Appendix G

Revised Environmental Review

Prepared for

Prepared by

Ramboll Hong Kong Limited

PLANNING APPLICATION FOR PROPOSED MIXED USE DEVELOPMENT AT HUNG SHUI KIU/HA TSUEN (AREA 32C)

ENVIRONMENTAL REVIEW REPORT

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1. INTRODUCTION

1.1 Background

1.1.1 The Application Site (Area 32C) is in the southern part of the Hung Shui Kiu / Ha Tsuen New Development Area (HSK/HT NDA). It is zoned as "Commercial (2)" ("C(2)") under the current Hung Shui Kiu / Ha Tsuen Outline Zoning Plan ("OZP") No. S/HSK/3 [or known as "Site 4-12a-1 and 4-12b-1" under the Revised Recommended Outline Development Plan (RODP) of the 2016 HSK NDA Planning & Engineering Study (see **Appendix 1.1**)]. The Application Site is shown in **Figure 1.1**.

1.1.2 Ramboll Hong Kong Limited is commissioned by the Applicant / project proponent to prepare an Environmental Review (ER) for the Proposed Development from an environmental aspect. The Proposed Development scheme adopted in the assessment is provided by the project architect.

1.1.3 The ER includes the following major environmental issues;

i. Qualitative air quality impact on the proposed development

ii. Review of the traffic noise impact from the adjacent road networks on the proposed development; and

iii. Review of the railway noise impact on the Proposed Development.

1.1.4 The Proposed Development will have population intake after completion of infrastructure surrounding the Proposed Development. The existing potential fixed noise sources are expected to be demolished before population intake. The future planned fixed noise sources are expected to comply with Hong Kong Planning Standards and Guidelines (HKPSG) criteria which is 5 dB(A) below Acceptable Noise Levels (ANL) or prevailing background noise. Therefore, adverse fixed noise impact is not expected.

1.2 Proposed Development

1.2.1 The Application Site comprises of 2 sub-sites, namely Application Site 32C – Site A and Application Site 32C – Site B

1.2.2 The master layout plan of the Proposed Scheme is shown in **Appendix 1.2**. Details of Proposed Development are summarized in **Table 1.1** below.

Table 1.1 Development Parameters for Proposed Development in Application Site

Development Parameters		Application Site 32C – Site A	Application Site 32C – Site B
Site Area (m^2)		7,089	10,414
Building Height (mPD)		Not more than 200	Not more than 200
GFA (m^2)	Residential	28,005 [1]	0
	Clubhouse	1,260	0
	Office / Hotel / Hostel Development	0	112,019
Remark: [1] 28,005m^2 of residential GFA in Application Site 32C – Site A can provide 590 no. of residential units.			

1.2.3 It is anticipated the Proposed Development will be completed in 2033.

1.3 Key Environmental Issues and Study Approach

1.3.1 Key Environmental issues and concerns as identified for the Project include:

Air

1.3.2 The potential air quality impacts arising from the vehicular emissions of the nearby roads and chimney emissions (if any). The detail will be discussed at **Section 2**.

Traffic Noise

1.3.3 The identified key noise sources in the vicinity of the Application Site include the road traffic noise from nearby road network. Practical noise mitigation measures should be recommended where required in order to satisfy the requirement of the HKPSG. The detail will be discussed at **Section 3.**

Railway Noise

1.3.4 EIA report of Agreement No. CE 2/2011 (CE) Hung Shui Kiu New Development Area Planning and Engineering Study – Investigation (HSK NDA P&E Study) is reviewed. Practical noise mitigation measures should be recommended where required in order to satisfy the requirement of HKPSG and Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Site (IND-TM). The detail will be discussed at **Section 4**.

Fixed Noise

1.3.5 Potential fixed noise sources associated with the proposed Development includes mechanical ventilation and air conditioning (MVAC) system equipment. Other building services equipment, such as water pumps, lift machine etc., will be enclosed within the plant rooms. The planned fixed noise sources shall be designed to meet the HKPSG requirement. With the mitigation measures, it is expected there would be no insurmountable noise impact from fixed noise sources of proposed Development to nearby noise sensitive receivers.

2. QUALITATIVE AIR QUALITY IMPACT ASSESSMENT

2.1 Introduction

2.1.1 This section examines the potential air quality impacts arising from all relevant emission sources in the vicinity of the Application Site.

2.2 Environmental Legislation and Guidelines

2.2.1 The following legislation and regulations provide the standards and guidelines for evaluation of air quality impacts and the type of works that are subject to air pollution control:

- Air Pollution Control Ordinance (APCO) (Cap. 311) and the Air Quality Objectives (AQO)
- Environmental Impact Assessment Ordinance (EIAO) (Cap. 499.S16), EIAO-TM, Annexes 4 and 12
- HKPSG

2.3 Impact of Industrial Emission

2.3.1 No chimney operation is expected within 200m from the boundary of the Application Site after the completion year of the Proposed Development based on the best available information where the surrounding areas are planned use within the HSK NDA.

2.4 Impact of Vehicular Emission

2.4.1 The HKPSG has provided a set of guidelines to assess the potential air quality impacts generated from traffic. According to Table 3.1 in Chapter 9 of HKPSG, a number of horizontal buffer distance between kerb side of roads and sensitive uses is recommended for various types of road.

2.4.2 The Application Site will be bounded by planned roads (Road D7 and Road L22) which are classified as district distributor (D7) and local distributor (L22) respectively and Kong Sham Western Highway which is classified as trunk road. According to the Table 3.1 of Chapter 9 of HKPSG, the recommended buffer distance from local distributor is >5m, from district distributor is >10m and from trunk road is >20m for active and passive recreational uses. The roads and their recommended buffer distance are shown in **Figure 2.1**.

2.4.3 In **Figure 2.1**, the distance from the air sensitive use of the proposed development is >5m buffer distance from local distributor, >10m buffer distance from district distributor and >20m buffer distance from trunk road. As such, the relevant HKPSG vehicular emissions buffer distance are fulfilled.

2.4.4 As the Application Site is located within the HSK NDA, the above review is based on the current best available information, i.e. the roads networks within the 500m assessment areas from the proposed developments shown in the drawings from PWP Item Nos. 7787CL (Part) and 7829CL Hung Shui Kiu / Ha Tsuen New Development Area Advanced Works Phase 3 and Stage 2 Works – Site formation and Engineering Infrastructure.

2.5 Impact of emission source within Site

2.5.1 Within the Application Site, hotel and residential development are proposed. An above ground car park will be provided to support the proposed development. There is no commercial / retail proposed within the Application Site. As such, the potential air emission source would be the exhaust of the above ground car park.

2.5.2 For the above ground car park proposed in the Application Site, its design and operation will comply with ProPECC PN 2/96 on Control of Air Pollution in Car Parks. There is no detailed layout of the carparks and its associated design at the moment, nevertheless, the future exhaust outlets will be located at the façade facing towards either the road D7 or the road L22 to avoid nuisance to any air-sensitive uses of the proposed development or other existing and planned ASRs.

2.6 Impact of off-site planned PTI at Area 32A

2.6.1 According to the Outline Development Plan of HSK NDA, there is a planned PTI at the planned commercial site Area 4-13a, i.e. Planning Area 32A. Based on the best available information, there is no program of the construction and operation of the PTI, nor the design of the PTI. The shortest distance from the boundary of the Application Site to the boundary of the Area 4-13a is around 25m. Nevertheless, for the planned PTI which is constructed by other applicants, their design should take the surrounding air sensitive uses into account for the design of the openings and exhausts outlets, such that the potential nuisance to any air-sensitive uses in the surrounding areas to be minimized. According to the Explanatory Statement of the HSK Outline Zoning Plan (OZP) (S/HSK/3) for the Planning Area 32A, the future development of the site should be governed by Master Layout Plan (MLP) submission under lease. With the careful design of the future PTI by the owner of the Planning Area 32A, it is believed that the operation of the future PTI should not pose any adverse impact nor nuisance to the surrounding air sensitive use, including the Application Site.

2.7 Impact of Future Industrial Use at Area 35

2.7.1 According to the HSK ODP, there is an industrial zone assigned at Planning Area 35 (two sub-zones are named as 3-50 and 3-51). The Planning Area 35 is about more than 50m west of the Application Site with the major highway Kong Sham Western Highway located in between.

2.7.2 Based on the current public available information, there is no specific use identified at this industrial use aera or the operation information of future industrial use. The whole HSK NDA is still in a planning stage.

2.7.3 According to the notes of the industrial use in the OZP S/HSK/3, this industrial zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries, office related to industrial uses, and selected uses akin to industrial production and would not compromise building and fire safely are also always permitted in this zone. From the intended use, there is unlikely to have any uncontrolled emission sources within the industrial use zone.

2.7.4 The separation from the planned industrial use and the Application Site is more than 50m with the major highway Kong Sham Western Highway located in between. With this buffer separation, the potential nuisance from the planned industrial use to the Application Site should be minimized. Furthermore, the proposed use at the western boundary of the Application Site is Hotel, which is equipped with central ventilation system, i.e. not rely on openable windows for ventilation. The residential use is located

behind the hotel use. With the further separation of the planned industrial use, the location of central ventilation building in between and the well planned use within the planned industrial zone, the future occupants at the residential portion of the Application Site is unlikely to be subject to any insurmountable air quality impact.

2.8 Impact of Future Sewage Pumping Station at Area 3-48

2.8.1 According to the HSK ODP, there is future sewage pumping station to be located at Area 3-48 where is about 250m north of the Application Site with commercial use at 32C and residential use at Area 34B in between.

2.8.2 According to the public available information, the future sewage pumping station is under detailed design and construction by CEDD. As a typical new sewage pumping station, it should have been equipped with adequate mitigation measures including odour removal system that its operation would comply with the relevant air quality objectives. Further, with the adequate buffer distance, it is considered the Application Site would not be subject to any unacceptable air quality nor odour impact.

2.9 Conclusion for Operational Phase

2.9.1 As no openable windows, fresh air intakes and recreational uses in the open spaces fall within the HKPSG vehicular emission buffer distance, the Proposed Development will not be subject to unacceptable air quality impacts. Also, based on the best available information, there is no chimney within 200m from the Application Site. Therefore, the proposed development will comply with all relevant HKPSG air quality buffer distance.

2.9.2 All existing and planned air pollutant and odour emission sources within the 500m assessment area have been identified, based on the best available information, and their potential air quality impacts on the air-sensitive uses of the proposed development have been evaluated.

2.10 Potential Impact Arising from Proposed Development – Construction Phase

2.10.1 During the construction phase of the Proposed Development, there may be potential air quality impacts upon the nearby air sensitive receivers (ASRs). The representative ASRs representing existing and planned ASRs during construction phase among all Development Sites are identified and listed in **Table 2.1** and their locations are shown in **Figure 2.2**.

Table 2.1 Distance of the ASRs from the Application Site Boundary

ASR IDs	Descriptions	Distance from the Application Site Boundary (m)
A1	Planned Commercial Use at Area 32A	~25
A2	Planned G/IC at Area 31B	~40
A3	Planned Commercial Use at Area 32C immediate next to the Proposed Development at the same Area 32C	~ 0

Identification of Potential Emissions

2.10.2 Construction vehicles and machinery are a potential source of air pollutant emissions during the construction phase. Significant emissions are not anticipated from the criteria pollutants – NO_2, SO_2, and CO, etc. as only a limited number of diesel/ petroleum fuelled machinery would be operated at the Subject Site. Besides, the Subject Site is located at an area where supply of electricity is available. Therefore, the number of diesel/ petroleum fuelled machinery operated at the Subject Site shall be minimized as practically as possible with the use of electric construction machinery. Moreover, under the Air Pollutant Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, crawler crane, bulldozer, etc.) with a proper label are allowed to be used in the construction site, which would meet the prescribed emission standards and requirement. According to the requirements stipulated in the Air Pollution Control (Fuel Restriction) Regulations and its amendment, using liquid fuel with a sulphur content of less than 0.001% by weight (such as Ultra Low Sulphur Diesel) for the equipment should be fulfilled to control the SO_2 and PM emissions. Travelling of the dump trucks is another potential source of air emission of construction. At this planning application stage, there is no detailed information on the construction program or amount of excavated material to be handled. However, it is anticipated that the volume of excavated materials to be handled would be about 17,503 m^3 where no basement carpark is proposed. The excavation is for just removal of top soil for foundation. The period of excavation is anticipated to be around 6 months. There is likely to be around 10 dump trucks per day (assuming each truck can carry 15 tones and there is around 270 working days per year) during the site formation stage of the Development Site. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the travelling of the dump trucks within the site. With reference to other similar scale projects, the number of on-site diesel/petroleum fuelled machinery (20-21 machineries) to be used for construction works is limited owing to the small size of the work site with an area of 17,503 m2. In addition, availability of electricity supply during construction of the project will be explored and such requirement will be specified in future contract. If available, contractor should maximise use of electric non-road mobile machinery (NRMMs) and with least reliance of diesel fuelled equipment (e.g. for electricity powered stationary equipment such as pump instead of using generator). Moreover, air quality impact due to construction shall be reviewed at the later stage.

Mitigation Measures for Fugitive Dust and Air Quality Impact

2.10.3 Since paved roads are already existing within the Subject Site, it is expected that the construction dust to be generated by vehicle movement within the Subject Site are limited. Air pollutant emission mostly arises from construction activities and can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses with reference to EPD's Recommended Pollution Control Clauses for Construction Contracts, where applicable, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulations for demolition and construction of the project. With the adoption of good practices, it is expected that emission of construction dust can be kept at an acceptable level. Mitigation measures including but not limited to the followings with respect to demolition, infrastructure construction of a building should be implemented as appropriate.

