Appendix D

Air Ventilation Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

AIR VENTILATION ASSESSMENT

Date	**26 March 2026**
Prepared by	**Mike Kwan** **Environmental Consultant**
Signed	
Approved by	**Calvin Chiu** **Senior Manager**
Signed	
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Ramboll Hong Kong Limited

21/F, BEA Harbour View Centre
56 Gloucester Road, Wan Chai, Hong Kong

Tel: (852) 3465 2888
Fax: (852) 3465 2899
Email: hkinfo@ramboll.com

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CHAPTERS

TABLES

FIGURES

APPENDICES

1. INTRODUCTION

1.1 Project Background

1.1.1 The Application Site is zoned "Comprehensive Development Area" ("CDA") on the Draft Yuen Long Outline Zoning Plan (OZP) No. S/YL/28 which is subject to a maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building. It is the subject of a previous planning application No. A/YL/298 approved by the TPB on 31 March 2023.

1.1.2 The development at the Application Site is implemented in phases. Phase I (existing YOHO Midtown) is already implemented. Phase II of the development was divided into two sub-phases and planned with hotel (for Phase IIa) and residential uses (for Phase IIb). The previous planning application No. A/YL/298 focused on Phase III for which subsidized sale flats with social welfare facility was approved and is currently under construction.

1.1.3 Based on the latest proposal, Phase IIa of the Proposed Development will be designed for commercial/office/retail uses (i.e. Proposed Commercial Development), while there is no change to all other phases previously approved under application No. A/YL/298.

1.1.4 In accordance with the submission requirement for the subject "CDA" zone under the Notes of the OZP, the current planning application covers the majority of "CDA" zone including the subject commercial development at Phase IIa, the approved residential development at Phase IIb under the approved planning application No. A/YL/205 & No. A/YL/298, the already completed Phase I development and Phase III development under the approved planning application No. A/YL/298 which is currently under construction. It should be emphasized that the subject matter of the current planning application is the Proposed Commercial Development at the Phase IIa development site of the "CDA" zone, and therefore the focus of this report. No change is proposed for Phases I, IIb, and III developments.

1.1.5 Ramboll Hong Kong Limited is commissioned by the Applicant to provide quantitative AVA consultancy services for the proposal. This report presents the findings of Quantitative Air Ventilation Assessment.

1.2 Phase IIa Development Site and its Environs

1.2.1 The Phase IIa Development Site is located to the immediate south of Castle Peak Road in Area 12, Yuen Long, to the immediate west of Phase I (existing YOHO Midtown), and to the immediate northeast of Yau Tin East Road. Phase IIa occupies northern and western portion of the Phase II Development Site ("L" shaped form). It covers an area of about 1230 m^2. Most of the Site is currently occupied by some temporary building structures with some existing trees observed.

1.2.2 Other nearby developments include Grand YOHO, Sun Yuen Long Centre and recently completed YOHO Hub located on the northern side of Castle Peak Road (Yuen Long section), Shap Pat Heung Rural Committee building to the immediate west and other existing residential developments (Ho Shun Yee Building, Man Fung Building, Wing Fu Mansion, etc.) on the southwest side of Yau Ting East Road.

1.2.3 To the southeast of Phase IIa Development Site is the planned residential development at Phase IIb of the approved planning application (No. A/YL/298) and planned subsidized sale flats (SSF) with social welfare facility under Phase III of the approved planning application (No. A/YL/298) at the same CDA Zone. To the immediate west is

a planned composite building (about +75mPD) comprising Residential Care Home for the Elderly (RCHE), Special Child Care Centre (SCCC) and youth hostel.

1.2.4 It is noted from Yuen Long District Council (YLDC) Paper No. 49/2022 submitted for discussion at YLDC on 20.12.2022 that, a new sports centre (consists of sport facilities, district library, public transport interchange and a fee-paying public vehicle park development, etc.) is planned at a site sandwiched between the Wholesale Fishes Market and Kwong Ming Ying Loi School to the east of the Application Site (i.e. at Yuen Long Area 12). While the architectural design and development parameters are not yet available in the public domain at the time of preparation of this assessment, a conceptual block will be assumed for air ventilation assessment purpose. Correspondence with DPO has been provided in **Appendix 5.**

1.2.5 **Figure 1** shows the location of the Application Site and its environment.

1.3 Baseline Scheme

1.3.1 The Baseline Scheme refers to Phase IIa of the Approved Planning Application No. A/YL/298. The Baseline Scheme consists of one 37-storey hotel development with maximum building height of +135.7mPD at Phase IIa Development Site. The indicative MLP of the Baseline Scheme is shown in **Appendix 1**.

Good design/mitigation measures

1.3.2 Under the Baseline Scheme, the good design measures in terms of air ventilation includes a setback of about 4.5m from the northern boundary along Castle Peak Road – Yuen Long; a southern open area is provided to enable air circulation.

1.4 Proposed Scheme

1.4.1 The Proposed Scheme at Phase IIa consists of a 23-storey Commercial/Office development with 1 storey of refuge floor atop of 5-storey of podium. The development site consists of G/F for vehicular access and as entrance lobby, M/F & 1/F for E&M rooms and commercial/retail, 2/F & 3/F for carpark, 5/F for E&M rooms and podium roof car park.

1.4.2 The proposed building height of the Proposed Commercial Development is about +145mPD from 6/F to 32/F where 13/F, 14/F, and 24/F are omitted, and 19/F as a refuge floor.

1.4.3 Two footbridge openings are reserved for connecting the Proposed Commercial Development to YOHO Hub in the north and YOHO Midtown in the east. The design of the footbridges is subject to detailed design in the later stages. Tentatively, the northern footbridge is assumed to be a single-storey, fully enclosed structure approximately 5m above ground. For the eastern connection, an opening has been reserved at the 1/F (+13.6mPD) to accommodate a footbridge to YOHO Midtown, which is intended for 24-hour pedestrian walkway. In addition, there is a reserved opening for connection with the planned hostel development at the immediate west of the Proposed Commercial Development at M/F (+9.80mPD).

Good design/mitigation measures

1.4.4 Under the Proposed Scheme, the good design measures in terms of air ventilation includes semi-enclosed ground level car park enable significant air circulation at the pedestrian level; Landscape/ Uncovered Area is provided along the northern and southeastern site boundary of Phase IIa Development Site to enable air circulation at the pedestrian level to the immediate surrounding. About 10m building setback between the podium and the southern site boundary of Phase IIa is proposed for uncovered driveway would facilitate wind penetration.

1.4.5 The master layout plan, with the good design / mitigated measures highlighted, and sections are shown in **Appendix 2**.

2. SITE WIND AVAILABILITY

2.1 Site Wind Availability Data

2.1.1 According to the Planning Department's website, a meso-scale Regional Atmospheric Modeling 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 condition at various levels, i.e. 200 m, 300 m, and 500 m above terrain.

2.1.2 It is considered an acceptable starting point to use the simulated RAMS data for site wind availability. Based on the location of the Application Site, the RAMS data of the grid (X: 052, Y: 070) has been extracted from the Site Wind Availability Data of Planning Department's website.

2.1.3 The relevant annual windrose for the district under concern has been extracted from the Planning Department's website for Application Site wind availability data. **Figure 2** shows the relevant windrose diagram (at 500m) representing the frequency and wind speed distribution of the district concerned for both annual and summer conditions.

2.1.4 **Table 2.1** sets out a summary of the simulated Application Site wind availability data including probability of occurrence and average wind speed. The simulated windroses have indicated that the local area is dominated by winds from NNE to SSW annually, accounting for approximately 81.5 % of all winds that occur at the Application Site. On the other hand, the summer wind mainly comes from E to SW contributing 76.4 % of all winds that occur at the Application Site.

Table 2.1 Summary of RAMS Data and Wind Direction

Wind Direction	Probability for Annual Condition (%)	Probability for Summer Condition (%)
N	3.1%	1.4%
NNE	**8.5%**	1.7%
NE	**8.0%**	1.3%
ENE	**10.2%**	2.4%
E	**15.7%**	**6.2%**
ESE	**9.5%**	**8.5%**
SE	**7.5%**	**6.9%**
SSE	**7.1%**	**9.6%**
S	**7.4%**	**14.2%**
SSW	**7.6%**	**16.6%**
SW	6.2%	**14.4%**
WSW	2.8%	6.0%
W	2.3%	4.6%
WNW	1.3%	2.3%
NW	1.3%	2.1%
NNW	1.4%	1.5%
Total Selected	**81.5%**	**76.4%**

Note: Bold characters highlighted in grey represent the selected prevailing wind directions for simulation

2.2 Topography and Building Morphology

2.2.1 The Application Site is located in the inland Yuen Long area. The surrounding is topographically flat and the ground elevation gradually increases on the further south side of Yuen Long Highway.

2.2.2 Under the existing wind condition, the building density of the surrounding is considered high. The surrounding areas comprise of medium to high-rise developments such as YOHO Midtown, YOHO Hub, YOHO Town, Grand YOHO, Sun Yuen Long Centre, Ho Shun Yee Building, Lin Fat Building, Wing Fu Mansion, Man Fung Building and some temporary building structures.

2.2.3 Potential building blockage effect due to the surrounding developments are considered medium to high.

2.2.4 Major noise barrier, elevated structures, planned and committed developments, if any within the surrounding area, have been modelled in the simulation and shown in **Figure 1**.

2.3 Planned and Committed Developments

2.3.1 The planned and committed developments are listed in table below and also shown in **Figure 1**. The information of the planned and committed developments is provided in **Appendix 5**. All existing, planned and committed developments, major noise barriers and elevated structures within the Surrounding Area have been included in the CFD simulation model.

Table 2.2 Planned and Committed Developments within Surrounding Area

Planned and Committed Developments
• Approved Planning Application No. A/YL/298 Phase III of Application Site
• Planned Youth Hostel Development to the west of Application Site
• Approved Planning Application No. A/YL/205 & No. A/YL/298 Phase IIb of Application Site
• Planned Sports Centre in Yuen Long Area 12

3. QUANTITATIVE ASSESSMENT METHODOLOGY

3.1 Assessment Area

3.1.1 The assessment methodology generally follows the AVA for the application No. A/YL/298. In the AVA for Phase III development for application No. A/YL/298, the assessment area (1H) of approximately 130m (i.e. maximum building height of Phase III development) was adopted. Under the current scheme in Phase IIa, the maximum building height is not more than 140m and the assessment area of 140m is adopted.

3.1.2 The surrounding area covers an area of at least 2H from the Application Site boundary which includes the existing residential developments known as Grand YOHO, Sun Yuen Long Centre, YOHO Hub, YOHO Midtown and YOHO Town locating to the further southwest and south of the Phase IIa Development Site. They have also been included in the CFD model for air ventilation assessment purpose.

3.1.3 All major noise barriers, elevated structures, and planned / committed / existing developments in the model area have been modelled in the simulation. **Appendix 3** indicated the assessment area and surrounding area of the CFD model. Topography is also included into the entire CFD domain.

3.2 Atmospheric Conditions

3.2.1 Simulated wind profile curves are extracted from the Planning Department's website using RAMS site wind availability data and directly adopted for this quantitative AVA. **Figure 3** shows the wind profile curves for Grid X: 052, Y: 070. Wind profile curves 0, 1 and 2 would be utilized for quantitative AVA according to the selected wind directions in **Table 2.1**.

3.3 CFD Code and Major Parameters

3.3.1 A quantitative assessment based on requirement for Initial Study stipulated in the technical guide was conducted for the purpose to verify the air ventilation performance for the Proposed Scheme over the Baseline Scheme.

3.3.2 The quantitative assessment (was conducted using a commercial CFD code, ANSYS FLUENT (or FLUENT) in Approved AVA Report. FLUENT model had been widely applied for various AVA research and studies worldwide. The accuracy level of the FLUENT model was very much accepted by the industry for AVA Subject.

