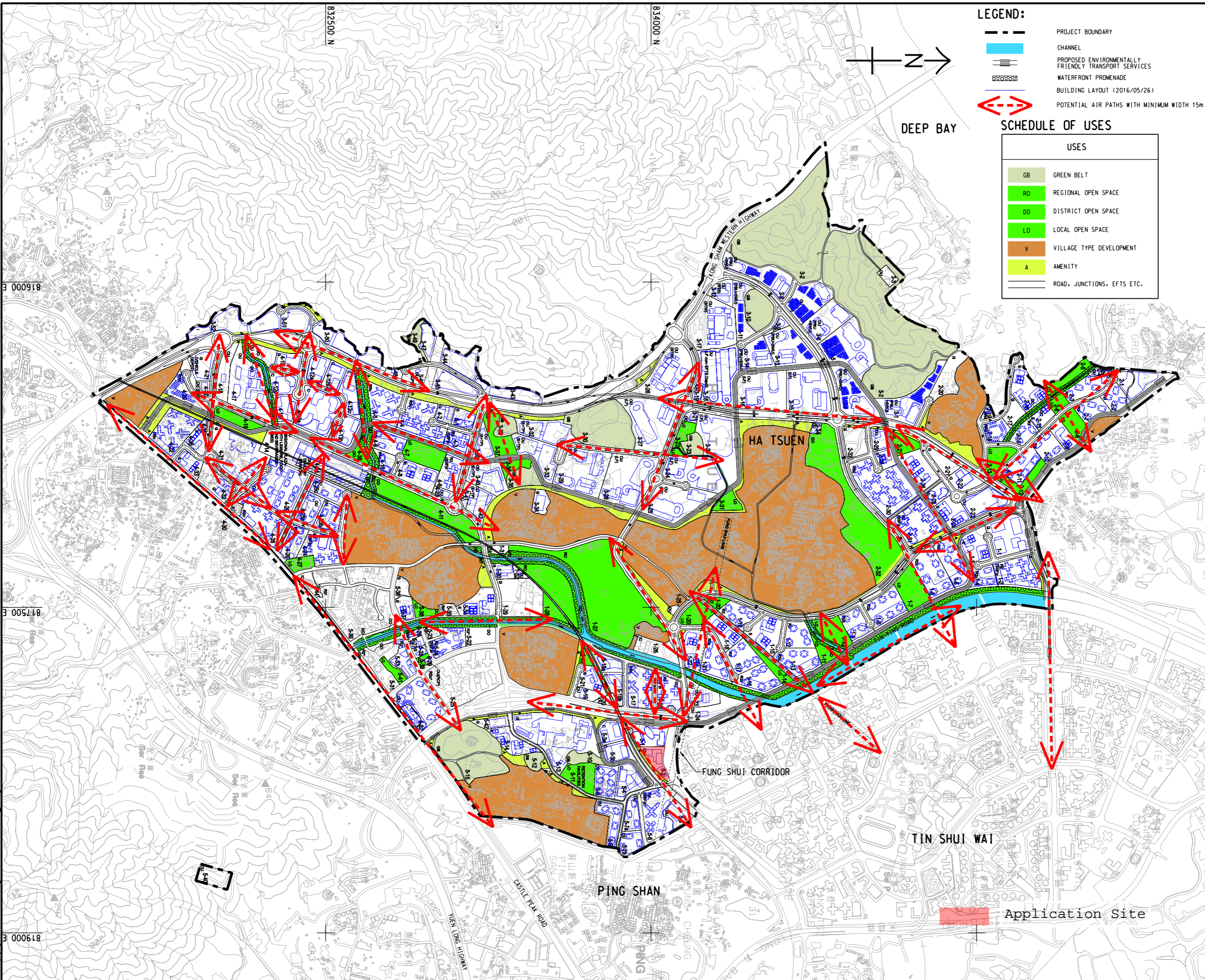
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW2/24/48

圖 PLAN
4

**Appendix 5 Extract of the Figure Illustrating the Potential Air Path under
the Recommended Outline Development Plan (RODP) from
CEDD AVA Study**



LEGEND:

- PROJECT BOUNDARY
- CHANNEL
- PROPOSED ENVIRONMENTALLY FRIENDLY TRANSPORT SERVICES
- WATERFRONT PROMENADE
- BUILDING LAYOUT (2016/05/26)
- POTENTIAL AIR PATHS WITH MINIMUM WIDTH 15m

SCHEDULE OF USES

USES	
	GB GREEN BELT
	RO REGIONAL OPEN SPACE
	DO DISTRICT OPEN SPACE
	LD LOCAL OPEN SPACE
	V VILLAGE TYPE DEVELOPMENT
	A AMENITY
	ROAD, JUNCTIONS, EFTS ETC.



PROJECT
HUNG SHUI KIU NEW DEVELOPMENT AREA PLANNING AND ENGINEERING STUDY - INVESTIGATION

CLIENT

 土木工程拓展署 規劃署
 Civil Engineering and Development Department Planning Department

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ISSUE/REVISION

IR	DATE	DESCRIPTION	CHK.
號	日期	內容摘要	號

STATUS

SCALE

A3 1 : 16000

KEY PLAN

PROJECT NO. 60222570

AGREEMENT NO. CE2/2011 (CE)

SHEET TITLE

POTENTIAL AIR PATH IN RODP OF MAY 2016

SHEET NUMBER

60222570/TR18H/FIGURE 1E

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