In the case of demolition works:

- The area at which demolition work takes place shall be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the demolition activities so as to maintain the entire surface wet;
- For any wall of the building to be demolished that abuts or fronts upon a street, service lane or other open area accessible to the public, impervious dust screens or sheeting shall be used to enclose the whole wall to a height of at least 1m higher than the highest level of the structure being demolished;
- Any dusty materials remaining after a stockpile is removed shall be wetted with water and cleared from the surface of roads or streets.

In the case of infrastructure construction works/ site formation/ excavation/ earthworks:

- Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting shall be provided to enclose the scaffolding from the ground floor level of the building;
- Any skip hoist for material transport shall be totally enclosed by impervious sheeting;
- Any relevant requirements set outs in Parts III and IV of Air Pollution Control (Construction Dust) Regulations shall be met;
- Vehicle washing facilities including a high pressure water jet shall be provided at every discernible or designated vehicle exit point;
- Where a site boundary adjoins a road, street, service lane or other area accessible to the public, hoarding of not less than 2.4 m high from ground level shall be provided along the entire length of that portion of the site boundary except for a site entrance or exit;
- Locate all the dusty activities away from any nearby ASRs as far as practicable;
- Erect higher hoarding at the locations with ASRs in immediate proximity to the project site boundary;
- Avoid using exempted non-road mobile machineries;
- Consider connecting construction plant and equipment to mains electricity supply and avoid use of diesel generators and diesel-powered equipment as far as practicable.

The additional dust mitigation measures are described below:

Monitoring and Auditing

2.10.4 Regular site audit will be implemented to ensure that mitigation measures are in place.

General Site Management

2.10.5 Appropriate working methods should be devised and arranged to minimise air pollutant emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground.

2.10.6 A high standard of housekeeping shall be maintained. Any piles of materials accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner to minimize air emissions. Prior to cleaning, the materials should be handled properly to prevent fugitive dust emission. Any exposed earth shall be properly treated by compacting or hydro seeding, within 6 months after the last construction activity.

2.10.7 Frequent mist/ water spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed and humidity. The amount of water spraying should be just enough to dampen the material without over-watering which could result in surface water runoff.

Material Stockpiling and Handling

2.10.8 The amount of stockpiling should be minimised where possible. Construction material or debris should be covered and stored inside enclosed areas. Other control measures such as enclosed or semi-enclosed windboard should be used, where applicable, to minimise dust emission. Regular watering is needed at areas such as storage piles, where there could be potential dust emission.

Dust Emissions from Site Traffic

2.10.9 Dust emission from construction traffic is generated predominantly from the travelling of dump trucks. Areas within the Subject Site where there are regular vehicle movements should have a hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designated roadways within the Subject Site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges. Wheel-wash troughs and hoses should be provided at exit points of the Subject Site.

2.10.10 "Recommended Pollution Control Clauses for Construction Contracts" is available on the EPD website which set out the recommended air pollution control measures to be implemented by the contractor(s) during the construction stage of the Project.

2.10.11 With the adoption of good practices, it is expected that construction air quality impact can be minimized.

3. TRAFFIC NOISE IMPACT ASSESSMENT

3.1 Introduction

3.1.1 This section assesses the potential road traffic noise impacts on the noise sensitive uses of the Proposed Development. Practical mitigation measures are proposed to mitigate the potential noise impacts, where necessary.

3.2 Road Traffic Noise Impact Assessment

Assessment Criteria

3.2.1 Noise standards are recommended in Chapter 9, "Environment", of the HKPSG for planning against possible noise impact from road traffic, railway and aircrafts. According to the guidelines, the maximum allowed road traffic noise level, measured in terms of $L_{10(1\ hr.)}$, at noise sensitive facades of the Proposed Development is recommended to be 70 dB(A).

3.2.2 In the present scenario, the maximum noise levels due to traffic on the surrounding roads in terms of $L_{10(1\ hr)}$ should not exceed 70 dB(A) at the noise sensitive facades of the Proposed Development. This criterion applies to uses which rely on opened windows for ventilation.

Traffic Noise Review

3.2.3 The Application Site contains two portions, Site B next to the Kong Sham Westen Highway and Site A is located at the eastern portion of the site. Hotel development is proposed to be located at Site B while two residential towers are proposed at Site A. The residential towers are siting on podium.

3.2.4 The hotel development within Application Site 32C – Site B would be equipped with central air-conditioning and would not rely on openable windows for ventilation. No adverse noise impact is anticipated for Application Site 32C – Site B.

3.2.5 As the typical layout of the residential development within Application Site 32C – Site A is not available at this stage, the detailed traffic noise impact assessment would be carried out during the detail design stage under the lease. Nevertheless, a series of precautionary planning have been adopted to minimize the potential traffic noise impact to the residential towers at Site A.

a. Screening by Noise Tolerant Buildings (Hotel Development)

3.2.6 The hotel development within Application Site 32C – Site B is used to protect the residential building within Application Site 32C – Site A from the road traffic noise, especially road traffic noise from Kong Sham Westen Highway. Placing a noise tolerant building (hotel development) in between the road traffic and the residential building causes the noise in the "shadow zone" to be reduced. This brings a reduction in the traffic noise affecting the residents.

3.2.7 **Appendix 3.1** shows the location of the hotel towers at Site B and residential blocks at Site A. From this figure, it is shown that most of the sensitive façade of the residential blocks at Site A are blocked by the hotel towers, and so these façades are expected not to be experiencing the traffic noise exceedance.

b. Building Orientation

3.2.8 The building shall be oriented so that less noise sensitive uses such as kitchen, bathroom and storerooms are facing the major traffic road noise source (Kong Sham Westen Highway).

3.2.9 **Appendix 3.1** shows that the sensitive facades are facing away from the Kong Sham Western Highway.

c. Podium

3.2.10 There shall be at least 3 storeys of podium (2 storeys of carpark and 1 storey of clubhouse) which can provide shielding against traffic noise from the surrounding roads such as the planned Road D7.

3.2.11 Also, residential tower sitting on the podium would increase the buffer distance from the NSR to the noise source. This will also help in further reduce the traffic noise experienced by the NSR.

d. Acoustic Window/Balcony

3.2.12 In case of any exceedance, mitigation measures, such as acoustic window and balcony shall be applied to further mitigate residual exceedance.

3.2.13 According to EPD's ProPECC PN5/23: Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact, the acoustic attenuation provided by the acoustic window can reach up to 10.5 dB(A) subject to its design and orientation to the road while that provided by the acoustic balcony can also provide up to 12.5 dB(A) acoustic attenuation based on its design. Therefore, with the adoption of this innovative mitigation measures of acoustic window/balcony, the future occupants would not subject to adverse traffic noise impact.

3.3 Conclusion

3.3.1 As the typical layout of the residential development within Application Site 32C – Site A is not available at this stage detailed calculation on the traffic noise level of the Application Site shall be conducted in next stage to further ensure the traffic noise level would not exceed 70dB(A). To minimize the traffic noise impact to the residential development, the residential building will be screened by the hotel development, building orientation and podium will be considered.

3.3.2 In case of any exceedance, mitigation measures, such as acoustic window and balcony shall be applied.

3.3.3 A detailed assessment will be carried out at later stage to further verify the potential noise impact upon the proposed development under the lease when detailed information of the HSK NDA as well as the proposed development is available.

4. RAILWAY NOISE IMPACT ASSESSMENT

4.1 Introduction

4.1.1 This section assesses the potential railway noise impacts on the noise sensitive uses of the Proposed Development. Practical mitigation measures are proposed to mitigate the potential noise impacts, where necessary.

4.2 Railway Noise Impact Assessment

Assessment Criteria

4.2.1 Noise standards are recommended in Chapter 9, "Environment", of the HKPSG for planning against possible noise impact from road traffic, railway and aircrafts. According to the guidelines, an averaged noise level, measured in terms of $L_{eq\ (24\ hr)}$ is recommended to be 65dB(A) and the maximum noise levels due to rail traffic during the night time (2300 – 0700) in terms of L_{max} is recommended to be 85dB(A).

4.2.2 The EIAO-TM and IND-TM stipulate the appropriate ANL for rail noise. The ANLs are dependent on ASRs of the NSRs and are shown in Table 4.4.

Table 4.1 Acceptable Noise Levels for Railway Noise

Time Period	ANL on Different Area Sensitivity Rating for Rail Noise, (L_{eq}, 30min, dB(A))		
	ASR "A"	ASR "B"	ASR "C"
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)	60	65	70
Night (2300 to 0700 hours)	50	55	60

4.2.3 The study area within Hung Shui Kiu and Ha Tsuen OZP is a developed area, particular the surrounding uses are Zoned "C(2)" for commercial development. According to Table 1 in the IND-TM, the type of area should be (iii) Urban Area. Moreover, from the HSK NDA EIA, there is no major road with the daily traffic flow more than 30,000 vehicles and there is no industrial zone located in between, i.e. there is no influence factor surrounding the Application Site. As such, ASR "B" would be adopted.

Assessment Methodology

4.2.4 With reference to the EIA report of Agreement No. CE 2/2011 (CE) Hung Shui Kiu New Development Area Planning and Engineering Study – Investigation (HSK NDA P&E Study), although the railway noise assessment of the Application Site is not conducted in the HSK NDA P&E Study, the railway noise assessment of nearby sites, including Sites 4-25c and 4-29, are conducted. The railway noise results of the nearby sites under unmitigated scenario are summarized in **Table 4.2** and shown in **Appendix 4.1**.

Table 4.2 Railway noise results of the nearby sites - Unmitigated

Site	NSR ID	Area Sensitivity Rating	Predicted Unmitigated Overall Noise Level, dB(A)			
			L_{eq}, 30min, dB(A)		L_{max}	$L_{eq(24\ hr)}$
			Day & Evening (0700 to 2300 hours)	Night (2300 to 0700 hours)		
4-25c	WR-P6a	B	39-52	38-51	40-57	37-52
	WR-P6b	B	39-52	37-51	39-57	37-52
	WR-P6c	B	38-51	37-49	37-55	37-51
4-29	WR-P7a	B	44-56	43-55	49-63	44-56
	WR-P7b	B	47-59	45-**57** *	50-64	47-59
	WR-P7c	B	45-57	44-**56** *	50-64	45-57

Remark:

* **Bold and underline** indicates exceedance of the related criteria.

4.2.5 As shown in **Table 4.2**, there are exceedance at NSR ID WR-P7b and WR-P7c within Site 4-29, hence, mitigation measures are proposed in the HSK NDA P&E Study. The proposed mitigation measures and the railway noise results of the nearby sites under mitigated scenario are summarized in **Table 4.3**.

Table 4.3 Railway noise results of the nearby sites - Mitigated

Site	NSR ID	Proposed Mitigation Measures	Predicted Unmitigated Overall Noise Level, dB(A)			
			$L_{eq(30min)}$, dB(A)		L_{max}	$L_{eq(24\ hr)}$
			Day & Evening (0700 to 2300 hours)	Night (2300 to 0700 hours)		
4-29	WR-P7b	Layout set back to 70m from Tuen Ma Line (TML)	45-57	44-55	48-61	45-57
	WR-P7c	Layout set back to 70m from Tuen Ma Line (TML)	44-56	43-54	48-61	44-56

4.2.6 As the shortest distance between the WRL and the Application Site (~ 351m) is farther than that between the WRL and the Site 4-29 (55m) as well as the recommended setback (70m) under the EIA, no exceedance on $L_{eq(30min)}$ (Day and Evening hours), L_{max} and $L_{eq(24\ hr)}$ is expected.

4.2.7 Detailed calculation on the railway noise level of the Application Site shall be conducted in next stage to further ensure the railway noise level would not exceed the acceptable noise level of $L_{eq(30min)}$ (Day, Evening and Night hours), L_{max} and $L_{eq(24\ hr)}$. In case of any exceedance, mitigation measures, such as layout set back and acoustic fins or provision of acoustic window/balcony shall be applied.

4.3 Conclusion

4.3.1 It is expected that there is no exceedance on Leq(30min) (Day, Evening and Night hours), Lmax and Leq(24 hr).

4.3.2 Detailed calculation on the railway noise level of the Application Site shall be conducted in next stage to further ensure the railway noise level would not exceed the acceptable noise level of $L_{eq(30min)}$ (Day, Evening and Night hours), L_{max} and $L_{eq(24\ hr)}$. In case of any exceedance, mitigation measures, such as layout set back and acoustic fins or provision of acoustic window/balcony shall be applied.

4.4 Review of the Smart and Green Mass Transportation System (SGMTS)

4.4.1 The Smart and Green Mass Transit System (SGMTS) in Hung Shui Kiu/Ha Tsuen and Yuen Long South New Development Areas is about 16 kilometres in length, most of which are dedicated roads. The SGMTS will adopt a green road-based mode without the need for physical rail tracks, aiming to providing the public with convenient feeder services to travel to various area within the HSK NDA, in accordance with the SGMTS website (https://www.hskhtsgmts.hk/en/home/)

4.4.2 In the SGMTS website, the project is still under design, and detailed information or operation mode of the SGMTS is not available at this stage. Nevertheless, the SGMTS will adopt a green road-based mode, requiring no physical tracks and overhead electrical cable which flexibly adjusting its routing and service frequencies. The design of the SGMTS can also minimize environmental impact while saving construction time and costs. In addition, innovative paving materials will be considered for the road surface in accordance with the SGMTS website.

4.4.3 The SGMTS is still under the planning stage and there is no detailed information about its final design and operation. Nevertheless, it is expected that the operation of SGMTS should not induce insurmountable impact upon the proposed development. Dedicated roads are assigned for the SGMTS only that the number of vehicles travelling is expected not to be many. Also, electricity vehicles may be adopted that the engine noise would not as noisy as traditional vehicles. According to the SGMTS website, the system travelling close the Application Site is about 4.5 km long with seven proposed stations. The travelling speed of the SGMTS is expected not to be as fast as major roads. With a relatively low speed, the noise from the traveling should not be high.