3.3.3 Realizable K-epsilon turbulence which gives better prediction of separation and vortexes are adopted for air ventilation assessment as recommended in COST action C14.

3.3.4 The domain dimension is about 5000m x 5000m and with an elevation of 1500 m. More than 20 million grid cells are defined to simulate the air flow. Given the large domain adopted in this assessment and the physical limitation on the computational resources of the CFD model, the horizontal and vertical grid size employed in the CFD model in the vicinity of the Application Site (i.e. CDA zone) is taken with maximum size of 2 m and minimum size of 0.25 m. The grid size of the grid cells further away from the Application Site is increased at a growth ratio of 1.2. Under this growth ratio, the global maximum size of cells is up to 32 m and global minimum size of cell down to 0.25 m. Besides, the first four layers of grid cells above the terrain and podium within the Application Site are maintained at 0.5 m thick for each layer. The blockage ratio is less than 3%. Topography will cover entire domain.

3.3.5 The windward boundary is defined as inflow with the wind profile defined. The leeward boundary is defined as outflow. The sky and lateral boundaries are defined as symmetric boundary condition. It is confirmed that all existing and committed developments in the surrounding area and barrier structure onsite and offsite are included in the CFD model.

3.3.6 The advection terms of the momentum and viscous terms are resolved with the second order numerical schemes. The scaled residuals are converged to an order of magnitude of at least 1×10^{-3}.

3.3.7 **Appendix 3** shows the topography treatment within domain and model views in different views. The modelled area is not less than that shown in **Figure 1**.

3.4 Test Point Location

3.4.1 A total of 221 test points is proposed including 30 numbers of perimeter test points (defined along the boundary of the Application Site and 191 numbers of overall test points within the assessment area. In addition, there are 95 special test points assigned within the Assessment Site and podia of the surrounding developments. For the Proposed Scheme, same number of test points have been selected.

3.4.2 All these test points are located at 2m above ground level / podium level. Focused groups of 39 zones ae selected for analysis. **Figure 4** shows the test points selected for quantitative air ventilation assessment.

4. QUANTITATIVE ASSESSMENT RESULT

4.1 Spatial Average Wind Velocity Ratio

4.1.1 The wind velocity ratio (VR) under a specific wind direction at a test point is calculated by dividing the simulated wind speed at the test point under with the velocity at gradient height under the corresponding wind direction.

4.1.2 **Table 4.1** and **Table 4.2** below showed the site spatial average velocity ratio (SVR), local spatial average velocity ratio (LVR) and average VR of other focused areas respectively for annual and summer prevailing wind situations.

4.1.3 **Appendix 3** shows VR contour plot at pedestrian level. **Appendix 4** shows detailed VR result for tested wind directions.

Table 4.1 Summary of Spatial Average Wind Velocity Ratios (VR) (Annual)

Focused Group	Spatial Average Wind Velocity Ratio (VR)	Baseline Scheme	Proposed Scheme
	SVR (P01-P30)	0.17	0.17
	LVR (P01-P30, T01-T191)	0.16	0.16
1	Long Lok Road (T01 – T05, T08, T147 -T150)	**0.16**	0.15
2	Castle Peak Road - Yuen Long (T10 -T30, T151- T164)	**0.22**	0.21
3	Shap Pat Heung Rural Committee (T31 – T34)	0.06	0.06
4	Yau Tin East Road to the West of the Application Site (T35 – T40)	0.10	**0.11**
5	Open Area near the Approved Hostel Development (T41 – T43)	0.05	**0.06**
6	Fung Yau Street North Sitting-out Area (T46 – T50)	0.12	**0.13**
7	Fung Yau Path (T44-T45, T51 – T53, T138, T189)	0.09	**0.10**
8	Fung Yau Street North (T53 – T59, T136 -T137)	**0.12**	0.11
9	Wing Fu Mansion (S01 – S03)	0.07	0.07
10	Fung Kwan Street Refuse Collection Point (T60 – T67)	0.08	0.08
11	Man Fung Building (S04 – S06)	0.09	0.09
12	Fung Kwan Street (T68 – T73)	0.15	0.15
13	Fung Kwan Street Garden (T74 – T79)	0.08	**0.09**
14	Fung Kwan Path (T80– T82)	0.09	**0.10**
15	Ho Shun Lee Building (S15 – S18)	0.13	0.13
16	Fung Yau Street East (T83– T90, T73)	**0.14**	0.13
17	C.C.C. Kei Yuen College (T91– T98)	**0.13**	0.12
18	Open Area Next to C.C.C. Kei Yuen College (T99– T101)	**0.16**	0.15
19	Kong Yau Road (T102 – T104)	0.14	**0.15**
20	Yau Tin West Road (T104 – T109)	0.18	0.18
21	Yau Tin East Road to the West of YOHO Town (T110 – T115)	0.16	0.16
22	YOHO Town (S19 – S32)	**0.19**	0.18
23	Open Areas Next to YOHO Town (T183 -T188)	0.17	0.17
24	Kwong Ming Ying Loi School (T174 -T182)	0.18	0.18
25	Yuen Lung Street to the South of YOHO Midtown (T109, T110, T116 – T122, T124 – T129)	0.21	**0.22**
26	Wholesale Fishes Market (T165 -T173)	0.17	0.17
27	Yuen Ching Road (T123, T139 – T146)	**0.23**	0.22

Focused Group	Spatial Average Wind Velocity Ratio (VR)	Baseline Scheme	Proposed Scheme
28	Phase III Development Site (S78 -S84)	0.19	0.19
29	Grand YOHO (S51 – S65)	0.19	0.19
30	Sun Yuen Long Centre (S66 - S74)	0.15	0.15
31	Ho Shun Yee Building (S07 – S12)	0.09	0.09
32	Lin Fat building (S13 – S14)	0.07	**0.08**
33	The YOHO Hub (S85 -S90)	0.16	**0.17**
34	Long Yat Road (T06, T07, T09, T190, T191)	**0.17**	0.16
35	Yuen Lung Street to the West of the Application Site (T130 – T135)	**0.23**	0.22
36	YOHO Midtown (S33 – S50)	0.14	0.14
37	Special Test Point within Phase IIa Development Site (S91 -S95)	**0.11**	0.08

Note: Bold characters highlighted in grey represent higher VR in comparison.

Table 4.2 Summary of Spatial Average Wind Velocity Ratios (VR) (Summer)

Focused Group	Spatial Average Wind Velocity Ratio (VR)	Baseline Scheme	Proposed Scheme
	SVR (P01-P30)	0.20	0.20
	LVR (P01-P30, T01-T191)	0.19	0.19
1	Long Lok Road (T01 – T05, T08, T147 -T150)	0.19	0.19
2	Castle Peak Road - Yuen Long (T10 -T30, T151- T164)	**0.21**	0.20
3	Shap Pat Heung Rural Committee (T31 – T34)	0.09	0.09
4	Yau Tin East Road to the West of the Application Site (T35 – T40)	0.18	0.18
5	Open Area near the Approved Hostel Development (T41 – T43)	**0.09**	0.07
6	Fung Yau Street North Sitting-out Area (T46 – T50)	0.19	**0.21**
7	Fung Yau Path (T44-T45, T51 – T53, T138, T189)	0.14	**0.15**
8	Fung Yau Street North (T53 – T59, T136 -T137)	0.19	0.19
9	Wing Fu Mansion (S01 – S03)	0.09	**0.10**
10	Fung Kwan Street Refuse Collection Point (T60 – T67)	0.11	**0.12**
11	Man Fung Building (S04 – S06)	0.14	**0.15**
12	Fung Kwan Street (T68 – T73)	0.18	**0.19**
13	Fung Kwan Street Garden (T74 – T79)	0.12	0.12
14	Fung Kwan Path (T80– T82)	0.14	0.14
15	Ho Shun Lee Building (S15 – S18)	0.19	**0.20**
16	Fung Yau Street East (T83– T90, T73)	0.20	**0.21**
17	C.C.C. Kei Yuen College (T91– T98)	**0.19**	0.18
18	Open Area Next to C.C.C. Kei Yuen College (T99– T101)	0.27	0.27
19	Kong Yau Road (T102 – T104)	**0.21**	0.19
20	Yau Tin West Road (T104 – T109)	0.27	0.27
21	Yau Tin East Road to the West of YOHO Town (T110 – T115)	0.26	0.26
22	YOHO Town (S19 – S32)	0.21	0.21
23	Open Areas Next to YOHO Town (T183 -T188)	0.19	**0.21**
24	Kwong Ming Ying Loi School (T174 -T182)	**0.19**	0.18
25	Yuen Lung Street to the South of YOHO Midtown	0.24	0.24
26	Wholesale Fishes Market (T165 -T173)	0.11	0.11
27	Yuen Ching Road (T123, T139 – T146)	0.22	0.22

Focused Group	Spatial Average Wind Velocity Ratio (VR)	Baseline Scheme	Proposed Scheme
28	Phase III Development Site (S78 -S84)	0.27	0.27
29	Grand YOHO (S51 – S65)	0.19	0.19
30	Sun Yuen Long Centre (S66 - S74)	**0.15**	0.14
31	Ho Shun Yee Building (S07 – S12)	0.11	0.11
32	Lin Fat building (S13 – S14)	0.09	**0.10**
33	The YOHO Hub (S85 -S90)	0.19	**0.21**
34	Long Yat Road (T06, T07, T09, T190, T191)	**0.13**	0.12
35	Yuen Lung Street to the West of the Application Site (T130 – T135)	0.31	0.31
36	YOHO Midtown (S33 – S50)	0.19	0.19
37	Special Test Point within Phase IIa Development Site (S91 -S95)	**0.19**	0.13

Note: Bold characters highlighted in grey represent higher VR in comparison.

4.2 Site Air Ventilation Assessment

4.2.1 The SVR indicates how the lower portion of the buildings in the Application Site may affect the wind environment of its immediate vicinity.

4.2.2 According to **Table 4.1** and **Table 4.2**, the annual and summer predicted SVRs for the Baseline Scheme and the Proposed Scheme are both 0.17 and 0.20 respectively. This shows that the Proposed Scheme has comparable air ventilation performance under annual and summer wind conditions when compared with the Baseline Scheme for area in the immediate vicinity.

4.3 Local Air Ventilation Assessment

4.3.1 The LVR indicates how the wind environment within the local area may be affected due to the differences between the Baseline Scheme and the Proposed Scheme.

4.3.2 The annual and summer predicted LVRs for the Baseline Scheme and the Proposed Scheme are both 0.16 and 0.19 respectively. Therefore, the air ventilation performance of the Baseline and Proposed Schemes would be comparable under annual and summer wind condition within the assessment area.

4.3.3 In terms of the air ventilation performance with respect to the focused groups under annual wind condition (**Table 4.1**), focused groups nos. 4, 5, 6, 7, 13, 14, 19, 25, 32, and 33 have higher spatial average wind VR in the Proposed Scheme as compared with the Baseline Scheme. These focused groups that are predicted to have better air ventilation performance under the Proposed Scheme are at Yau Tin East Road, Open Area near the Approved YOHO Midtown Development Phase II, Fung Yau Street North Sitting-out Area, Fung Yau Path, Fung Kwan Street Garden, Fung Kwan Path, Kong Yau Road, Yuen Lung Street, Lin Fat Building, The YOHO Hub.

4.3.4 However, the Baseline Scheme performs better ventilation performance at Long Lok Road, Castle Peak Road – Yuen Long, Fung Yau Street North, Fung Yau Street East, C.C.C. Kei Long College, Open Area next to C.C.C. Kei Long College, YOHO Town, Yuen Ching Road, Long Yat Road, Yuen Lung Street to the South of the Application Site, and Special Test Point within Phase IIa Development Site. (i.e. focused group nos. 1, 2, 8, 16, 17, 18, 22, 27, 34, 35, and 37 respectively).