4.4.4 A detailed assessment will be carried out at later stage to review the potential noise impact from the SGMTS to the proposed development when the information is available. Practical mitigation measures will be considered if any unacceptable impact is identified.

5. CONSTRUCTION NOISE IMPACT ASSESSMENT

5.1 Introduction

5.1.1 During the construction phase of the Proposed Development, major noise impacts would arise from piling works, operation of Powered Mechanical Equipment (PME), and construction-related traffic.

5.2 Construction Noise Criteria

5.2.1 Construction noise is controlled under the Noise Control Ordinance (NCO) which prohibits the use of powered mechanical equipment (PME) during the restricted hours (7 p.m. to 7 a.m. on normal weekdays and any time on a public holiday, including Sunday) without a valid Construction Noise Permit (CNP) from the Authority. The criteria and procedures for issuing such a permit are specified in the "Technical Memorandum on Noise from Construction Works Other than Percussive Piling" (TM1). While there is no planned construction works to be carried out during the restricted hours, TM1 should be followed in case there is any need to carry out works in such time period in future.

5.2.2 With effect from 1 November 1996, the use of specified powered mechanical equipment (SPME) for carrying out construction work other than percussive piling and/ or the carrying out of prescribed construction work (PCW) within a designated area are also brought under control. The relevant technical details are provided in the "Technical Memorandum on Noise from Construction Work in Designated Areas" (TM2).

5.2.3 Percussive pilling is controlled similarly by a construction noise permit system and described in the NCO and the "Technical Memorandum on Noise from Percussive Piling" (TM3) which restrict the number of hours during which piling can be conducted. Percussive piling is prohibited between 7 p.m. and 7 a.m. and on holidays (including Sundays). Percussive piling during the daytime (i.e. between 7 a.m. and 7 p.m. on any day not being a holiday) may be carried out in accordance with the permitted hours and other conditions under a valid construction noise permit.

5.2.4 For construction works other than percussive piling, although TM1 does not provide control over daytime construction activities, noise limits as shown in below are set out in the "Practice Note for Professional Persons Environmental Consultative Committee" (ProPECC) PN 1/24.

Table 5.1 Noise Limit for Daytime Construction Activities

NSR	0700 to 1900 Hours on Any Day Not Being a Sunday or General Holiday, Leq (30min), dB(A)
Dwelling	75
School	70 65 (During Examination)

Notes:

(i) The above standards apply to uses which rely on opened windows for ventilation.

(ii) The above standards shall be viewed as the maximum permissible noise levels assessed at 1m from the external façade.

5.3 Recommended Mitigation Measures for Construction Noise

5.3.1 Noise mitigation measures should be introduced in the Proposed Development to alleviate potential noise impacts on nearby NSRs if any. The Contractor(s) will be required under the contract to ensure regular maintenance of all plant and equipment, and that noise generation at source would be minimized and practicable noise mitigation measures would be in use. The Contractor(s) will be required to adopt quiet type construction plants (e.g. EPD's quality powered mechanical equipment (QPME) inventory), wherever practicable. Similarly, quieter method other than percussive piling will be adopted as far as practicable for any piling works subject to ground investigation result (which usually dictates the piling method). Movable noise barriers will also be erected around noisy plants in order to minimize noise generation at source. With these measures in place noise generation due to construction activities would be minimized.

5.3.2 The following general noise mitigation measures could be considered:

- Application of properly designed silencers, mufflers, acoustically dampened panels and acoustic sheds or shields, etc.;
- Use of electric-powered equipment where applicable instead of diesel-powered or pneumatic-powered equipment;
- Erecting noise enclosures/ movable noise barriers around noisy plants;
- Only well-maintained plants should be operated on-site;
- Plants should be serviced regularly during the construction programme;
- Noisy activities can be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background noise;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from noise sensitive receivers;
- Location of noise emitting plants at maximum possible distances from sensitive receivers;
- Contractual clauses for construction works; and
- Schedule of noisy operations during non-restricted hours where possible.

5.3.3 The above-mentioned noise mitigation measures will be included in the contractual clauses for implementation by the contractor(s) during the construction stage. With these measures in place, construction noise due to the Proposed Development can be minimized, and no significant noise impact is anticipated.

5.3.4 Requirements in relevant pollution control ordinances/regulations and the guideline document "Recommended Pollution Control Clause for Construction Contracts" also are relevant for construction noise control.

5.3.5 This section assesses the potential road traffic noise impacts on the noise sensitive uses of the Proposed Development. Practical mitigation measures are proposed to mitigate the potential noise impacts, where necessary.

6. CONCLUSION

6.1 Introduction

6.1.1 The key environmental issues associated with construction phase and operation phase of the Proposed Development are qualitatively reviewed in this report.

6.2 Air Quality

6.2.1 As no openable windows, fresh air intakes and recreational uses in the open spaces fall within the HKPSG vehicular emission buffer distance, the Proposed Development will not be subject to unacceptable air quality impacts. Also, based on the best available information, there is no chimney within 200m from the Application Site. Therefore, the proposed development will comply with all relevant HKPSG air quality buffer distance.

6.2.2 With sufficient buffer distance, there would be no insurmountable air quality impact due to the surrounding potential air quality emissions source within 500m to the Application Site.

6.3 Traffic Noise

6.3.1 Detailed calculation on the traffic noise level of the Application Site shall be conducted in next stage to further ensure the traffic noise level would not exceed 70dB(A). In case of any exceedance, mitigation measures, such as acoustic window and balcony shall be applied with reference to the Practice Note ProPECC PN 5/23.

6.4 Railway Noise

6.4.1 It is expected that there is no exceedance on Leq(30min) (Day, Evening and Night hours), Lmax and Leq(24 hr).

6.4.2 Detailed calculation on the railway noise level of the Application Site shall be conducted in next stage to further ensure the railway noise level would not exceed the acceptable noise level of Leq(30min) (Day, Evening and Night hours), Lmax and Leq(24 hr). In case of any exceedance, mitigation measures, such as layout set back and acoustic fins shall be applied.

6.4.3 In conclusion, there are no environmental impacts for the Proposed Development.

6.5 Fixed Noise

6.5.1 The planned fixed noise sources shall be designed to meet the HKPSG requirement. With the mitigation measures, it is expected there would be no insurmountable noise impact from fixed noise sources of proposed Development to nearby noise sensitive receivers.

6.6 Construction Phase Impact

6.6.1 During construction, the project proponent would control noise, dust and site run-off nuisances to within established standard and guidelines through the implementation of relevant mitigation measures. In addition, the "Recommended Pollution Control Clauses for Construction Contracts", should also be implemented where necessary.

6.7 Further Study on Noise Impact

6.7.1 A detailed noise impact assessment (NIA) according to the actual building plan will be carried out at a later stage under the lease to confirm the location and extent of at-receiver mitigation measures, if it is required, to achieve full compliance with the road traffic noise, railway noise, fixed noise and transit noise criteria where applicable.

Figures

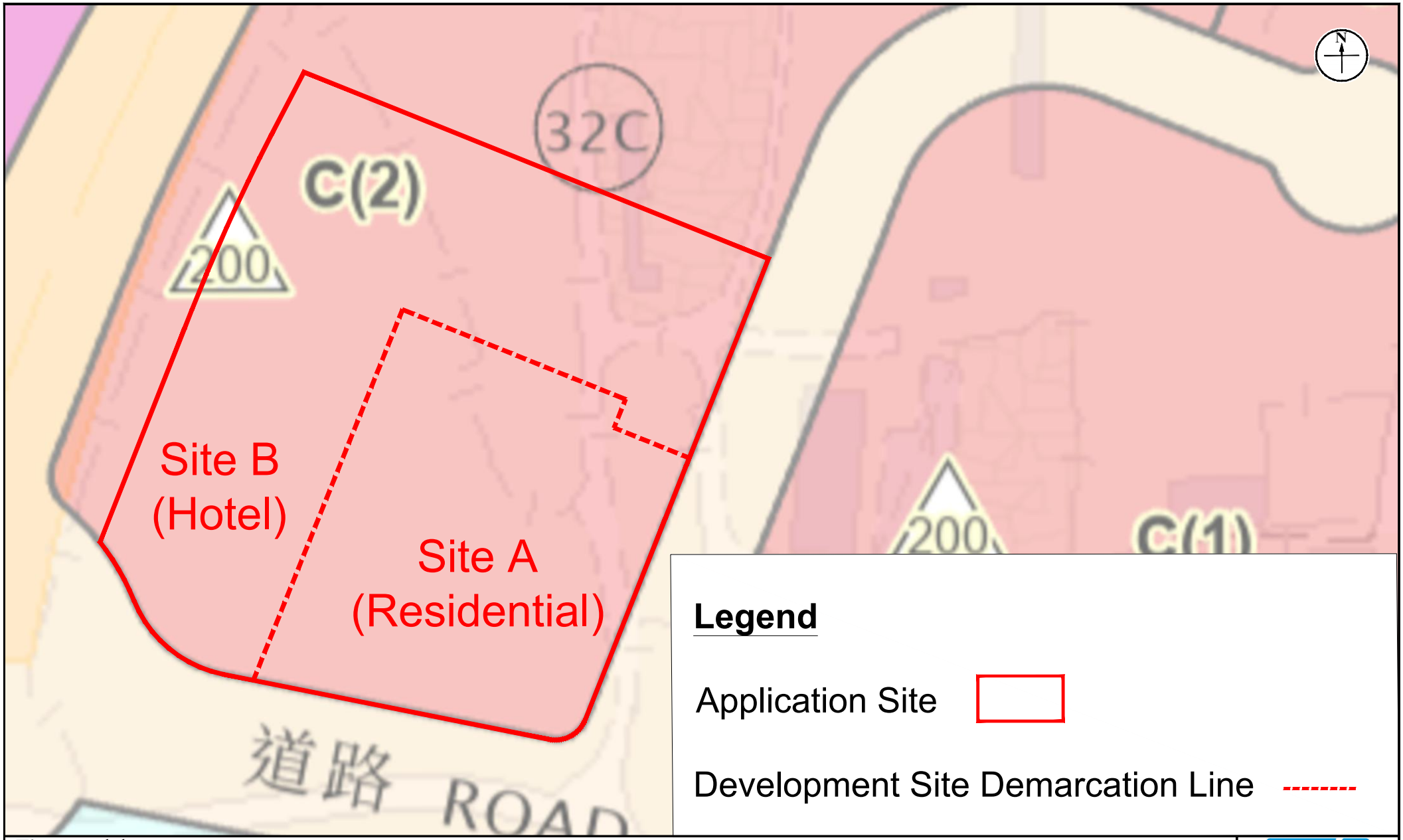


Figure: 1.1	RAMBOLL
Title: Location of Application Site	Drawn by: SC
	Checked by: TC
Project: Planning Application for Proposed Mixed Use Development at Hung Shui Kiu/ Ha Tsuen (Areas 32C)	Rev.: 1.0
	Date: May 2026

Q:\Projects\SHKHSK32EI00\05 Assessments\Fig_EA Report_32C.dwg

Remark

No air-sensitive uses including openable windows, fresh air intakes and recreational uses in the open spaces are allowed within the buffer zone

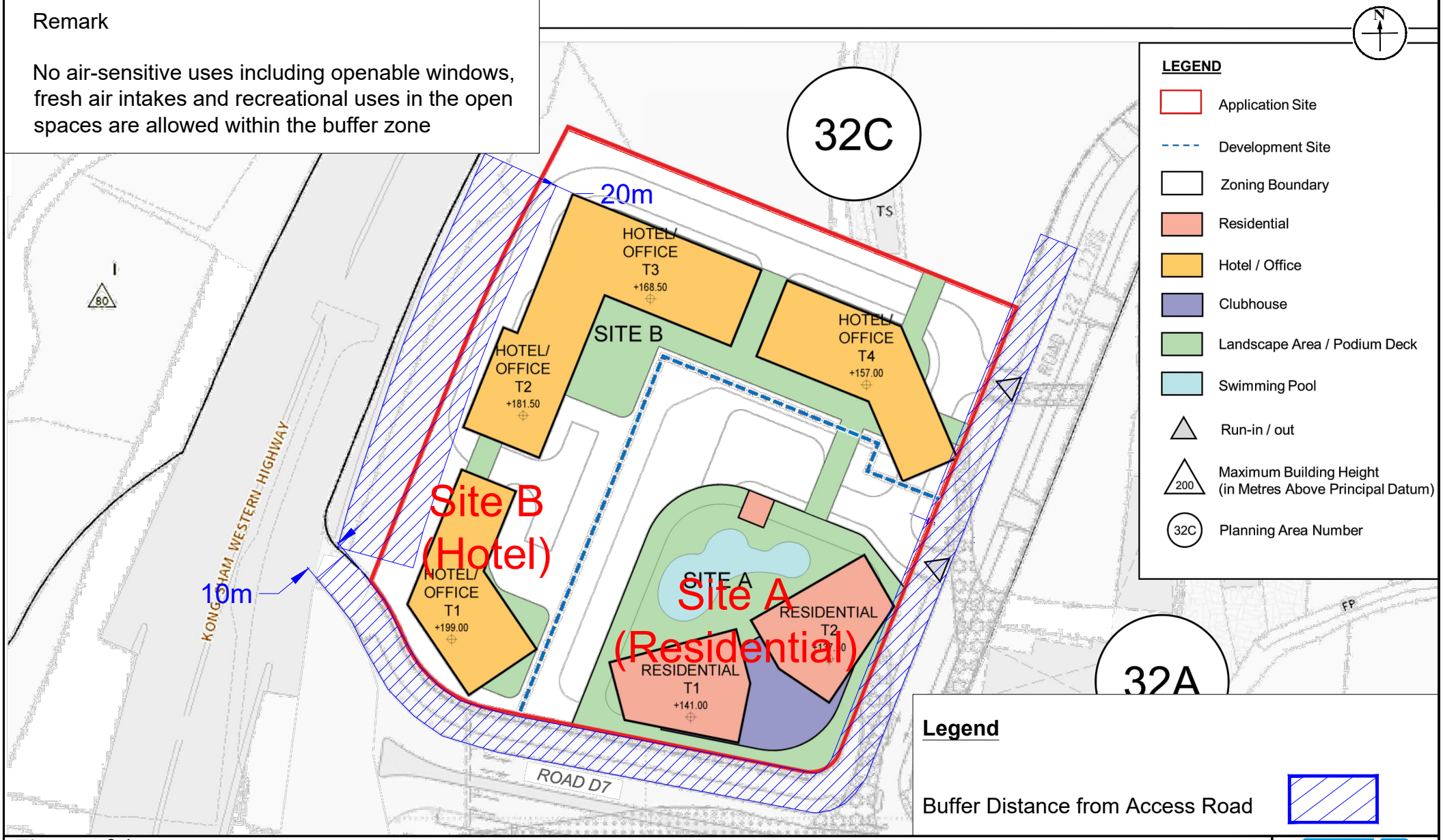


Figure: 2.1

Title: Buffer Distance for the Surrounding Roads

Project: Planning Application for Proposed Mixed Use Development at Hung Shui Kiu/ Ha Tsuen (32C)