4.3.5 Focused groups at Shap Pat Heung Rural Committee, Wing Fu Mansion, Fung Kwun Street Refuse Collection Point, Man Fung Building, Fung Kwan Street, Ho Shun Lee Building, Yau Tin West Road, Yau Tin East Road to the West of YOHO Town, Open Areas

next to YOHO Town, Wholesale Fishes Market, YOHO Midtown Phase III, Grand YOHO, Sun Yuen Long Centre, Ho Shun Yee Building, and YOHO Midtown Phase I have comparable ventilation performance when compared with Baseline Scheme and Proposed Scheme in terms of annual predicted LVRs (i.e. focused group nos. 3, 9, 10, 11, 12, 15, 20, 21, 23, 24, 26, 28, 29, 31, and 36 respectively).

4.3.6 Under summer situation (**Table 4.2**), the Proposed Scheme performs better air ventilation performance than the Baseline Scheme at focused group nos. 6, 7, 9, 10, 11, 12, 15, 16, 23, 32, and 33 where these groups refer to the test points at Fung Yau Street North Sitting-out Area, Fung Yau Path, Wing Fu Mansion, Fung Kwan Street Refuse Collection Point, Man Fung Building, Fung Kwan Street, Ho Shun Lee Building, Fung Yau Street East, Open Areas next to YOHO Town, Lin Fat Building, and The YOHO Hub.

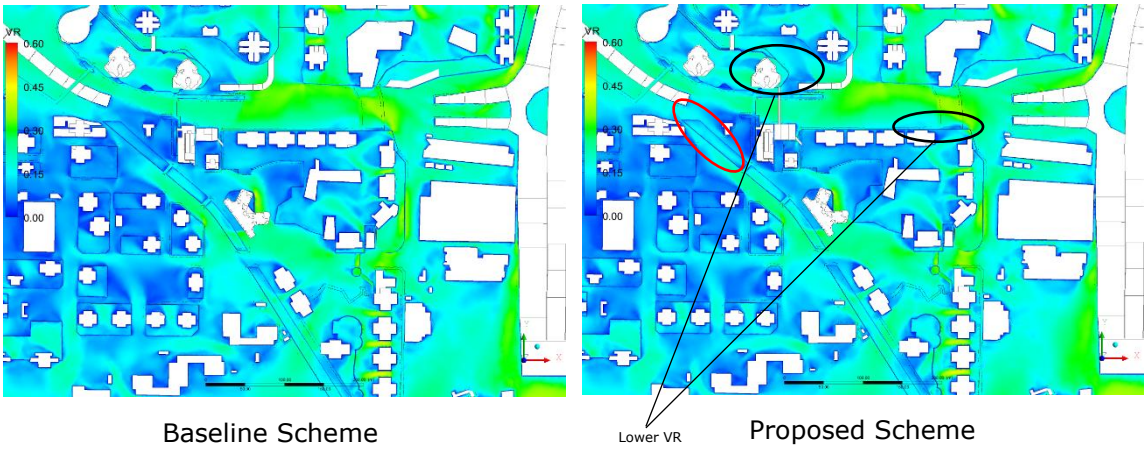
4.3.7 However, the Baseline Scheme performs better ventilation performance at Castle Peak Road – Yuen Long, Open Area near the Approved Hostel Development, C.C.C. Kei Yuen College, Kong Yau Road, Kwong Ming Ying Loi School, Sun Yuen Long Centre, Long Yat Road, and Special Test Point within Phase IIa Development Site. (i.e. focused group nos. 2, 5, 17, 19, 24, 30, 34, and 37 respectively).

4.3.8 Focused groups at Long Lok Road, Sha Pat Heung Rural Committee, Yau Tin East Road to the West of the Application Site, Man Fung Building, Fung Yau Street North, Fung Kwan Street Garden, Fung Kwan Path, Open Area next to C.C.C. Kei Yuen College, Yau Tin West Road, Yau Tin East Road to the West of the YOHO Town, YOHO Town, Yuen Lung Street to the South of YOHO Midtown, Wholesale Fishes Market, Yuen Ching Road, YOHO Midtown Phase III, Grand YOHO, Ho Shun Yee Building, Yuen Lung Street to the South of the Application Site, and YOHO Midtown Phase I have comparable ventilation performance when compared with Baseline Scheme and Proposed Scheme in terms of summer predicted LVRs (i.e. focused group nos. 1, 3, 4, 8, 13, 14, 18, 20, 21, 22, 25, 26, 27, 28, 29, 31, 35, and 36 respectively).

4.4 Discussion of Weighted Average VR

4.4.1 For annual condition, the VR contour plots show that the Proposed Scheme would have comparable average VRs around surrounding areas when compared to the Baseline Scheme. As observed, slight improvement (red circles) is found mainly among Yau Tin East Road to the West of the Application Site and Fung Yau Street North Sitting-out Area.

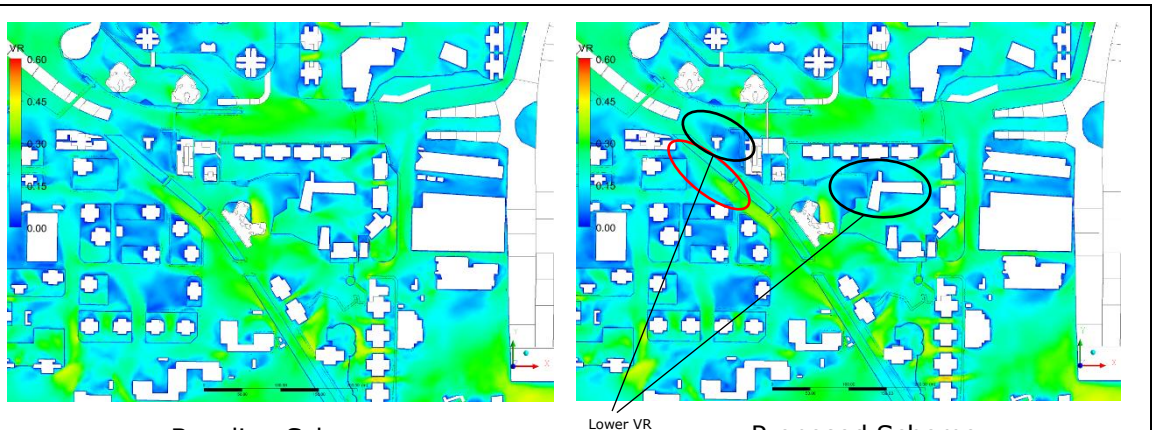
4.4.2 However, Proposed Scheme would have slightly lower VR (dark circle) among The YOHO Hub and North of YOHO Midtown.



Baseline Scheme Proposed Scheme

4.4.3 For summer condition, wind flow pattern under both schemes is similar as Castle Peak Road – Yuen Long and Yuen Ching Road are facilitating the summer prevailing wind. Proposed Scheme would have slightly better air ventilation performance near Yau Tin East Road to the West of the Application Site, immediate southwestern side of Phase IIa Development Site and Fung Yau Street North Sitting-out Area when compared with the Baseline Scheme.

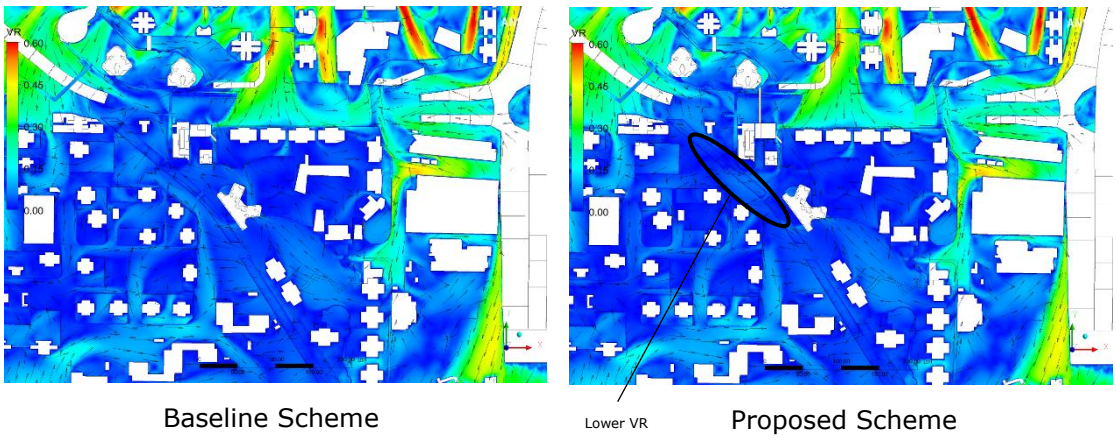
4.4.4 However, the Proposed Scheme would have slightly lower VR (dark circle) around the subject site, at the podium of YOHO Midtown, Shap Pat Heung Rural Committee, and open area near the Approved Hostel Development when compared with the Baseline Scheme.



Baseline Scheme Proposed Scheme

4.5 Directional Analysis

NNE Wind

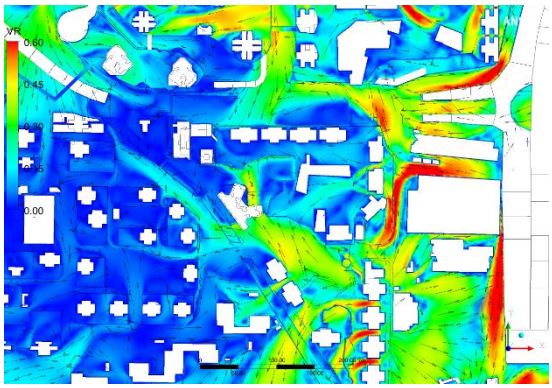


Baseline Scheme Proposed Scheme

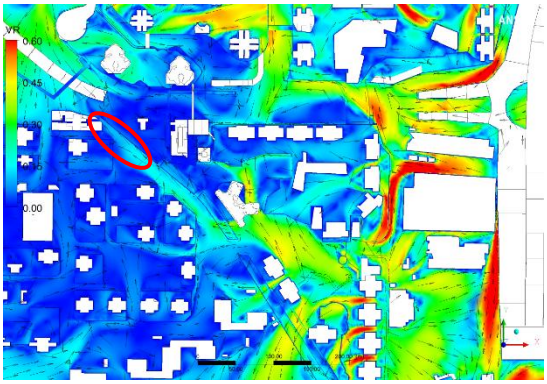
4.5.1 From the spatial average VR results in **Appendix 4**, it is observed that the Proposed Scheme has comparable SVR and LVR when compared to the Baseline Scheme. This shows that the Proposed Scheme would have comparable air ventilation performance within the immediate vicinity and at the local area when compared to the Baseline Scheme.

4.5.2 Under both Schemes, high rise Grand YOHO and YOHO Midtown would block NNE wind flow towards the Application Site and its downward areas. A large wake area at the Application Site and the downward area is observed under both Schemes. On the other hand, Castle Peak Road – Yuen Long at the immediate north of the Application Site has higher VR as downwash NNE wind would be diverted by the long façade of the YOHO Midtown. Therefore, VR at Castle Peak Road – Yuen Long is significantly higher among the Assessment Area. Moreover, it appears that Yuen Ching Road would have slightly higher VR under both schemes. Some portion of NNE wind would circulate along Yuen Ching Road then facilitate towards YOHO Town and Yuen Lung Street. Under the Proposed Scheme, slightly lower VR is observed at Yau Tin East Road and Fung Yau Street East to the south of the Application Site when compared to the Baseline Scheme. However, the wind availability within the Assessment Area is generally low and comparable under both schemes. Adverse impact in terms of air ventilation performance is not anticipated under the Proposed Scheme when compared with the Baseline Scheme.

NE Wind



Baseline Scheme



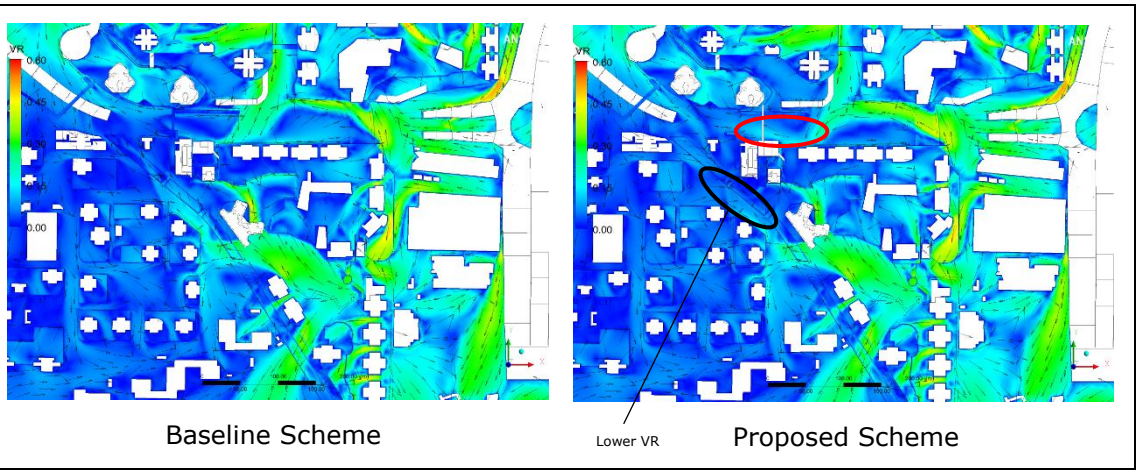
Proposed Scheme

4.5.3 From the spatial average VR result table in **Appendix 4**, it is observed that the Proposed Scheme has comparable SVR and LVR when compared to the Baseline Scheme. This shows that the Proposed Scheme has comparable air ventilation performance within the immediate vicinity and at its surrounding areas when compared with the Baseline Scheme.

4.5.4 Under the Baseline Scheme, Long Yat Road and Yuen Ching Road are facilitating the NE wind to flow towards the Application Site. Some portion of NE wind would penetrate through YOHO Midtown and reach Yuen Lung Street, Open Area Next to C.C.C Kei Yuen College, and nearby residential development. As such, a slightly higher VR is observed at these areas. NE wind from Long Yat Road would be obstructed by the podium and building towers of YOHO Midtown. The wind would be dissipated at Castle Peak Road – Yuen Long. Wake areas are observed at the northeast corner of YOHO Midtown and at the immediate north of the Phase IIa Development Site. Thus, the air ventilation performance at the Shap Pat Heung Rural Committee, The YOHO Hub and the open area near the Approved Hostel Development are slightly impacted.

4.5.5 Under the Proposed Scheme, the general air ventilation performance at the Assessment Area is comparable with the Baseline Scheme. NE wind would flow along Long Yat Road and dissipated at Castle Peak Road – Yuen Long after hitting the podium and building tower of YOHO Midtown. Therefore, wake area is observed at the northeast corner of YOHO Midtown and at the immediate north of the Phase IIa Development Site. The NE wind would flow around YOHO Midtown and through Yuen Ching Road to penetrate across the Assessment Area. Some portion of NE wind would flow towards Phase IIa Development Site along Yuen Lung Street and Yau Tin East Road. Proposed Comprehensive Development at Phase III at the upwind side of Phase IIa Development Site would obstruct the wind flow along Yuen Lung Street and Yau Tin East Road to reach its downwind area. Thus, the wind availability at Phase IIa Development Site would be limited under the Proposed Scheme. However, it is appeared that the Proposed Scheme facilitate slightly more wind flow along Yau Tin East Road to penetrate towards the downwind area when compared with the Baseline Scheme. Therefore, the VR at Yau Tin East Road is slightly higher under the Proposed Scheme when compared with the Baseline Scheme. In general, comparable air ventilation performance between the Proposed Scheme and the Baseline Scheme is anticipated.

ENE Wind

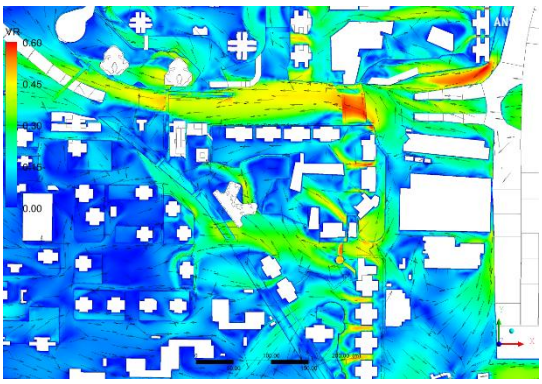


4.5.6 From the spatial average VR result table in **Appendix 4,** the Proposed Scheme has comparable SVR but slightly lower LVR when compared to the Baseline Scheme. This shows that the Proposed Scheme has comparable air ventilation performance within the immediate vicinity but slightly lower air ventilation performance at the local area when compared to the Baseline Scheme.

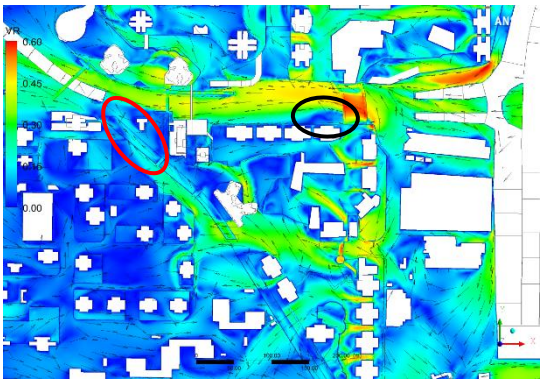
4.5.7 Under the Baseline Scheme, the long frontage podium of the YOHO Midtown would divert the ENE wind flow along two sides of the podium and penetrate across the Assessment Area. It is observed that Yuen Lung Street, Yuen Ching Road, and Castle Peak Road – Yuen Long would have relatively higher VR. It also appears that wind along Yuen Lung Street would be diverted by Phase III Development. Some portion of diverted wind would further flow towards Fung Yau Street North to provide ventilation to residential development such as Ho Shun Yee Building and Lin Fat Building. Some portion of diverted wind would flow through the open area between YOHO Midtown and Phase III Development Site towards the Phase IIa Development Site. However, the building disposition of the approved Phase IIb development at the upwind side of the Phase IIa Development Site would obstruct ENE wind flow. Therefore, the air ventilation performance at the west of the Assessment Area is generally lower.

4.5.8 Under the Proposed Scheme, the overall air ventilation performance is generally comparable with the Baseline Scheme. It appears that Yuen Lung Street, Long Yat Road, Yuen Ching Road, and Castle Peak Road – Yuen Long have relatively higher VR among the Assessment Area as they are the main roads to facilitate ENE wind flow. It is observed that slightly more wind flow along Castle Peak Road – Yuen Long towards the west of the Assessment Area. Thus, Castle Peak Road – Yuen Long to the immediate north of the Phase IIa Development Site has slightly higher VR under the Proposed Scheme when compared with the Baseline Scheme. However, similar to the Baseline Scheme, ENE wind flow along Yuen Long Street would be obstructed by the Proposed Comprehensive Development at Phase III and Phase IIb Development Site. Thus, the air availability at Shap Pat Rural Committee and portion of the Castle Peak Road – Yuen Long are generally low and comparable between both schemes. It is also observed that slightly lower average VR at Yau Tin East Road to the immediate southwest of the Phase IIa Development Site under the Proposed Scheme when compared with the Baseline Scheme. In general, comparable air ventilation performance between the Proposed Scheme and the Baseline Scheme is anticipated.

E Wind



Baseline Scheme



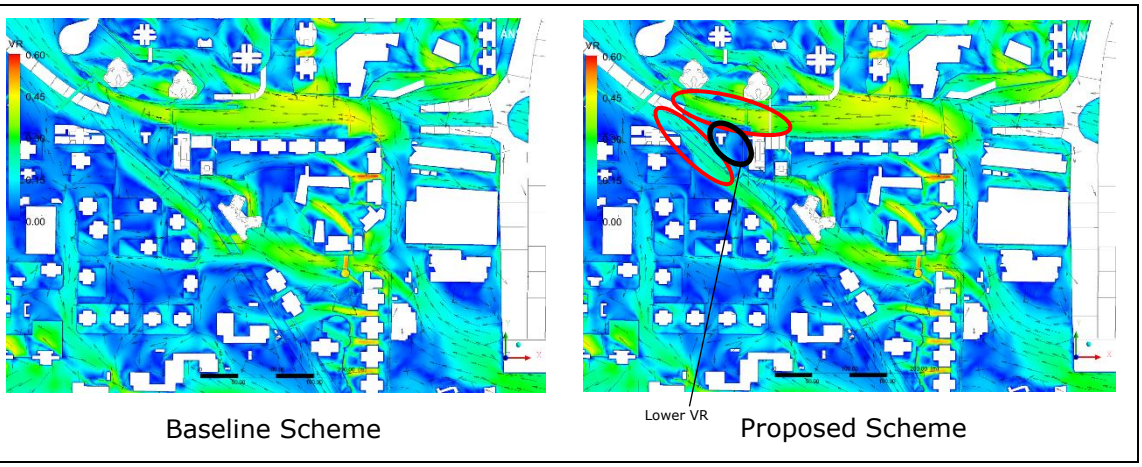
Proposed Scheme

4.5.9 Under E wind condition, according to the predicted VRs shown in **Appendix 4**, the Proposed Scheme has comparable SVR and LVR when compared with the Baseline Scheme. This shows that the Proposed Scheme has comparable air ventilation performance within the immediate vicinity and at its surrounding areas when compared to the Baseline Scheme.

4.5.10 Under the Baseline Scheme, the E wind would primarily flow along Castle Peak Road – Yuen Long and Yuen Lung Street across the Assessment Area. Thus, the VR along Castle Peak Road – Yuen Long and Yuen Lung Street are relatively high which are the main pedestrian roads in the surroundings. It also appears that Yuen Lung Street and Fung Yau Street would facilitate E wind towards Phase IIa Development Site. The air ventilation performance of the development surrounding Yuen Lung Street and Fung Yau Street are benefited, such as Ho Shun Yee Building, Lin Fat Building, Ho Shun Lee Building, and C.C.C. Kei Yuen College. Some portion of E wind along Yuen Lung Street would be diverted and through the open areas of the Comprehensive Development at Phase III Development Site and YOHO Midtown towards Phase IIa Development Site. However, the building disposition of the approved Phase IIb and III Development Site at the upwind side would obstruct wind flow along Yuen Lung Street towards the Phase IIa Development Site. Therefore, the air ventilation performance at the west of the Assessment Area is generally lower.

4.5.11 For the Proposed Scheme, the overall air ventilation performance is comparable with the Baseline Scheme. E wind is also flowing along Castle Peak Road - Yuen Long and Yuen Lung Street across the Assessment Area under the Proposed Scheme similar as the Baseline Scheme. The wind availability at southwestern side of the Assessment Area is generally low under both schemes due to the obstruction from the existing high-rise residential buildings located at the upwind side. However, it is observed that the downwind areas including Fung Yau Street North Sitting-out Area, and Shap Pat Heung Rural Committee, would have slightly higher VR when compared to the Baseline Scheme. The Proposed Commercial Development at Phase IIa Development Site would allow some portion of E wind from Castle Peak Road - Yuen Long flowing across the Application Site and directing them further towards Fung Yau Street North Sitting out Area and Shap Pat Heung Rural Committee. However, a lower VR zone is observed at the northeast corner of YOHO Midtown under the Proposed Scheme. In conclusion, adverse impact in terms of air ventilation performance is not anticipated under the Proposed Scheme when compared with the Baseline Scheme.