RAMBOLL

Drawn by:	SC
Checked by:	TC
Rev.:	1.0
Date:	May 2026

Q:\Projects\SHKHSK32EI00\05 Assessments\Fig_EA Report_32C.dwg

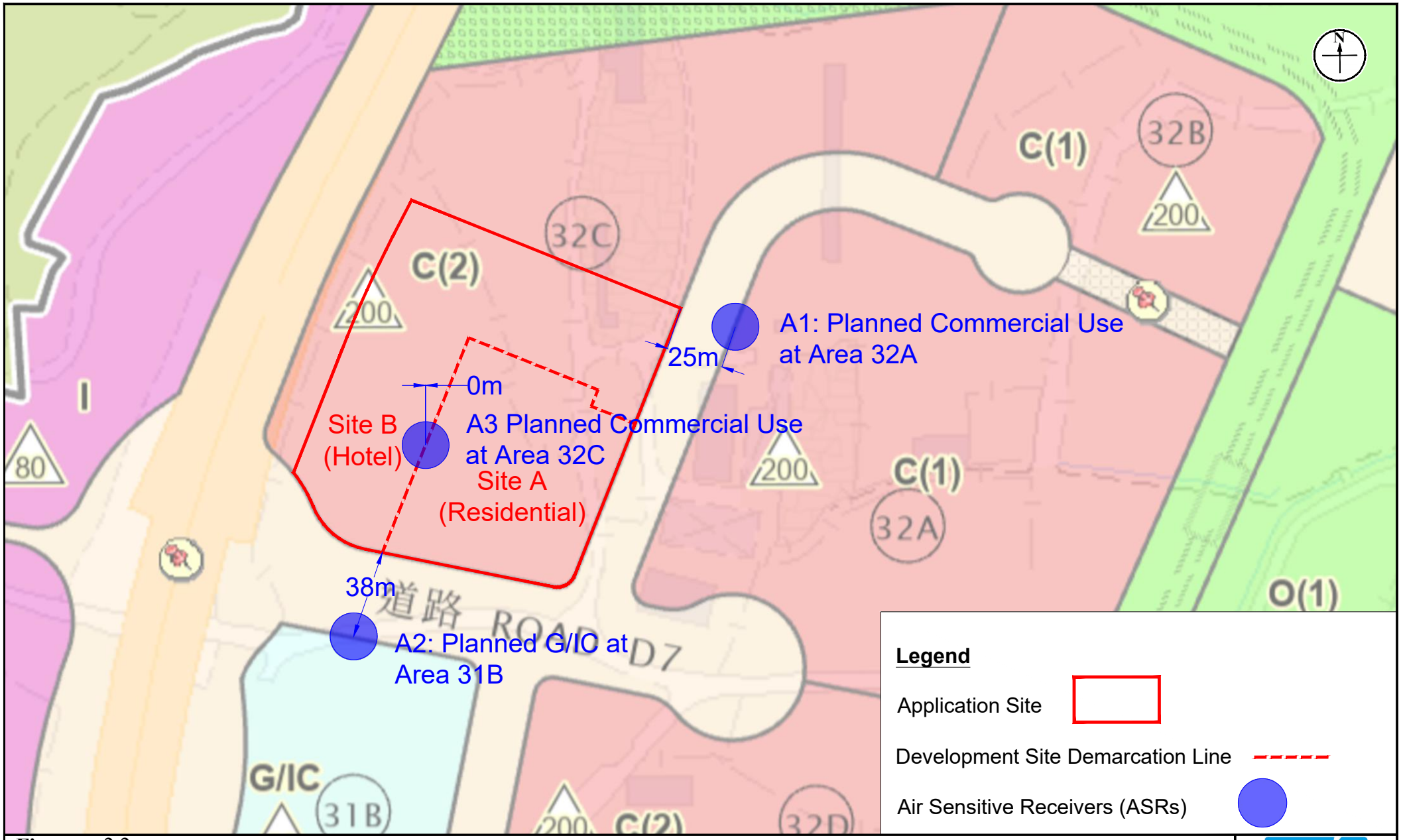
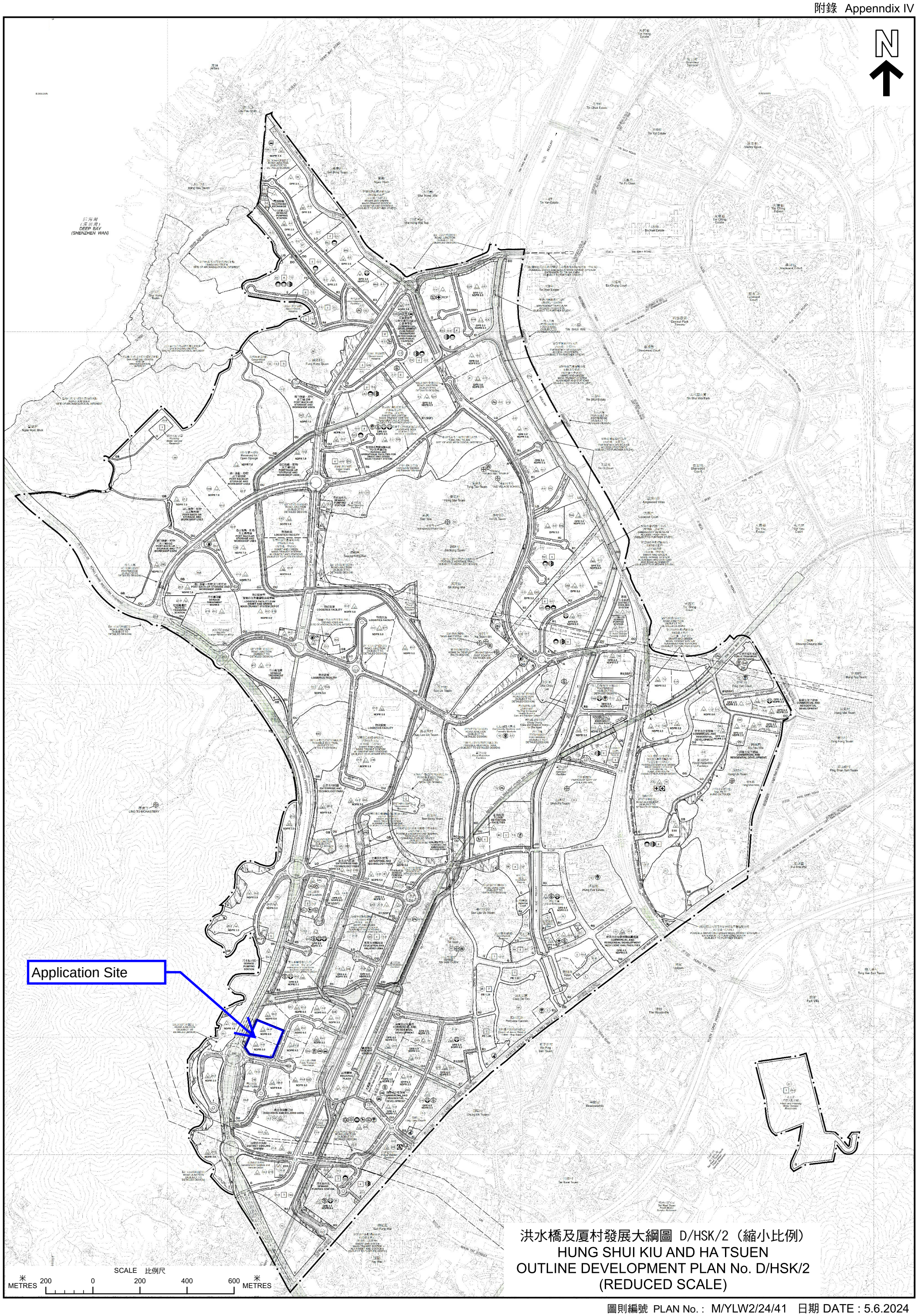


Figure: 2.2	RAMBOLL
Title: Locations of Air Sensitive Receivers (ASRs) during Construction Phase	Drawn by: SC Checked by: TC
Project: Planning Application for Proposed Mixed Use Development at Hung Shui Kiu/ Ha Tsuen (32C)	Rev.: 1.0 Date: Aug 2026

Q:\Projects\SHKHSK32EI00\05 Assessments\Fig_EA Report_32C.dwg

Appendix 1.1 Revised Outline Development Plan (RODP) for Hung Shui Kiu and Ha Tsuen and Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (No. S/HSK/3) (Southern Area)



洪水橋及厦村發展大綱圖 D/HSK/2（縮小比例）
HUNG SHUI KIU AND HA TSUEN
OUTLINE DEVELOPMENT PLAN No. D/HSK/2
(REDUCED SCALE)

圖則編號 PLAN No.： M/YLW2/24/41 日期 DATE : 5.6.2024

NOTE:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NO. 60222570/TR19A/FIGURE 2.2.

CUT LINE A-A

SEE DRAWING NO. 60222570/TR19A/FIGURE 2.2.1

Application Site

833000 N

832000 N

816000 E

817000 E

818000 E

Yuen Tau Shan

Kau Lee Uk Tsuen

San Sang Tsuen

San Uk Tsuen

Sha Chau Lei

Shek Po Tsuen

San Lee Uk Tsuen

Tin Sum Tsuen

Hung Uk Tsuen

Kiu Tau Wai

Chung Uk Tsuen

Sun Fung Wai

Nai Wai

Tsing Chuen Wai

KONG SHAM WESTERN HIGHWAY

CASTLE PEAK ROAD

YUEN LONG HIGHWAY

COMMUNITY FARMING AND FARMERS' MARKETS

RETENTION FACILITIES

HUNG FUK ESTATE

HOSPITAL, SPECIALIST CLINIC/ POLYCLINIC

(COMMERCIAL & RESIDENTIAL DEVELOPMENT WITH LIGHT RAIL FACILITIES)

COMMERCIAL & RESIDENTIAL

(REGIONAL PLAZA WITH LEISURE, FOOD & BEVERAGES USES)

PTI

FWSR & FLWSR

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

Plot File by: ZENGFX
PATH: P:\PROJECTS\60222570\Drawing\REPORT\TR19A\TR19A_714.dgn

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PROJECT
項目

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

CLIENT
業主

CEDD
土木工程拓展署
Civil Engineering and Development Department

規劃署
Planning Department

CONSULTANT
工程顧問公司

AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS
分判工程顧問公司

ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核對

STATUS
狀況

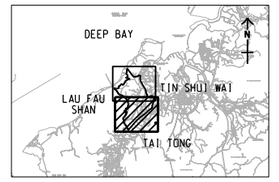
SCALE
比例

A3 1 : 10000

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖 A3 1 : 500000



PROJECT NO.
項目編號

60222570

AGREEMENT NO.
協議編號

CE2/2011 (CE)

SHEET TITLE
圖紙名稱

REVISED RECOMMENDED OUTLINE DEVELOPMENT PLAN (RODP) (SOUTHERN AREA)

SHEET 2 OF 2

SHEET NUMBER
圖紙編號

60222570/TR19A/FIGURE 2.2.2

Town Planning Board Statutory Planning Portal 3

Map Legend | Map Tools | 繁 簡 Tex

Latest

Index

Search

Identify

Others

Application Site

Statutory Plans

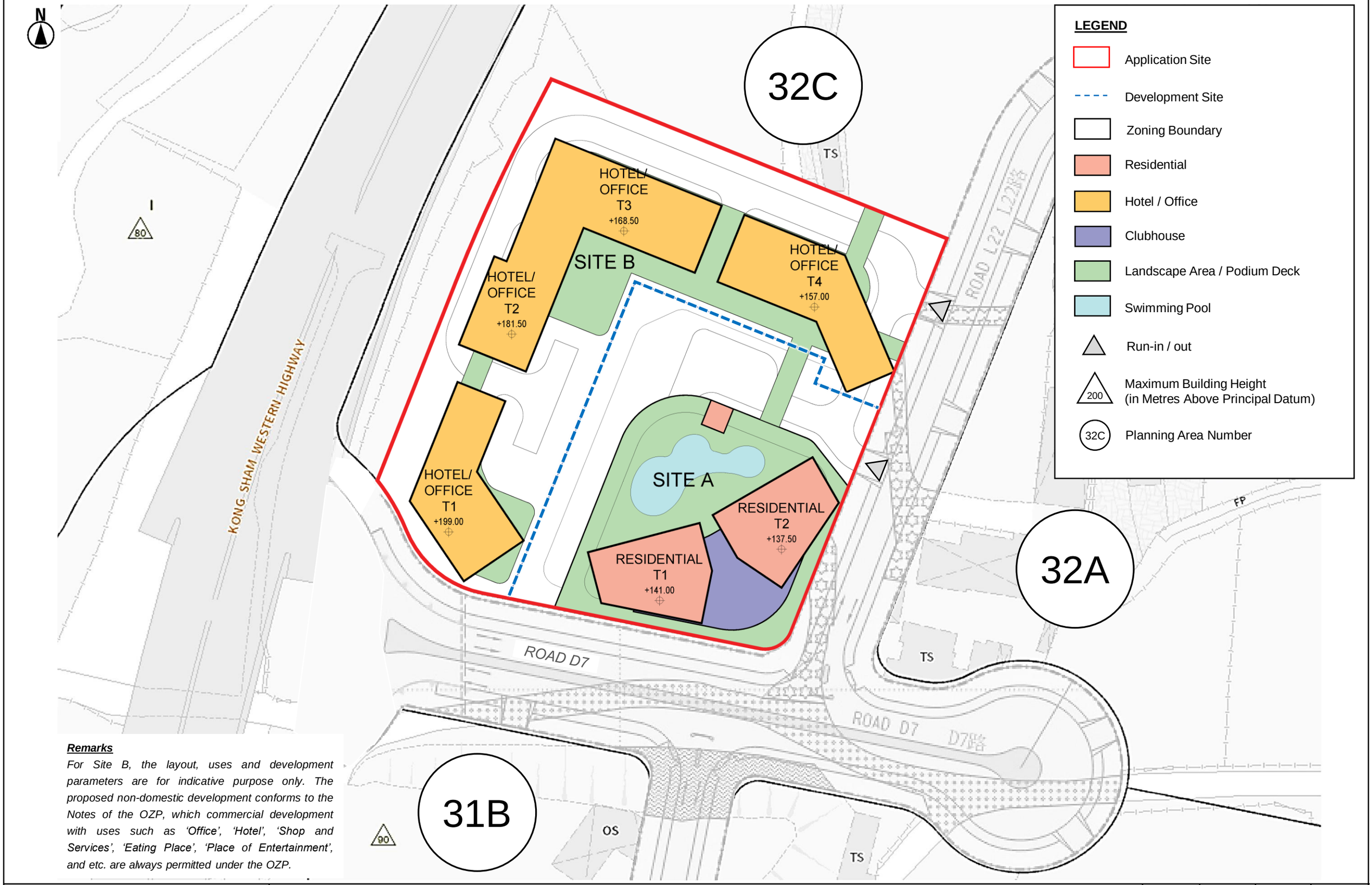
- More Information
- Amendment Item under S.5/S.7 of TPO
- C — Commercial
- CA — Conservation Area
- G/IC — Government, Institution or Community
- GB — Green Belt
- I — Industrial
- O — Open Space
- OU — Other Specified Uses
- R(A) — Residential (Group A)
- R(B) — Residential (Group B)

©Map information from Lands Department | © Planning Data from Town Planning Board

Northing:832896 , Easting:816059

100 m

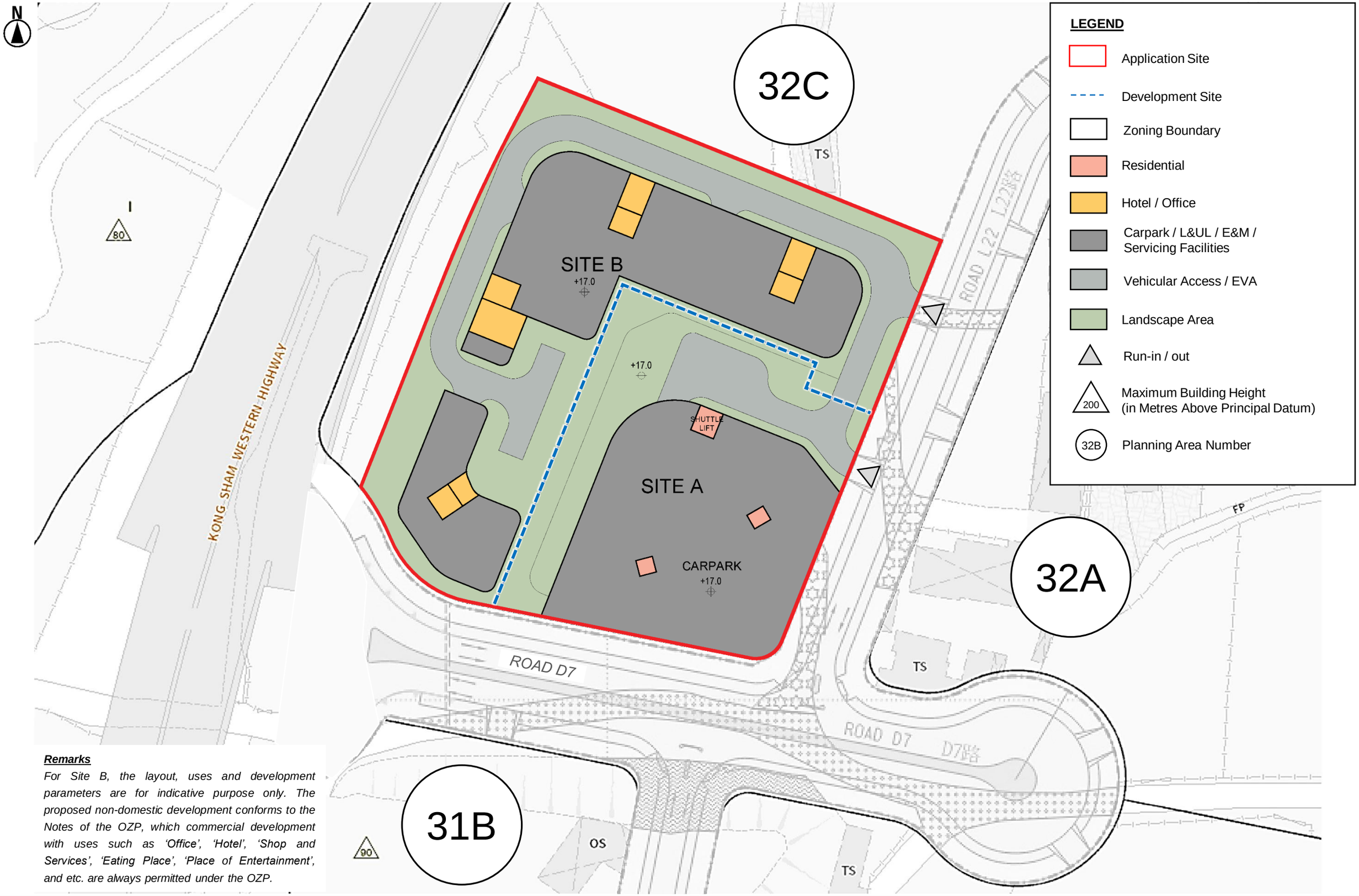
Appendix 1.2 Master Layout Plan of the Proposed Development



Remarks

For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel', 'Shop and Services', 'Eating Place', 'Place of Entertainment', and etc. are always permitted under the OZP.

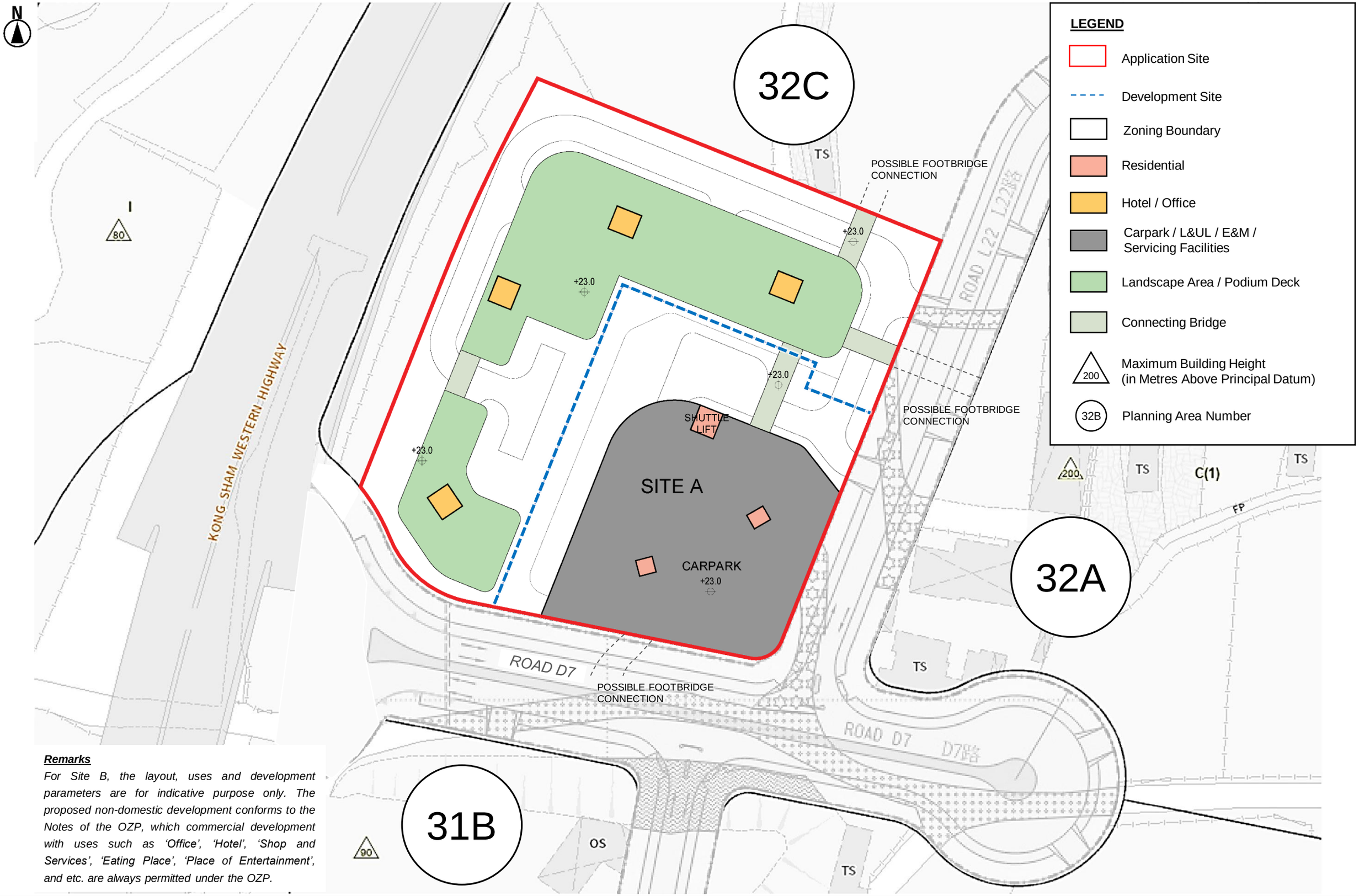
	Title	Checked		Drawn	
	Master Layout Plan	Rev		Date	
		Scale		Figure	



Remarks

For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel', 'Shop and Services', 'Eating Place', 'Place of Entertainment', and etc. are always permitted under the OZP.

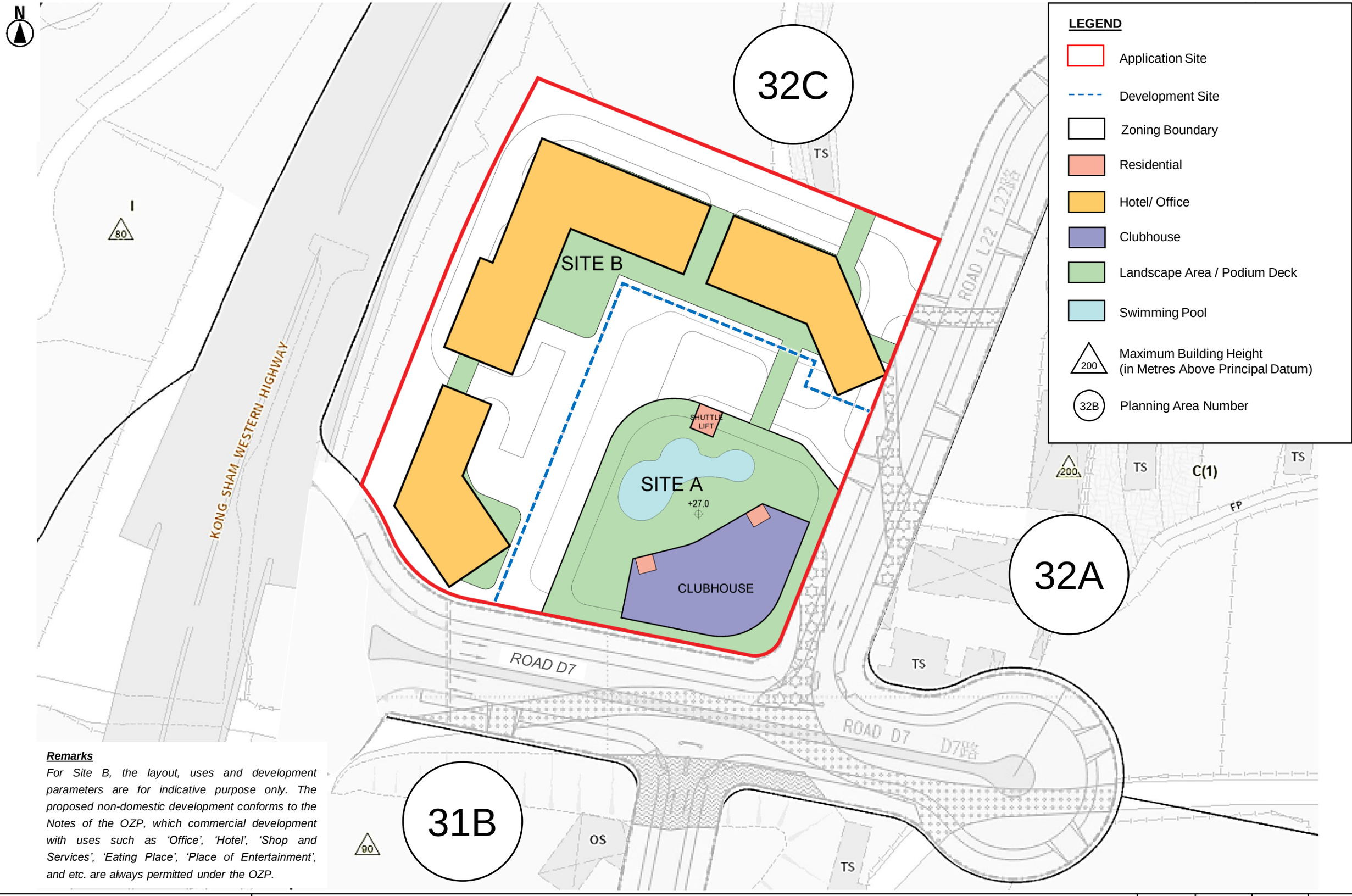
	Title	Checked		Drawn	
	G/F Plan	Rev		Date	
		Scale		Figure	



Remarks

For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel', 'Shop and Services', 'Eating Place', 'Place of Entertainment', and etc. are always permitted under the OZP.