ESE Wind

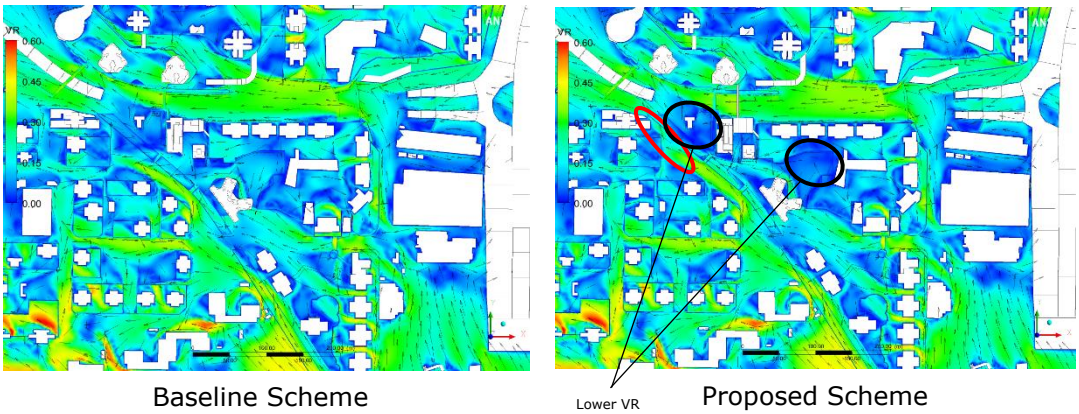


4.5.12 From the spatial average VR result table in **Appendix 4,** it is observed that the Proposed Scheme has comparable SVR and slightly higher LVR when compared with the Baseline Scheme. This shows that the Proposed Scheme has comparable air ventilation performance within the immediate vicinity and slightly better air ventilation performance within the surrounding areas when compared with the Baseline Scheme.

4.5.13 Similar to E wind condition, the ESE wind would be diverted by the podium of YOHO Midtown to flow along Castle Peak Road - Yuen Long and Yuen Lung Street. Under the Baseline Scheme, it appears that large portion of ESE wind would be obstructed by the existing and planned developments at the upwind area. Thus, VR within Phase IIa Development Site is relatively low.

4.5.14 Under the Proposed Scheme, the ESE wind flowing along Castle Peak Road - Yuen Long and Yuen Lung Street will penetrate through the Proposed Commercial Development at Phase IIa Development Site. It appears that Castle Peak Road – Yuen Long would facilitate more ESE wind towards the downwind area under the Proposed Scheme when compared with the Baseline Scheme, resulting in slightly higher VRs. A slight improvement of VRs is also observed at Fung Yau Street North Sitting-out Area. However, a slightly lower VR is anticipated at Shap Pat Heung Rural Committee due to the blockage of the Proposed Commercial Development at Phase IIa Development Sites and the planned Youth Hostel. In general, the air ventilation performance within the Assessment Area is comparable between two schemes.

SE Wind

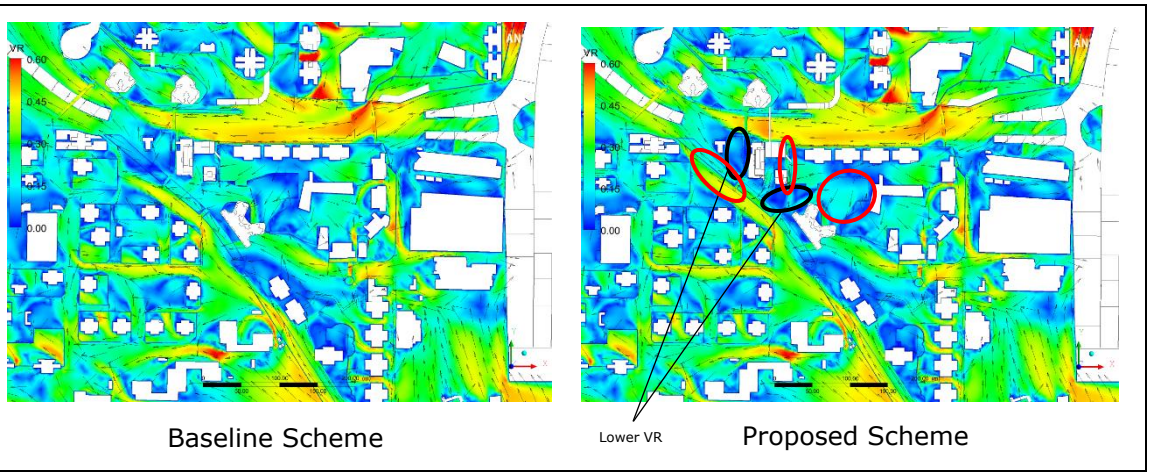


4.5.15 From the spatial average VR result table in **Appendix 4,** it is observed that the Proposed Scheme has slightly higher SVR and LVR when compared to the Baseline Scheme. This shows that the Proposed Scheme has slightly better air ventilation performance within the immediate vicinity and within the surrounding areas when compared with the Baseline Scheme.

4.5.16 Under the Baseline Scheme, SE wind flow diverted by the podium of YOHO Town to flow along Yau Tin East Road and Yuen Ching Road across the Assessment Area. The portion of SE wind flow along Yuen Ching Road would facilitate air ventilation towards Castle Peak Road – Yuen Long and to the further northwest of the Assessment Area. Relatively higher VR is observed at those areas. Yuen Lung Street is also facilitating the SE wind flow across the Assessment Area to provide sufficient air ventilation performance at the west of the Assessment Area including C.C.C. Kei Yuen College, Fung Kwan Street, and Fung Yau Street South. Some portion of SE wind would penetrate through the building separation in YOHO Midtown and the open area within the Application Site to reach Phase IIa Development Site.

4.5.17 Under the Proposed Scheme, the increased massing of the Proposed Commercial Development would obstruct some portion of SE wind penetrate through the site. Thus, wake zone is found at its downwind areas including Castle Peak Road - Yuen Long, Shap Pat Heung Rural Committee and the YOHO Hub, resulting in slightly lower VR at these areas when compared with the Baseline Scheme. However, it is observed that more portion of wind would flow atop the podium of the Proposed Scheme and diverted along Yuen Lung Street and reach area near Fung Yau Street North Sitting-out Area, Fung Yau Path, and Shun Fung Building. Therefore, slightly higher VR is observed at those areas under the Proposed Scheme. Hence, it is not anticipated that there is any significant impact in terms of air ventilation performance to the pedestrian accessible areas under the Proposed Scheme when compared with the Baseline Scheme.

SSE Wind



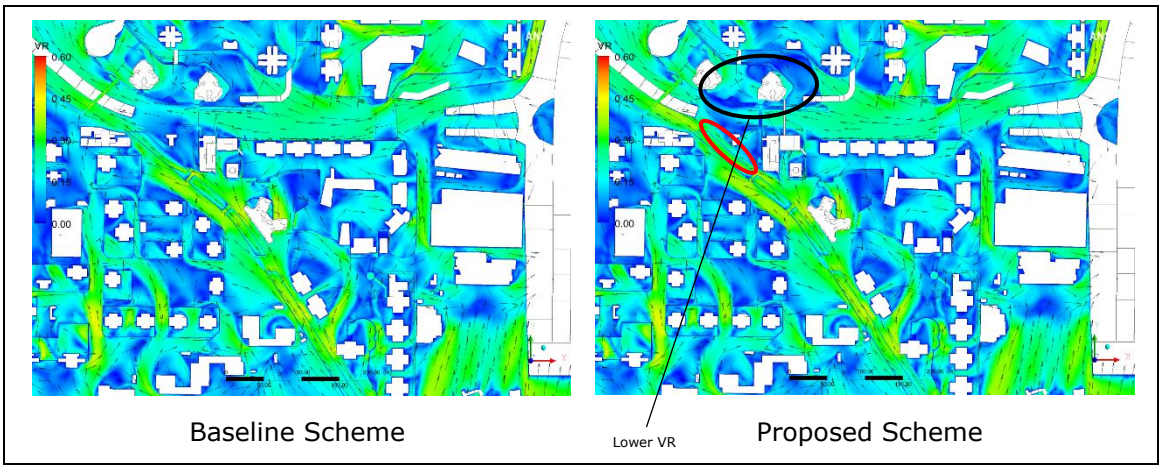
4.5.18 According to the spatial average VR result table in **Appendix 4**, the Proposed Scheme has slightly higher SVR and comparable LVR when compared with the Baseline Scheme. This shows that the Proposed Scheme has slightly better air ventilation performance within the immediate vicinity and comparable air ventilation performance at its surroundings when compared with the Baseline Scheme.

4.5.19 Under the Baseline Scheme, large portion of SSE wind would flow along Yau Tin East Road towards the Application Site. The incoming SSE wind along Yau Tin East Road penetrate the existing residential development at the southwest of the Assessment Area to provide sufficient air ventilation performance. Thus, surrounding areas including Man Fung Building, Ho Shun Yee Building Shun Fung Building, Fung Kwan Street, and C.C.C. Kei Yuen College have relatively high VR among the Assessment Area at pedestrian level. The SSE wind also flow across the Assessment Area along Castle Peak Road – Yuen Long. Therefore, the VR along Castle Peak Road – Yuen Long is significantly higher among the Assessment Area. The SSE wind would penetrate the building separation within YOHO Midtown to reach Phase IIa Development Site. Then, the building separation between the building towers respectively at Phase IIa and Phase IIb under the Baseline Scheme would provide wind permeability and enable wind penetration across the Application Site.

4.5.20 Under the Proposed Scheme, it appears Yau Tin East Road and Castle Peak Road – Yuen Long would facilitate air ventilation across the Application Site similar as the Baseline Scheme. Some portion of SSE wind would penetrate through the building separation within YOHO Midtown to reach Phase IIa Development Site. In addition, it is observed that wind would penetrate through the building setback from the eastern boundary of Phase IIa Development Site and reach Yau Tin East Road under the Proposed Scheme. The wind would also facilitate towards the northeastern open area of Phase III Development Site. Thus, higher VR is observed under the Proposed Scheme when compared with the Baseline Scheme. Moreover, Yau Tin East Road is facilitate more air ventilation resulted in higher VR at Fung Yau Street North Sitting-out Area under the Proposed Scheme when compared with the Baseline Scheme. However, slightly lower wind availability is observed at Shap Pat Heung Rural Committee and at the southern open area of Phase IIb Development Site because the massing of the Proposed Commercial Development under the Proposed Scheme is slightly increased when compared with the Baseline Scheme. In conclusion, the air

ventilation performance is generally comparable between the Proposed and Baseline Scheme.

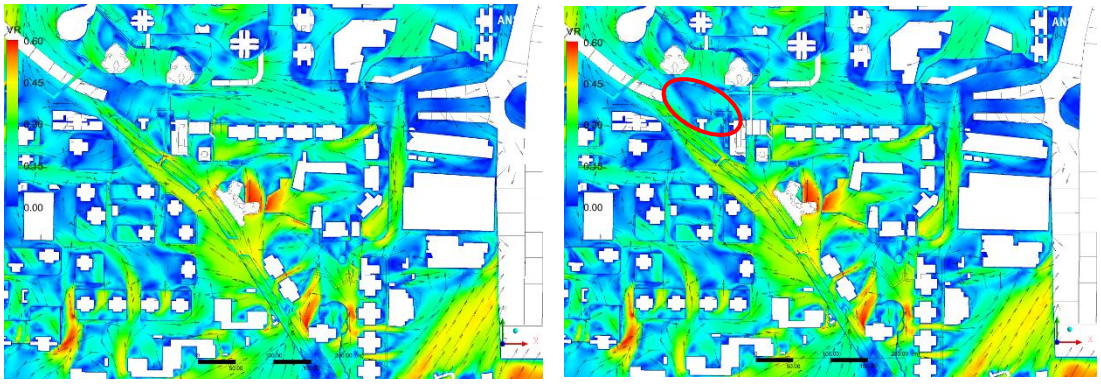
S Wind



4.5.21 From the spatial average VR result table in **Appendix 4**, the Proposed Scheme would have slightly lower SVR and comparable LVR when compared to the Baseline Scheme. This shows that the Proposed Scheme has slightly lower wind availability within the immediate vicinity but has comparable air ventilation performance within the surrounding areas when compared with the Baseline Scheme.

4.5.22 Under both Schemes, the S wind would mainly flow along Yau Tin East Road towards the Application Site and further flow towards the northwest of the Assessment Area. Thus, the VR along Yau Tin Road and Yuen Lung Street would flow through the southern setback to reach the downwind area and provide relatively better air ventilation performance among the Assessment Area. Some portion of S wind would penetrate through the open area between Phase III Development and YOHO Midtown towards Phase IIa Development Site. On the other hand, the building separation between Proposed Commercial Development at Phase IIa Development Site and YOHO Midtown would enable S wind penetration and provide air ventilation to Castle Peak Road - Yuen Long under both Baseline and Proposed Schemes. However, more S wind would be diverted towards Long Lok Road and Long Yat Road under the Proposed Scheme when compared with the Baseline Scheme. As the result, the slightly lower air ventilation performance at The YOHO Hub and Castle Peak Road – Yuen Long are observed. Overall, the air ventilation performance at the surrounding pedestrian area is comparable between both Schemes under S wind condition.

SSW Wind



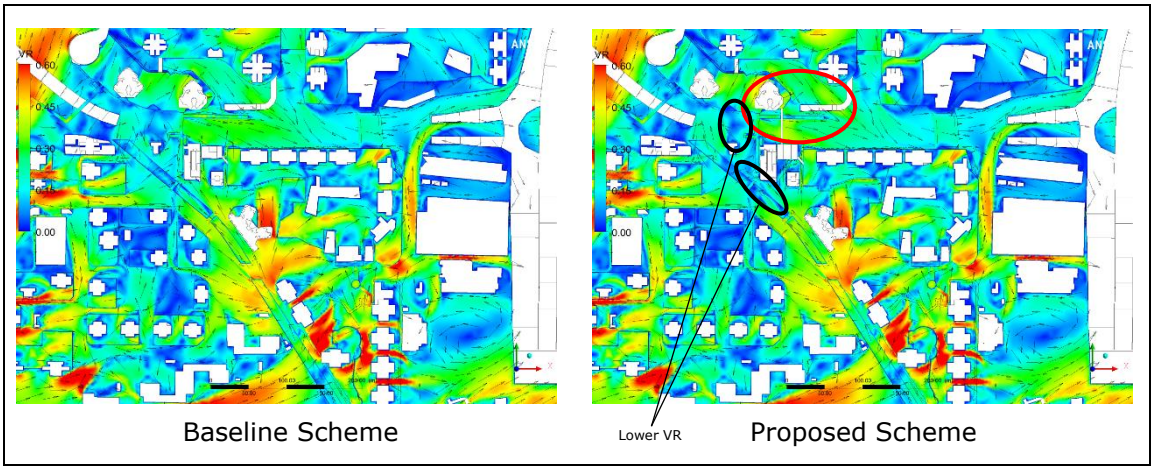
Baseline Scheme | Proposed Scheme

4.5.23 Under SSW wind condition, taking into account the SSW wind results in **Appendix 4**, Proposed Scheme has comparable SVR and slightly lower LVR when compared to the Baseline Scheme. This shows that the Proposed Scheme has comparable air ventilation performance within the immediate vicinity and it has slightly lower air ventilation performance at its surroundings when compared to the Baseline Scheme.

4.5.24 Similar to S wind condition, the incoming wind penetrates the existing development at the upwind side and mainly flow along Yau Tin East Road and Yuen Lung Street towards the Application Site. The SSW wind would penetrate through the building separation and open area atop of the podium of YOHO Midtown towards further north of the Assessment Area. Under the Baseline Scheme, some portion of SSW wind from Yuen Lung Street would penetrate Phase IIa Development Site through the building separation from YOHO Midtown at the immediate east of the Proposed Commercial Development. It is also observed that wind from Yuen Lung Street would divert towards Yuen Ching Road to provide air ventilation to the east of Assessment Area.

4.5.25 For the Proposed Scheme, SSW wind would flow along Yau Tin East Road and Yuen Lung Street to facilitate air ventilation to the Assessment Area. Some portion of SSW wind would be diverted towards the building separation between the Proposed Commercial Development at Phase IIa Development Site and YOHO Midtown at its immediate east. The separation would welcome more portion of SSW wind penetrate towards Castle Peak Road – Yuen Long. Thus, slightly higher VR at the immediate northwest of the Application Site is observed under the Proposed Scheme when compared to the Baseline Scheme. It is also observed Yuen Ching Road facilitate large portion of SSW wind across the east of Assessment Area. However, the existing development at the east of Assessment Area would obstruct the SSW wind flow at the upwind side. Therefore, slightly lower VR is observed at Wholesale Fishes Market. In general, adverse impact in terms of air ventilation performance is not expected between the Proposed Scheme and Baseline Scheme.

SW Wind



4.5.26 From the spatial average VR result in **Appendix 4**, it is observed that there are slightly higher SVR and comparable LVR under the Proposed Scheme when compared with the Baseline Scheme. This shows that the Proposed Scheme would have slightly better air ventilation performance within the immediate vicinity and has comparable air ventilation performance at the surroundings than the Baseline Scheme.

4.5.27 Under Baseline Schemes, larger portion of SW wind would flow through the existing residential development at the southwestern side of the Assessment Area towards the Application Site. It is observed that the SW wind penetrate through open area and existing residential development across the Yau Tin East Road to reach Yuen Lung Street. Some portions of SW wind would penetrate through the building separation within YOHO Town then divert towards Yuen Ching Road. Thus, higher VRs are observed at Yuen Ching Road, Yuen Lung Street, and the YOHO Town among the Assessment Area. It also appears that the separation between the Proposed Commercial Development at Phase IIa Development Site and YOHO Midtown would enable SW wind penetration towards the northern side of the Assessment Area. Therefore, VR at Castle Peak Road – Yuen Long and residential development at the north of the Application Site is relatively higher among the Assessment Area.

4.5.28 Under the Proposed Scheme, more portion of SW wind is diverted to penetrate through the separation between the Proposed Commercial Development at Phase IIa Development Site and YOHO Midtown towards Castle Peak Road – Yuen Long. Therefore, the air ventilation performance at Castle Peak Road – Yuen Long and The YOHO Hub are improved. On the other hand, Yau Tin East Road and Shap Pat Heung Rural Committee would be slightly impacted resulted in lower VR at the areas under the Proposed Scheme when compared with the Baseline Scheme. Moreover, the increased building mass of the Proposed Commercial Development at Phase IIa Development Site would obstruct some portion of SW wind penetration. Therefore, lower average VR is observed at immediate northwestern side of Phase IIa Development Site under the Proposed Scheme, including a portion of Castle Peak Road – Yuen Long is slightly impacted.

4.5.29 In conclusion, adverse impact in terms of air ventilation performance within the Assessment Area is not anticipated when comparing between the Baseline Scheme and Proposed Scheme.

5. CONCLUSION

5.1.1 The Baseline and the Proposed Schemes at the Phase IIa Development Site have been evaluated from an air ventilation standpoint.

5.1.2 According to the results of the Quantitative Assessment, the predicted annual and summer SVRs for the Baseline Scheme and the Proposed Scheme are both 0.17 and 0.20 respectively. Based on the key indicators above, the Proposed Scheme would have comparable air ventilation performance at the immediate surroundings under both annual and summer wind conditions when compared with the Baseline Scheme. In addition, the predicted annual and summer LVRs for the Baseline Scheme and the Proposed Scheme are both 0.16 and 0.19 respectively. The air ventilation performance of the Proposed Scheme would have comparable ventilation performance under annual and summer conditions.

5.1.3 In terms of the air ventilation performance with respect to the focused groups under annual wind condition, the Proposed Scheme would have higher VRs when compared with the Baseline Scheme at Yau Tin East Road, Open Area near the Approved YOHO Midtown Development Phase II, Fung Yau Street North Sitting-out Area, Fung Yau Path, Fung Kwan Street Garden, Fung Kwan Path, Kong Yau Road, Yuen Lung Street, Lin Fat Building, The YOHO Hub.

5.1.4 For focused groups, Long Lok Road, Castle Peak Road – Yuen Long, Fung Yau Street North, Fung Yau Street East, C.C.C. Kei Long College, Open Area next to C.C.C. Kei Long College, YOHO Town, Yuen Ching Road, Long Yat Road, Yuen Lung Street to the South of the Application Site, and Special Test Point within Phase IIa Development Site, they would have slightly higher VRs under the Baseline Scheme.

5.1.5 Focused groups at Shap Pat Heung Rural Committee, Wing Fu Mansion, Fung Kwun Street Refuse Collection Point, Man Fung Building, Fung Kwan Street, Ho Shun Lee Building, Yau Tin West Road, Yau Tin East Road to the West of YOHO Town, Open Areas next to YOHO Town, Wholesale Fishes Market, YOHO Midtown Phase III, Grand YOHO, Sun Yuen Long Centre, Ho Shun Yee Building, and YOHO Midtown Phase I would have comparable ventilation performance between both Schemes in terms of annual predicted LVRs.

5.1.6 For summer condition, improvement is found under the Proposed Scheme among the area near Fung Yau Street North Sitting-out Area, Fung Yau Path, Wing Fu Mansion, Fung Kwan Street Refuse Collection Point, Man Fung Building, Fung Kwan Street, Ho Shun Lee Building, Fung Yau Street East, Open Areas next to YOHO Town, Lin Fat Building, and The YOHO Hub, when compared with the Baseline Scheme.

5.1.7 For focused groups Castle Peak Road – Yuen Long, Open Area near the Approved Hostel Development, C.C.C. Kei Yuen College, Kong Yau Road, Kwong Ming Ying Loi School, Sun Yuen Long Centre, Long Yat Road, and Special Test Point within Phase IIa Development Site, they would have slightly higher VRs under the Baseline Scheme.

5.1.8 Focused groups at Long Lok Road, Sha Pat Heung Rural Committee, Yau Tin East Road to the West of the Application Site, Man Fung Building, Fung Yau Street North, Fung Kwan Street Garden, Fung Kwan Path, Open Area next to C.C.C. Kei Yuen College, Yau Tin West Road, Yau Tin East Road to the West of the YOHO Town, YOHO Town, Yuen Lung Street to the South of YOHO Midtown, Wholesale Fishes Market, Yuen Ching Road, YOHO Midtown Phase III, Grand YOHO, Ho Shun Yee Building, Yuen Lung Street to the

South of the Application Site, and YOHO Midtown Phase I would have comparable ventilation performance between both Schemes in terms of summer predicted LVRs.

5.1.9 To conclude, the modelling results show that the Proposed Scheme and Baseline Scheme have comparable overall performance while there is some variation of wind availability among individual focused areas. This study demonstrates that the Proposed Scheme will have similar performance to the Baseline Scheme from an air ventilation standpoint.