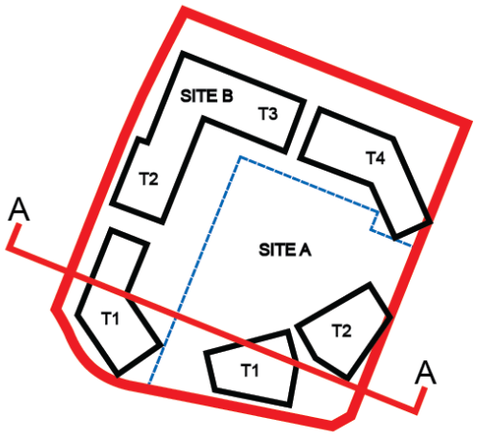
	Title		Checked	Drawn
	1/F Plan		Rev	Date
			Scale	Figure



Remarks

For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel', 'Shop and Services', 'Eating Place', 'Place of Entertainment', and etc. are always permitted under the OZP.

	Title		Checked	Drawn
	2/F Plan		Rev	Date
			Scale	Figure



LEGEND

- Application Site
- Development Site
- Residential
- Hotel / Office
- Carpark / L&UL / E&M / Servicing Facilities

SITE B SITE A

HOTEL/OFFICE T1 +136.0

HOTEL/OFFICE T2 (AT THE BACK) +122.0

HOTEL/OFFICE T3 (AT THE BACK) +109.0

RESIDENTIAL T1 +141.0

RESIDENTIAL T2 (AT THE BACK) +137.5

HOTEL/ OFFICE T4 (AT THE BACK) +97.5

+200.0

INDICATIVE DEVELOPMENT @ AREA 32A

TRANSFER PLATE

TRANSFERPLATE

+28.0

LOBBY & CLUBHOUSE

LOBBY

+23.0

CARPARK

+23.0

LOBBY

CARPARK & L&UL

+17.0

+17.0

CARPARK & L&UL

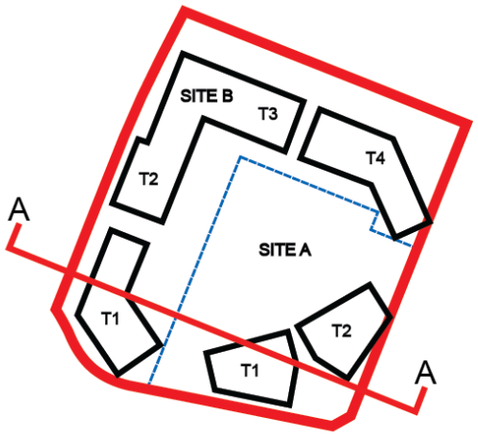
Remarks

For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel' and etc. are always permitted under the OZP.

Title

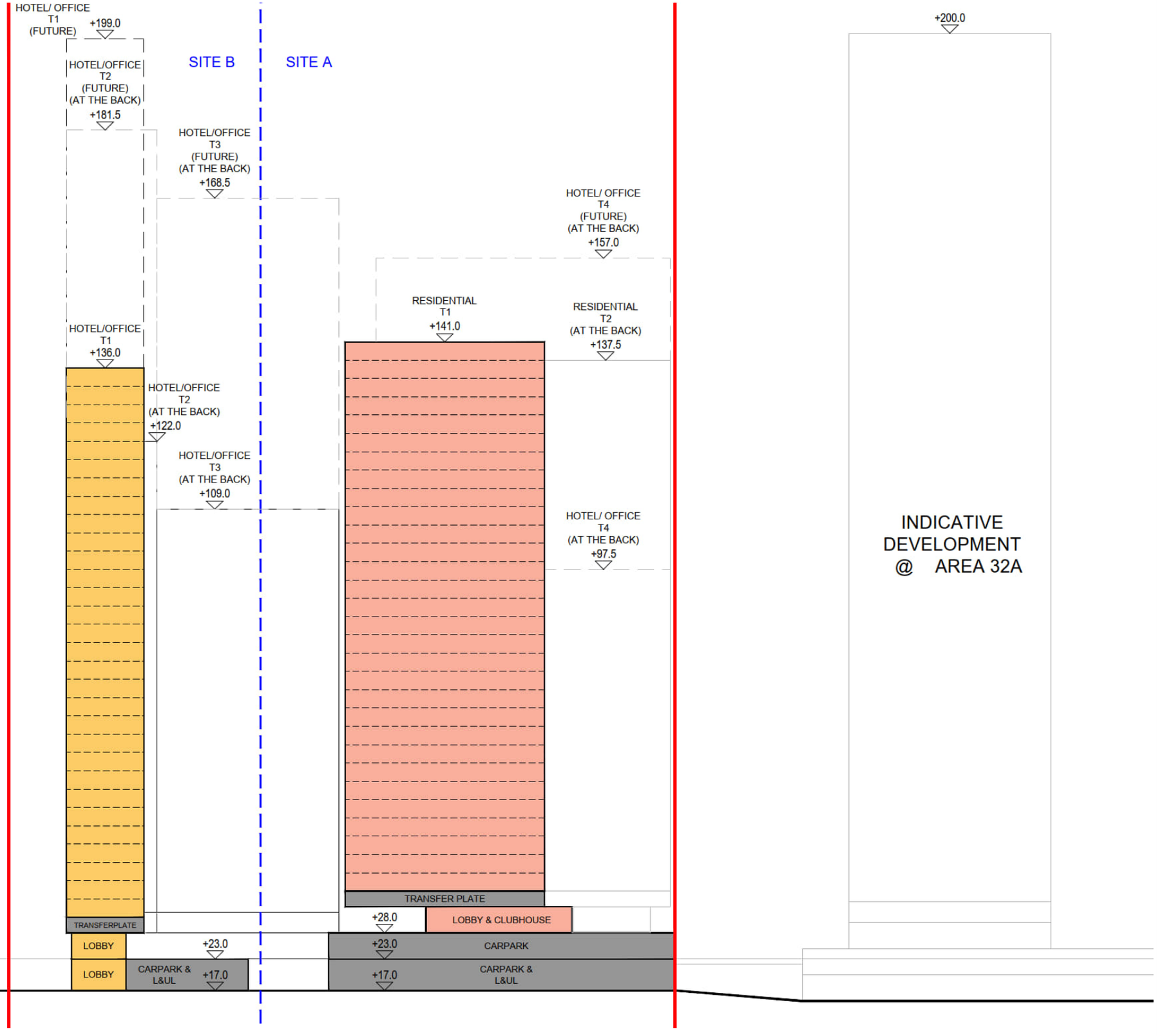
Section Plan (Phase 1)

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale		Figure	3.5



LEGEND

- Application Site
- Development Site
- Residential
- Hotel / Office
- Carpark / L&UL / E&M / Servicing Facilities
- The remaining 40% non-domestic GFA to be implemented in future

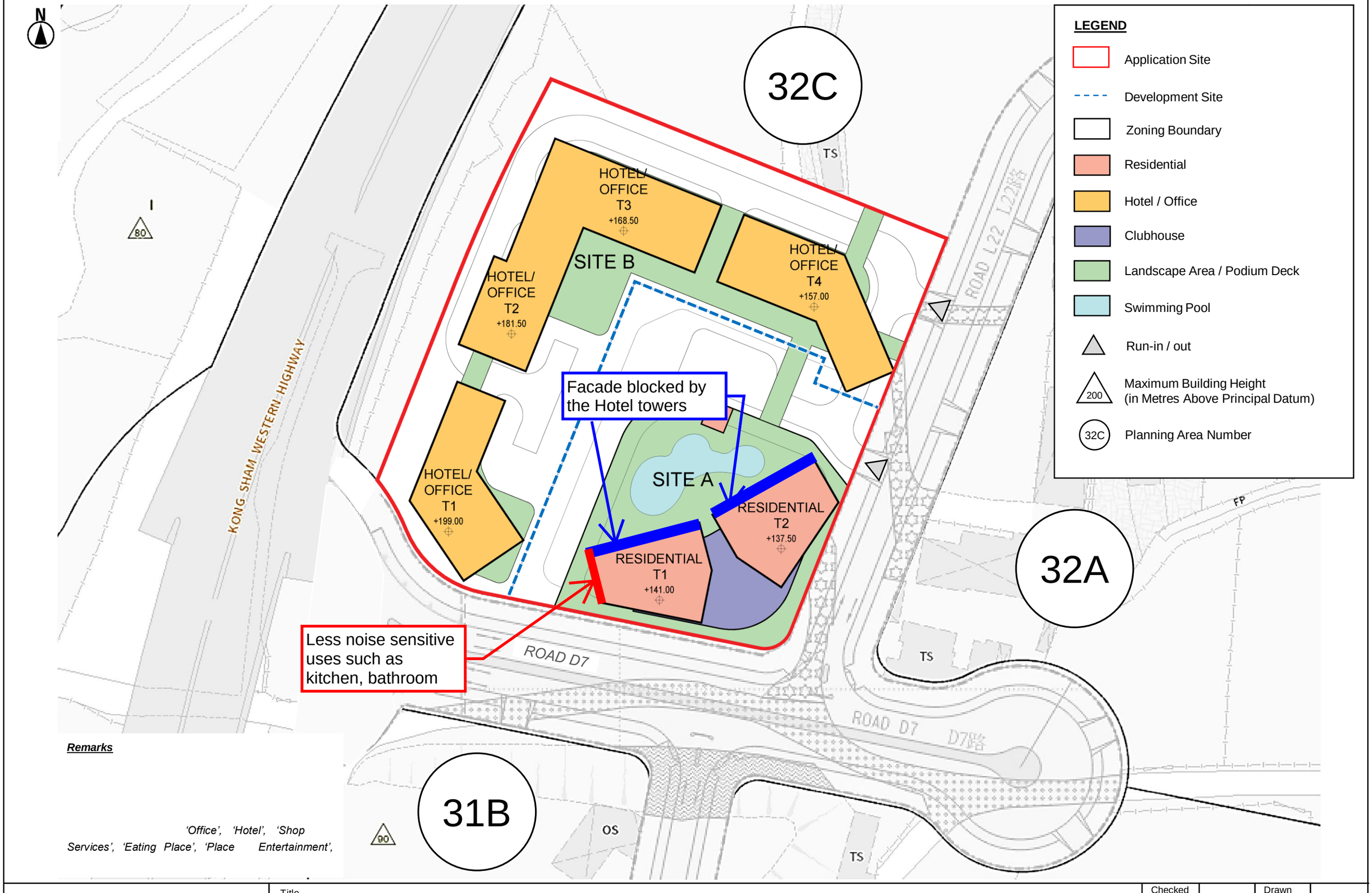


Remarks

For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel' and etc. are always permitted under the OZP.

Title: Section Plan (Future Scenario)	Checked	DH	Drawn	PW
	Rev	0	Date	Jun 2026
	Scale		Figure	3.6

Appendix 3.1 Precautionary Planning for Traffic Noise



Remarks

'Office', 'Hotel', 'Shop Services', 'Eating Place', 'Place Entertainment',

	Title		Checked	Drawn
	Master Layout Plan		Rev	Date
			Scale	Figure

Appendix 4.1 Railway Noise Result in HSK NDA P&E Study

NOTE:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NO. 60222570/TR19A/FIGURE 2.2.