Figures

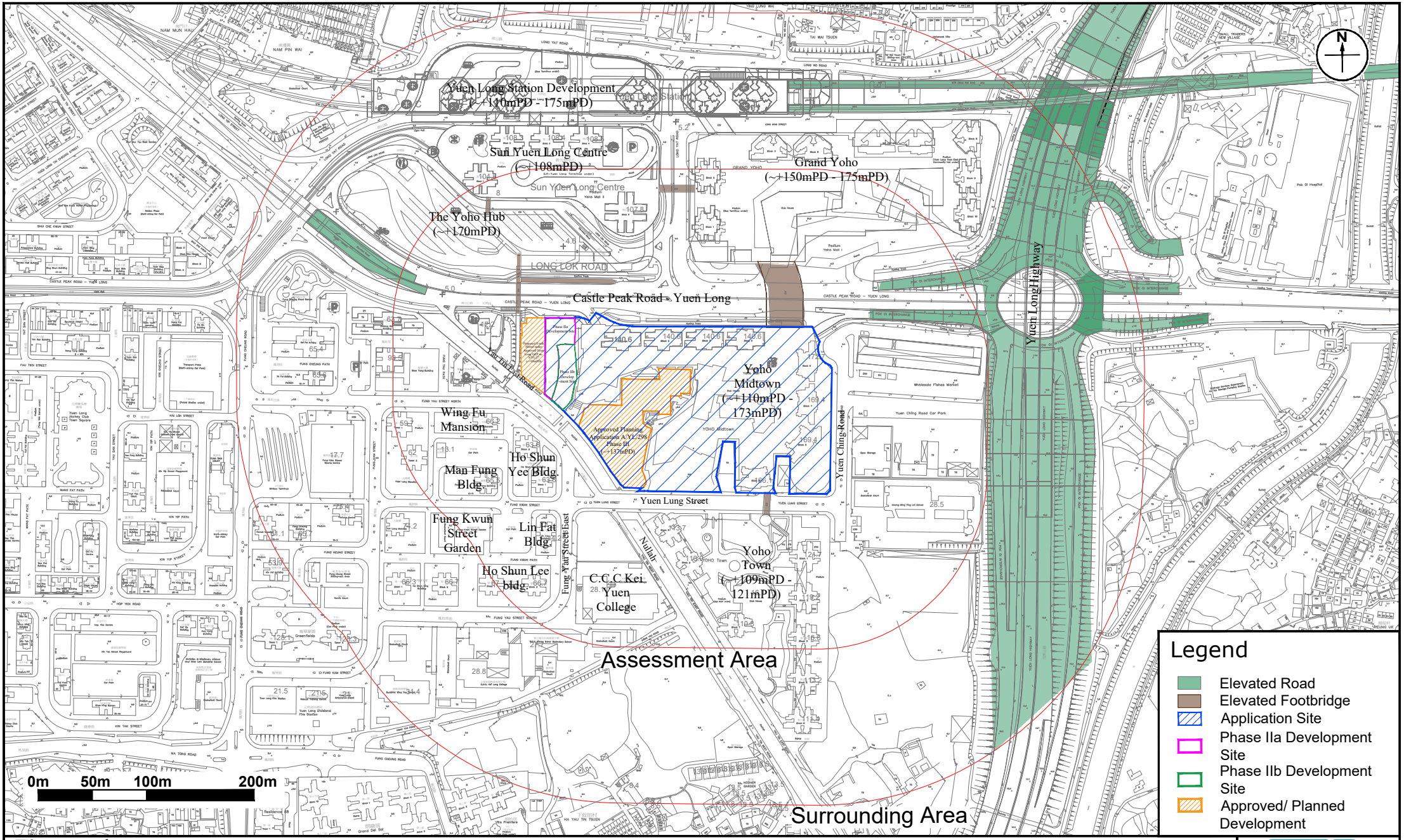


Figure: 1

Title: Location of the Site and its Environs

RAMBOLL

Drawn by:	MK
Checked by:	CC
Rev.:	2.0
Date:	Mar 2026

Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

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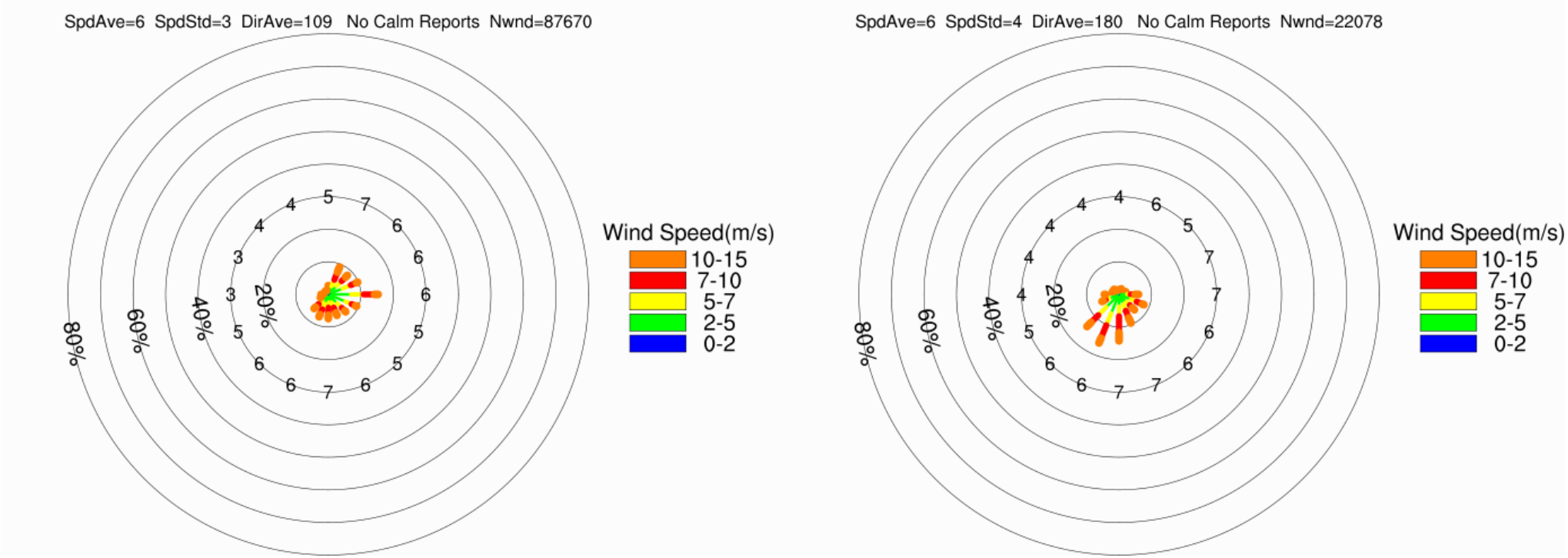


Annual Wind

Summer Wind

Figure: 2	RAMBOLL
Title: Windrose Diagram representing V∞ of the Area under Concern at 500m above ground (X:052, Y:070)	Drawn by: MK Checked by: CC
Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.1 Date: Mar 2026

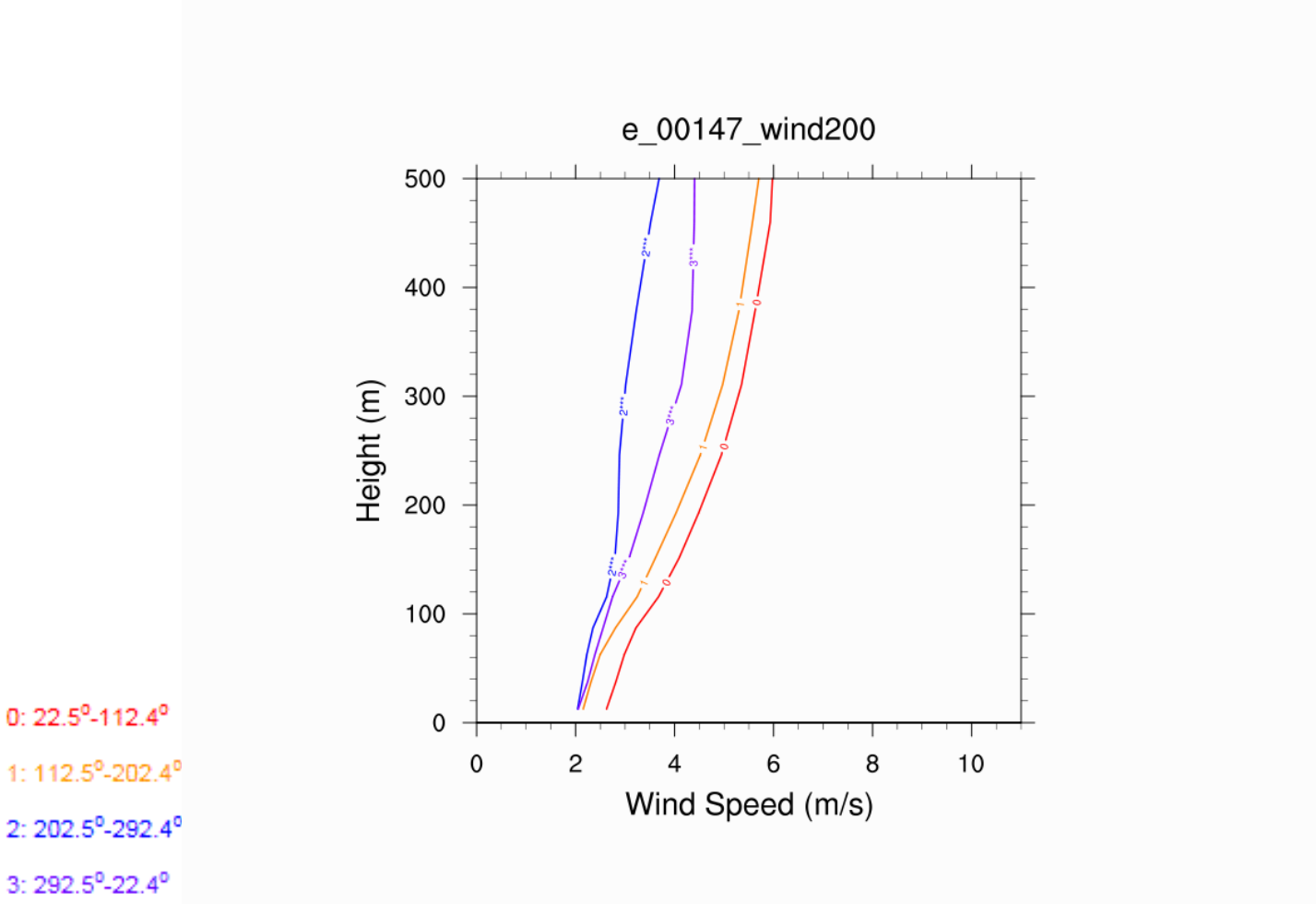


Figure: 3	RAMBOLL
Title: Wind Profile Curve for Grid X:052, Y:070	Drawn by: MK
	Checked by: CC
Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.1
	Date: Mar 2026