CUT LINE A-A

SEE DRAWING NO. 60222570/TR19A/FIGURE 2.2.1

N

833000 N

832000 N

816000 E

817000 E

Reference Site

Yuen Tau Shan

Kau Lee Uk Tsuen

San Sang Tsuen

San Uk Tsuen

Sha Chau Lei

Shek Po Tsuen

San Lee Uk Tsuen

Tin Sum Tsuen

Kiu Tau Wai

Hung Uk Tsuen

Chung Uk Tsuen

Sun Fung Wai

Nai Wai

Tsing Chuen Wai

KONG SHAM WESTERN HIGHWAY

CASTLE PEAK ROAD

YUEN LONG HIGHWAY

COMMUNITY FARMING AND FARMERS' MARKETS

RETENTION FACILITIES

HUNG FUK ESTATE

HOSPITAL, SPECIALIST CLINIC/ POLYCLINIC

(COMMERCIAL & RESIDENTIAL DEVELOPMENT WITH LIGHT RAIL FACILITIES)

COMMERCIAL & RESIDENTIAL

PTI

FWSR & FLWSR

DEEP BAY

LAU FAU SHAN

TIN SHUI WAI

TAI TONG

Plot File by: ZENGFX
PATH: P:\PROJECTS\60222570\Drawing\REPORT\TR19A\TR19A_714.dgn

ISO A1 594mm x 841mm

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Checked:

Designer:

Project Management Initiials:

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PROJECT
項目

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

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Civil Engineering and Development Department

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分判工程顧問公司

ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核實

STATUS
現狀

SCALE 比例
A3 1 : 10000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN 索引圖 A3 1 : 500000

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REVISED RECOMMENDED OUTLINE DEVELOPMENT PLAN (RODP) (SOUTHERN AREA)

SHEET 2 OF 2

SHEET NUMBER
圖紙編號

60222570/TR19A/FIGURE 2.2.2

4.8 Rail Noise Assessment

Assessment Approach and Methodology

Train Noise Source Term for Rail Noise Assessment

4.8.1 The key noise impact from the railway would be the train induced airborne noise at viaduct and at grade section of WRL and LRT respectively across the Project area. Three noise sources have been identified from train operation are listed below:

- Rolling noise from train wheel and rail interaction;
- Noise from air conditioning unit on top of the each train cars; and
- Structure re-radiated noise from the viaduct structure during train passing.

4.8.2 The WRL viaduct structure including the multi plenum system and the above noise source propagation path are further illustrated with diagram in **Appendix 4.8.1**.

WRL Source Terms Reference Review

4.8.3 The rail noise source terms of WRL were referred from the "West Rail Operation Noise Assessment Report" prepared by MTR Corporation Limited in July 2015. The report aims to assess the noise impact of WRL due to the change from 7 cars to 8 cars in accordance with the Environmental Permit (FEP-24/004/1998/J). Noise measurement has been conducted to obtain the in-situ noise source terms for trains running on typical viaduct sections with the installation of multi plenum system. The air conditioning units on top of the WRL train and the structure re-radiated noise from the viaduct were also measured during the study. All three train noise source terms are considered as the latest information and adopted in the WRL noise assessment for this Project.

LRT Source Terms Reference Review

4.8.4 The source term of LRT was adopted from the previous EIA Report No. EIA-027/1999 entitled "Light Rail Transit (LRT) works for Tin Shui Wai Reserve Zone and Grade Separation of the LRT with Pui To Road and Tsing Lun Road in Tuen Mun" under a EIA Study Brief No: ESB-027/1999. The Sound Exposure Level (SEL) of the LRT was evaluated from the Lmax referenced from the previous EIA report. Air conditioning noise and re-radiated noise are considered insignificant contribution compared with the rolling noise of a LRT in this Project.

Rail Noise Assessment Procedures

4.8.5 The rail noise assessment was carried out to assess the worst case scenario under normal, abnormal, transient and emergency operation. The rail noise from the noise source to the NSRs will be corrected by distance, angle of view, barrier, speed, frequency, façade etc. The railway track was divided into segments and the respective noise level of each segment was calculated. The assessment procedure is listed in **Table 4.34** summarised the steps and assumption of the rail noise calculation. Major assessment parameters are including train frequency and speed are provided by MTRC and summarised in **Table 4.35**.

Table 4.34 Rail Noise Assessment Procedures

Description	Assumptions / Remarks	Ref.
Locate the NAPs which would most likely be affected by air-borne noise from the rail operation	The first layer of existing/planned NSRs located in the vicinity of WRL and LRT, have been selected as representative NAPs for rail noise prediction and evaluation	Section 4.4
Identify the train noise sources origination	The rolling noise source is located from the gap between the train and the walkway on the viaduct. Part of the train wheel rail interaction noise had been absorbed by a multi-plenum system and the effect of the system has been included in the source measurement in previous study A/C noise located on the roof of each car and source level was measured in previous study Structural re-radiated noise generated from the vibration of the viaduct during event was measured in previous study	**Appendix 4.8.1**
Identify the train frequency and make appropriate frequency correction	+10 log10 (N) where N = Train frequency per 30 min per Direction	A
Identify the train speed for correction	+20 log10 (V/Vref) where V = Train speed, Vref = Reference train speed	A
Identify the distance from the NSR to the train and make distance correction	-10 log10 (d'/dref) where d' = Slant distance from track to NSR and dref = Reference distance	A

Description	Assumptions / Remarks	Ref.
Identify the train type and the source term of the train	Relevant noise level referred to previous study	B & C
Identify the angle of view and make appropriate angle of view correction	+10 log10 ($\pi\theta/180 - \cos 2\alpha \sin\theta$) -5 where θ= Angle of View and α= Acute angle between a line drawn through the NSR, parallel to the track, and the line bisecting the angle of view, θ	A
Incorporate Façade Correction	+2.5 dB(A)	A
Incorporate Track Wear Correction	+3 dB(A)	A
Incorporate Joint/Turnout Correction	With conservative assumption, +7.0dB(A) for a representative 20 m segment	A
Incorporate Barrier Correction	Shadow Zone: -21dB(A) for δ > 2.5 m where δ is the Path Difference in metre -7.75 log10 (5.2 + 203 δ) dB(A) for 0≤ δ <2.5 m Illuminated Zone: 0dB(A) for δ > 0.4 m 0.88 + 2.14 log10 (10-3 + δ) dB(A) for 0≤ δ <0.4 m	Chart 6(a) of A
Calculate the overall noise level from all rail segments including rolling noise, A/C noise and structural re-radiated noise	Standard acoustic principal	-
Calculate the Lmax	SEL = Lmax + 10log(L/V) +10.5 – 10log[(4D/(4D2+1)) + 2tan-1(1/(2D))]	Equation 15.21 of D
Calculate the Leq, 24hr	Standard acoustic principal	-
Model validation	On site measurement was carried out to record the in-situ noise level and compared against the modelled results.	**Appendix 4.8.2**

Reference:
A - Calculation of Railway Noise (1995).
B - "West Rail Operation Noise Assessment Report" prepared by MTR Corporation Limited in July 2015.
C - "Light Rail Transit (LRT) works for Tin Shui Wai Reserve Zone and Grade Separation of the LRT with Pui To Road and Tsing Lun Road in Tuen Mun" under a EIA Study Brief No: ESB-027/1999.
D - Transportation Noise Reference Book.

Table 4.35 Rail Noise Assessment Input Summary

Parameters	WRL	LRT
Train Type and No. of Car	SP1900, 9 cars total 225 m in accordance with the VEP-45/2001	LRV, 2 cars of total 40 m as conservative scenario
Rolling Noise	SEL Northbound = 81.4 dB(A) [a] SEL Southbound = 80.7 dB(A) [a] (8 cars running 130kph at 25 m)	Lmax = 65 dB(A) [b] (2 cars running 50kph at 25 m)
Air Conditioning Noise	Lmax at Viaduct = 48.8 dB(A) [a] Lmax at Station = 54.8 dB(A) [a] (8 cars at 25 m)	Not applicable as insignificant contribution
Structure Re-radiated Noise	$L_{eq\ 30mins}$ = 40.6 dB(A) Viaduct [a]	Not applicable as LRT in HSK is at grade
Train Frequency per 30 min per Direction	14 number during peak daytime; 10 number during peak night-time	Between Nai Wai LRT Station to HSK LRT Station: Southbound: 20 number during peak daytime; 13 number during peak night-time Northbound: 20 number during peak daytime; 24 number during peak night-time From Tin Shui Wai LRT Station to Hang Mei Tsuen LRT Station: Southbound: 14 number during peak daytime; 13 number during peak night-time Northbound: 14 number during peak daytime; 18 number during peak night-time
Train Frequency per 24hrs both directions	680 trains	Between Nai Wai LRT Station to HSK LRT Station: 917 trains From Tin Shui Wai LRT Station to Hang Mei Tsuen LRT Station: 717 trains
Train Speed	Refer to speed profile in Appendix 2.1 in [a] • Station speed, 50 kph • Approach and leaving Station, 80 kph • Other viaduct section, 100 kph	LRT speed was measured on site. • Section near planned NSR, 60 kph • Section approaching and leaving junctions and stations, 40 kph • Section near NAP LR-E1, 50 kph • Section near NAP LR-E2, 36 kph

Notes:
[a] "West Rail Operation Noise Assessment Report" prepared by MTR Corporation Limited in July 2015.
[b] "Light Rail Transit (LRT) works for Tin Shui Wai Reserve Zone and Grade Separation of the LRT with Pui To Road and Tsing Lun Road in Tuen Mun , 1999".

Proposed HSK Station

4.8.6 A new HSK railway station (HSK Station) is proposed within the Project area. No detail layout is available at this EIA stage. The new station should match the existing West Rail alignment such that station platforms would be constructed on both sides of the tracks (i.e. sided platform design) and enclosed by 4 m screen doors, side wall and top cover. The track section of the station is remain uncovered in the centre. The assumed layout of proposed HSK Station is shown in **Figure 4.8.1**.

4.8.7 As mentioned in **Section 2.4.44**, the proposed HSK Station is a separate DP under Item A.2 of Schedule 2 of EIAO-TM, a separate EIA study would be conducted by the rail operator to fulfil all the statutory requirements and procedures under the Ordinance.

Phasing of HSK Development

4.8.8 The site layouts for rail noise assessment have been confirmed with Planning Department. Commercial developments Site 5-18 of 125 mPD are strategically planned to protect planned residential Site 5-17 of 115 mPD. Therefore Site 5-18 should be developed prior to Site 5-17 in purpose. This phasing approach also applied to the HSK WRL Station which should be developed before or concurrent with the residential development Sites 4-25 and 4-29 nearby. A review would be conducted for the environmental noise performance of the sites if the above development phasing programme cannot meet the specific arrangement.

Prediction and Evaluation of Noise Impacts

WRL Noise

4.8.9 The predicted air-borne noise levels from WRL with respect to the representative site layouts confirmed with relevant departments are presented in **Table 4.36**. The predicted noise level with full mPD level of all NSRs are shown in **Appendix 4.8.3.** Exceedances were predicted at representative NSRs WR-P5d, P5e, P5f, P7b & P7c at night-time period. While exceedance of day time criteria was predicted at WR-P10. It is predicted that a total of about 155 planned dwellings will be exposed to WR noise impact under unmitigated scenario. Mitigation measures are therefore required to reduce the rail noise impact for above NSRs during WRL operation.

Table 4.36 WRL Noise Calculation Summary – Unmitigated

NAP	Description	Area Sensitivity Rating	Noise Criteria, dB(A)		mPD	Leq, 30min, dB(A)		L_{max}, dB(A)	Leq, 24 hrs, dB(A)
			0700-2300 hrs	2300-0700 hrs		0700-2300 hrs	2300-0700 hrs		
Existing WRL NSRs									
WR-E1	Premises to the southwest of Yick Yuen Tsuen	A	60	50	8.7	50	48	57	49
WR-E2	Premises to the east of Oakland Court	A	60	50	8.5	48	47	54	48
WR-E3	Premises to the southwest of Tin Sum Tsuen	A	60	50	7.7	43	41	48	43
WR-E4	Premises to the West of San Lee Uk Tsuen	A	60	50	6.5	47	46	51	47

NAP	Description	Area Sensitivity Rating	Noise Criteria, dB(A)		mPD	Leq, 30min, dB(A)		L_{max}, dB(A)	Leq, 24 hrs, dB(A)
			0700-2300 hrs	2300-0700 hrs		0700-2300 hrs	2300-0700 hrs		
WR-E5	Premises to the West of San Lee Uk Tsuen Block 3,Galore Garden	A	60	50	6.9-9.9	47-48	46-47	52-54	47-48
WR-E6	Shek Po Tsuen Village House Premises to the southwest of Yick Yuen Tsuen Premises to the east of Oakland Court	A	60	50	6.4-15.4	47-49	45-47	51-54	47-49
WR-E7	Premises to the southwest of Tin Sum Tsuen	A	60	50	5.2-8.2	45	44	46-47	45
Project Planned WRL NSRs									
WR-P1	Residential Development in Site 4-6	B	65	55	10.0-141.0	42-52	41-51	42-53	42-52
WR-P2	School in Site 4-8	B	65	[a]	11.0-47.0	42-47	[a]	41-48	42-48
WR-P3	Residential Development in Site 4-10	B	65	55	11.0-166.0	43-54	41-52	43-55	43-54
WR-P4	Residential Development in Site 4-20	B	65	55	11.0-19.0	50-54	48-53	56-62	49-54
WR-P5a	Residential Development in Site 4-22	B	65	55	11.0-127.0	42-53	41-52	48-62	40-53
WR-P5b	Residential Development in Site 4-22	B	65	55	11.0-127.0	41-53	40-51	49-64	40-53
WR-P5c	Residential Development in Site 4-2	B	65	55	11.0-127.0	39-49	39-48	45-60	36-49
WR-P5d	Residential Development in Site 4-22	B	65	55	11.0-127.0	45-58	44-**56**	51-67	44-58
WR-P5e	Residential Development in Site 4-22	B	65	55	11.0-127.0	46-58	45-**57**	51-65	45-58
WR-P5f	Residential Development in Site 4-22	B	65	55	11.0-127.0	47-59	46-**58**	52-66	47-59
WR-P6a	Residential Development in Site 4-25	B	65	55	12.0-178.0	39-52	38-51	40-57	37-52
WR-P6b	Residential Development in Site 4-25	B	65	55	12.0-178.0	39-52	37-51	39-57	37-52
WR-P6c	Residential Development in Site 4-25	B	65	55	12.0-178.0	38-51	37-49	37-55	37-51

NAP	Description	Area Sensitivity Rating	Noise Criteria, dB(A)		mPD	Leq, 30min, dB(A)		L_{max}, dB(A)	Leq, 24 hrs, dB(A)
			0700-2300 hrs	2300-0700 hrs		0700-2300 hrs	2300-0700 hrs		
WR-P7a	Residential Development in Site 4-29	B	65	55	13.0-171.0	44-56	43-55	49-63	44-56
WR-P7b	Residential Development in Site 4-29	B	65	55	13.0-171.0	47-59	45-**57**	50-64	47-59
WR-P7c	Residential Development in Site 4-29	B	65	55	13.0-171.0	45-57	44-**56**	50-64	45-57
WR-P8	School in Site 4-36	B	65	[a]	12.0-48.0	43-52	[a]	46-56	43-52
WR-P9a	Residential Development in Site 5-17	B	65	55	7.0-111.0	42-54	41-53	48-61	42-54
WR-P9b	Residential Development in Site 5-17	B	65	55	7.0-111.0	44-55	42-54	49-62	44-55
WR-P10	School in Site 5-21	B	65	[a]	6.0-43.0	49-**67**	[a]	56-74	48-**67**
WR-P11	School in Site 5-34	B	65	[a]	7.0-43.0	42-46	[a]	42-47	42-46

Notes:
[a] Educational use is not considered as a night-time NSR.
Numbers in bold denote exceedances of the noise criteria.

LRT Noise

4.8.10 The predicted air-borne noise levels from LRT with respect to the representative site layouts confirmed with relevant departments are presented in **Table 4.37**. The full list of predicted levels with respect to mPD is shown in **Appendix 4.8.4.** It is noticed that low level of the NSRs LR-P5a & P6 would exceed the night-time criteria. It is predicted that a total of about 30 planned dwellings will be exposed to LRT noise impact under unmitigated scenario. Mitigation measures are required to reduce the rail noise impact during LRT operation.

Table 4.37 LRT Noise Calculation Summary – Unmitigated

NAP	Site No.	Area Sensitivity Rating	Noise Criteria, dB(A)		mPD	Leq, 30min, dB(A)		Lmax, dB(A)	Leq, 24 hrs, dB(A)
			0700-2300 Hrs	2300-0700 hrs		0700-2300 hrs	2300-0700 hrs		
Existing LRT NSRs									
LR-E1	Parkview Garden Block 24 - 27	C	70	60	12.5-21.5	60-61	60	71-72	59
LR-E2	Tak Cheung Building	C	70	60	11.6-29.6	57-60	57-60	66-70	56-59
LR-E3	Beauty Court Block 1	C	70	60	10.4-46.4	54-57	54-57	61-66	53-56
LR-E4	Coronet Court	C	70	60	10.1-46.1	55-58	55-58	62-67	54-57
LR-E5	Park Nara Tower 1	C	70	60	10.6-46.6	55-58	54-58	62-68	53-57
LR-E6	Village House in Hung Uk Tsuen facing Kiu Hung Road	C	70	60	5.5-14.5	58	58	64	57
LR-E7	Ling Liang Church	C	70	[a]	13.5-16.5	58	[a]	66	56-57
Project Planned LRT NSRs									
LR-P1	Residential Development in Site 4-22	C	70	60	11.0-127.0	48-51	48-51	49-55	46-50
LR-P2	Residential Development in Site 4-26	C	70	60	12.0-152.0	49-54	48-54	48-58	47-52
LR-P3a	Residential Development in Site 4-28	C	70	60	13.0-144.0	51-57	51-57	55-66	50-55
LR-P3b	Residential Development in Site 4-28	C	70	60	13.0-144.0	50-58	50-57	55-68	49-56
LR-P4	School in Site 4-33	C	70	[a]	12.0-48.0	59-64	[a]	69-78	58-63
LR-P5a	Residential Development in Site 5-7b	B	65	55	5.0-142.0	50-55	50-**56**	49-61	50-55
LR-P5b	Residential Development in Site 5-7b	B	65	55	5.0-142.0	49-55	49-55	49-60	49-55
LR-P5c	Residential Development in Site 5-7b	B	65	55	5.0-142.0	48-54	49-55	50-62	49-54
LR-P6	Residential Development in Site 5-9	B	65	55	5.0-152.0	50-56	51-**56**	52-63	50-56

Notes:
[a] Educational use and church is not considered as a night-time NSR.
Numbers in bold denote exceedances of the noise criteria.

Rail Noise Mitigation Measures Options

4.8.11 Based on the assessment results, those rail noise level of exceeding the criteria are less than 3 dB(A), the acoustic fins, non-sensitive use or fixed glazing and layout set back at the NSR are considered effective to reduce the noise impact. Moreover, planning strategy including commercial buildings screening and residential buildings orientation are considered against rail noise during the development of the revised RODP. Predicted noise levels of mitigated NSRs are enclosed in **Appendix 4.8.5**. None of the dwellings will exceed the noise criteria due to rail noise under mitigated scenario.

Architectural Fins

4.8.12 Architectural fins are typical noise mitigation measure for buildings units impacted by traffic or rail noise. For NSR WR-P5d and LR-P5a, 2 m fins has been proposed for the dwellings to narrow the angle of view to the railway track. The noise level of the NSR screened by architectural fins were assessed and the mitigated noise level satisfy the noise criteria as shown in **Table 4.38** and **Figure 4.8.2 – 4.8.4**.

Non-Sensitive Use or Fixed Glazing

4.8.13 For those façade NAP with exceedance, the NAP would be relocated to another positions with smaller angle of view facing the railway and the façade NAP with exceeded the criteria are designed as non-sensitive use or fixed glazing. The noise level of relocated NAPs at WR-P5e, P5f and LR-P6a are satisfied the noise criteria and shown in **Table 4.38** and **Figure 4.8.2 & 4.8.4**.

Layout Setback

4.8.14 Some of the proposed development sites has a potential of shifting the layout as well as set-back away from the existing railway line. The setback provides a sufficient buffer distance and attenuation in terms of noise propagation. It was proposed to setback the layout of Site 4-29 and Site 5-21 from the WRL to a distance of 70 m and 25 m as shown in **Figure 4.8.5 and Figure 4.8.6 respectively**, the assessed noise level at NAP WR-7b, WR-P7c and WR-P10 would satisfy the noise criteria as shown in **Table 4.38**.

Table 4.38 Rail Noise Calculation Summary – Mitigated

NAP	Proposed Mitigation Measures	Noise Criteria, dB(A)		mPD	Leq, 30min, dB(A)		Lmax, dB(A)	Leq, 24 hrs, dB(A)
		Daytime /evening	Night-time		0700-2300 hrs	2300-0700 hrs		
WR-P5d	2 m Architectural fin	65	55	11.0-127.0	42-51	41-50	45-60	37-51
WR-P5e.1	1.5 m Architectural fin + Relocation to non-sensitive use or fixed glazing	65	55	11.0-127.0	43-55	42-54	49-63	43-55
WR-P5f.1	Relocation to non-sensitive use or fixed glazing	65	55	11.0-127.0	45-57	43-55	51-65	44-57
WR-P7b	Layout Set Back to 70 m from WRL	65	55	13.0-171.0	45-57	44-55	48-61	45-57
WR-P7c	Layout Set Back to 70 m from WRL	65	55	13.0-171.0	44-56	43-54	48-61	44-56
WR-P10	Layout Set Back to 25 m from WRL	65	[a]	6.0-43.0	48-63	[a]	54-70	47-63
LR-P5a	2 m Architectural fin	65	55	5.0-142.0	49-54	49-55	49-61	49-54
LR-P6.1	Relocation to non-sensitive use or fixed glazing	65	55	5.0-152.0	48-53	49-54	53-63	48-53

NAP	Proposed Mitigation Measures	Noise Criteria, dB(A)		mPD	Leq, 30min, dB(A)		Lmax, dB(A)	Leq, 24 hrs, dB(A)
		Daytime /evening	Night-time		0700-2300 hrs	2300-0700 hrs		
LR-P6.2	1.3 m Architectural fin + Relocation to non-sensitive use or fixed glazing	65	55	5.0-152.0	47-53	48-54	51-62	47-53
LR-P6.3	Relocation to non-sensitive use or fixed glazing	65	55	5.0-152.0	49-55	49-55	52-63	49-55

Notes:
[a] Educational use is not considered as a night-time NSR.

Rail Noise Impact Assessment for Development Sites

4.8.15 For the new developments in the OZP, the future development proponents should conduct a stand-alone Railway Noise Impact Assessment (RNIA) to assess the potential noise impacts from rail operations on future occupants, and implement the aforesaid or other specific designed noise mitigation measures at their respective development sites to the satisfaction of EPD, to ensure full compliance with the statutory noise limits. The above development requirements would be imposed through relevant Planning Briefs or Land Lease conditions to be fulfilled by the future development proponents. Sites require RNIA include: 4-6, 4-8, 4-10, 4-22, 4-25c, 4-26, 4-28, 4-29, 4-31, 4-32, 4-33, 4-36, 5-7b, 5-9, 5-17, 5-21, 5-32 and 5-34.

Environmentally Friendly Transport Services

4.8.16 An EFTS is proposed to be introduced to operate within the Project. The alignment of EFTS is shown in **Figure 4.8.7.**

4.8.17 Several modes of EFTS, including LRT, trolley bus, automatic people mover (APM), monorails, modern tramway and electric / LPG bus, will be investigated in later stage. No updated information was available at the time of preparing this report. For conservative noise assessment, the rail based EFTS was assumed for rail noise impact assessment. As shown in **Figure 4.8.7**, all of the NSRs are planned with at least 10 m buffer distance from the proposed alignment for EFTS. A reference scheme was developed with the assumptions and assessed level shown in **Table 4.39**.

Table 4.39 Rail based EFTS Reference Scheme

Items	Description
Type of source	Automated guideway transit, steel wheel, welded rail
Noise source level	SEL 80 dB(A) at 50 feet and 50 mph Ref: Table 5-1 Transit Noise and Vibration Impact Assessment FTA-VA-90-1003-06 May 2006 by Office of Planning and Environment Federal Transit Administration
NSR Distance from track	10 m
Operating speed	Assumed 40 kph
Frequency	Assumed 5 trains per headway
Calculated Noise level at NSR boundary	57.2 dB(A) > night-time noise criteria of 55 dB(A)
Track enhancement	• Embedded rail of 3 dB(A) reduction • Green track with vegetation 2 dB(A) reduction Reference material as shown in **Appendix 4.8.6**
Noise level at NSR after track enhancement	< 55 dB(A) complied with night-time noise criteria of HSKNDA

4.8.18 In case a rail cross or joint is designed for the EFTS, such cross joint location should be located at the section with largest distance between the track and the NSR. Alternatively, erect a noise barrier or enclosure at the cross joint section to control the noise impact to the nearby NSRs.

4.8.19 There is no design and operation detail of the EFTS during this Schedule 3 EIA. In any case there are changes to the assumption in **Table 4.39** and causing an exceed of the noise level compared with the criteria, the EFTS project proponent should implement further noise mitigation measures such as noise barrier and enclosure to control the noise impact by the EFTS to satisfy the noise criteria. Noise barrier and enclosure are effective and traditional mitigation measures to reduce rail noise by 10 dB(A) and 15 dB(A) respectively.

4.8.20 As discussed in **Chapter 2** of this report, the proposed EFTS is a Schedule 2 DP under the EIAO. The proposed EFTS will be designed, constructed and operated by the others. The associated environmental impacts will be adequately addressed in a further detailed EIA study to be prepared and submitted under the EIAO by the respective project proponent. Adverse noise impacts from EFTS are therefore not expected.

Cumulative Impact

4.8.21 The existing WRL is running at the centre of the Project area and the LRT is running along Castle Peak Road close to the southern Project area. The cumulative impact is not anticipated by both existing rail to the planned and existing NSRs. However, the proposed EFTS would run from the southern Project area near Nai Wai LRT station to the northern of the Project area and end at TSW Station. As shown in the EFTS alignment, there is potential cumulative rail noise impact to those NSRs by both EFTS, LRT and WRL for Site 4-22 at the southern Project area. If the cumulative noise level to Site 4-22 evaluated by the EFTS project proponent exceeds the noise criteria, the noise level of the EFTS should be further mitigated by means of measure mentioned in **Section 4.8.17** to a level of ANL-10 dB(A) at the Site 4-22 NSR.

Evaluation of Residual Environmental Impacts

4.8.22 WRL would be the major mass transit railway for the Project area. A new HSK Station would be built to serve the community to and from urban area. The operation of WRL will generate noise impact to some of the planned development. Noise control measure should be considered during the planning of the land use and the design of building. Different noise mitigation measures such as layout set back, relocation of noise sensitive uses or implementation of fixed glazing and architectural fins are considered effective mitigation measures. With the mitigation measures in place, the predicted noise level of all dwellings would satisfy the noise criteria in the TM.

4.8.23 LRT will continue running in Castle Peak Road along the southern Project area. Planned developments may expose to the LRT noise without any screening obstacles and result in noise impact. Mitigation measures such as architectural fin and relocation of habitable windows are suggested to abate the rail noise impact.

4.8.24 In conclusion, the future development proponents should conduct a stand-alone Noise Impact Assessment (NIA) to assess the potential noise impacts from rail operations on future occupants, and implement the aforesaid or other specific designed noise mitigation measures at their respective development sites to the satisfaction of EPD, to ensure full compliance with the statutory noise limits. The above development requirements would be imposed through relevant Planning Briefs or Land Lease conditions to be fulfilled by the future development proponents.