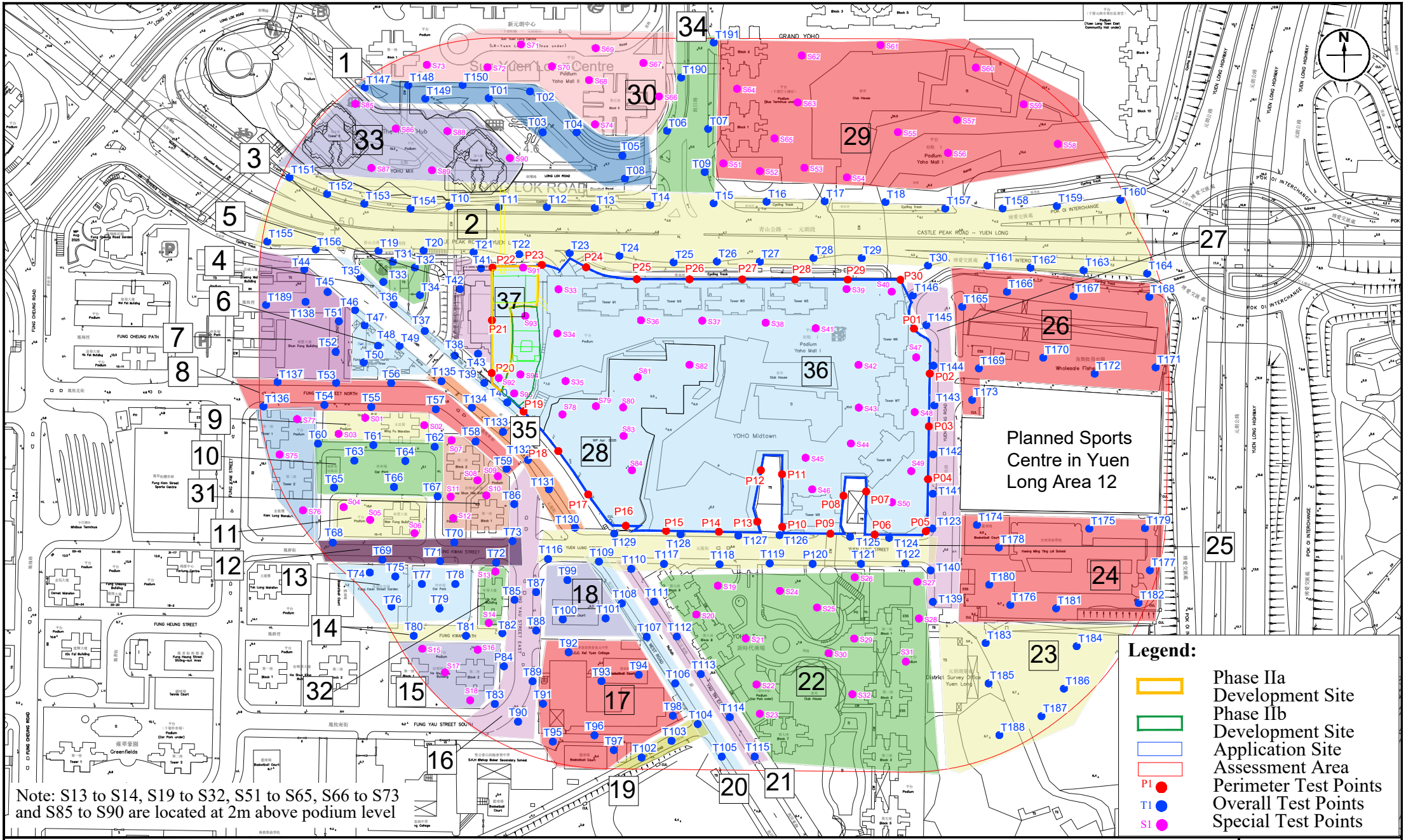


Figure: 4

Title: Test Points Selected for Quantitative Air Ventilation Assessment

Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

RAMBOLL

Drawn by:	CC
Checked by:	MK
Rev.:	2.1
Date:	Mar 2026

Appendix 1

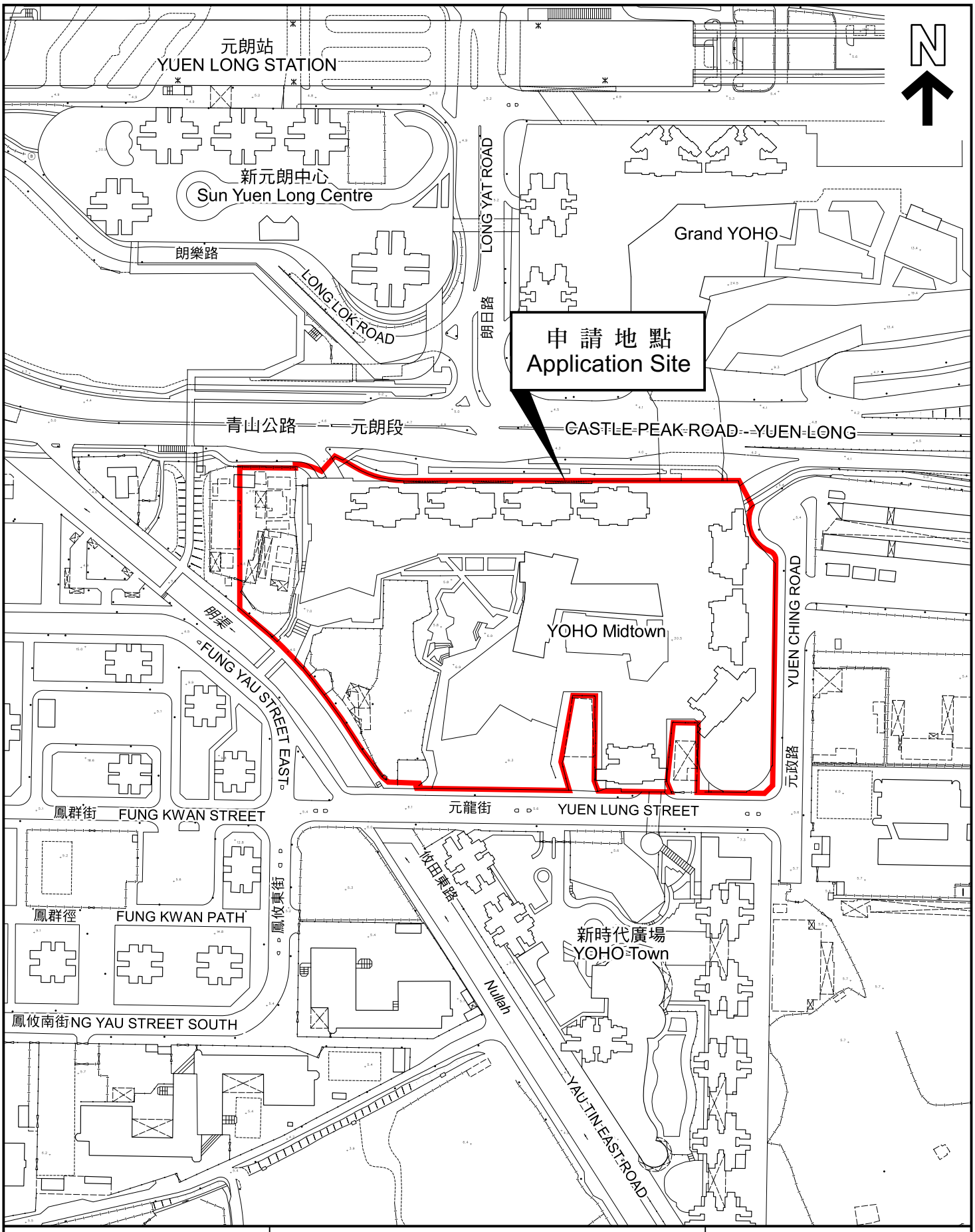
Master Layout Plan of the Baseline Scheme (i.e. Approved Scheme under Application No. A/YL/298)

Broad Development Parameters of the Applied Use/Development in respect of Application No. A/YL/298
關乎申請編號 A/YL/298 的擬議用途/發展的概括發展規範

Application No. 申請編號	A/YL/298		
Location/address 位置／地址	Yuen Long Town Lot 504, Lots 461 RP, 462 S.B, 463 S.B, 464 RP and 495 RP in D.D. 116 and adjoining Government Land, Yuen Lung Street, Yuen Long, New Territories 新界元朗元龍街元朗市地段第 504 號、丈量約份第 116 約地段第 461 號餘段、第 462 號 B 分段、第 463 號 B 分段、第 464 號餘段及第 495 號餘段和毗連政府土地		
Site area 地盤面積	Overall Development 整體發展 About 約 36,070 sq. m 平方米 (Includes Government Land of about 包括政府土地約 5,440 sq. m 平方米)		
	Phase III Development 第三期發展 About 約 5,260 sq. m 平方米 (Includes Government Land of about 包括政府土地約 5,260 sq. m 平方米)		
Plan 圖則	Approved Yuen Long Outline Zoning Plan No. S/YL/25 元朗分區計劃大綱核准圖編號 S/YL/25		
Zoning 地帶	"Comprehensive Development Area" and area shown as 'Road' 「綜合發展區」及顯示為「道路」的地方		
Applied use/ development 申請用途/發展	Proposed Comprehensive Residential, Commercial and Social Welfare Facility Development with Minor Relaxation of Plot Ratio Restriction for Phase III Development for Proposed Subsidised Sale Flats and Social Welfare Facility (Amendments to an Approved Master Layout Plan) 擬議綜合住宅、商業及社會福利設施發展，並略為放寬第三期發展的地積比率限制以作擬議資助出售房屋及社會福利設施（修訂已核准的總綱發展藍圖）		
Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq. m 平方米	Plot ratio 地積比率
	Overall Development 整體發展		
	Domestic 住用	Not more than 不多於 169,159	Not more than 不多於 4.69
	Non-domestic 非住用	About 約 40,816	About 約 1.13
	Phase III Development 第三期發展		
	Domestic 住用	Not more than 不多於 34,190	Not more than 不多於 6.5
	Non-domestic 非住用	About 約 2,400	About 約 0.46
No. of block 幢數	Overall Development 整體發展		
	Domestic 住用	1	
	Non-domestic 非住用	1	
	Composite	9	

	綜合用途		
	Phase III Development 第三期發展		
	Domestic 住用	-	
	Non-domestic 非住用	-	
	Composite 綜合用途	1	
Building height/No. of storeys 建築物高度／層數	Overall Development 整體發展		
	Domestic 住用	-	m 米
		Not more than 不多於 109.85	mPD 米(主水平基準上)
		30	Storey(s) 層
	Non-domestic 非住用	-	m 米
		Not more than 不多於 135.7	mPD 米(主水平基準上)
		37	Storey(s) 層
	Composite 綜合用途	-	m 米
		Not more than 不多於 172.65	mPD 米(主水平基準上)
		45	Storey(s) 層
	Phase III Development 第三期發展		
	Domestic 住用	-	m 米
		-	mPD 米(主水平基準上)
		-	Storey(s) 層
	Non-domestic 非住用	-	m 米
		-	mPD 米(主水平基準上)
		-	Storey(s) 層
	Composite 綜合用途	-	m 米
		Not more than 不多於 137	mPD 米(主水平基準上)
		40	Storey(s) 層
Site coverage 上蓋面積	Overall Development 整體發展 About 約 69.45 %		
	Phase III Development 第三期發展 Below 15m 15 米以下： Not more than 不多於 60 % Above 15m 15 米以上： Not more than 不多於 33.3 %		
No. of units 單位數目	Overall Development 整體發展 Not more than 不多於 2,766 Flats 住宅單位 Not more than 不多於 324 Hotel Rooms 酒店房間		
	Phase III Development 第三期發展 Not more than 不多於 720 Flats 住宅單位		
Open space 休憩用地	Overall Development 整體發展		
	Private 私人	Not less than 不少於 25,000	sq. m 平方米

	Public 公眾	-	sq. m 平方米
	Phase III Development 第三期發展		
	Private 私人	Not less than 不少於 2,016	sq. m 平方米
	Public 公眾	-	sq. m 平方米
No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Overall Development 整體發展		
	Total no. of vehicle spaces 停車位總數		821
	Private Car Parking Spaces 私家車車位		622
	Motorcycle Parking Spaces 電單車車位		7
	Residential Bicycle Parking Spaces 住宅單車泊車位		56
	Public Vehicle Parking Spaces 公眾車輛泊車位		70
	Public Bicycle Parking Spaces 公眾單車泊車位		64
	Parking Spaces for Government, Institution or Community Use(s) 供政府、機構或社區用途的泊車位		2
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		48
	Light Goods Vehicle Spaces 輕型貨車車位		3
	Heavy Goods Vehicle Spaces 重型貨車車位		10
	Vehicle Spaces for Retail Use 供零售用途的車位		22
	Vehicle Spaces for Hotel Use 供酒店用途的車位		9
	Vehicle Spaces for Government, Institution or Community Use(s) 供政府、機構或社區用途的車位		4
	Phase III Development 第三期發展		
	Total no. of vehicle spaces 停車位總數		282
	Private Car Parking Spaces 私家車車位		85
	Motorcycle Parking Spaces 電單車車位		7
	Residential Bicycle Parking Spaces 住宅單車泊車位		56
	Public Vehicle Parking Spaces 公眾車輛泊車位		70
	Public Bicycle Parking Spaces 公眾單車泊車位		64
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		5
	Light Goods Vehicle Spaces 輕型貨車車位		3
	Heavy Goods Vehicle Spaces 重型貨車車位		2



平面圖 SITE PLAN

本摘要圖於2022年11月3日擬備，
所根據的資料為測量圖編號
6-NW-10C、10D、15A及15B

EXTRACT PLAN PREPARED ON 3.11.2022
BASED ON SURVEY SHEETS No.
6-NW-10C, 10D, 15A & 15B

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.

A/YL/298

About 4.5m

PHASE IIa
(APPROVED UNDER A/YL/205;
FOR INFORMATION ONLY)

PHASE IIb
(APPROVED UNDER A/YL/205;
FOR INFORMATION ONLY)

Open Area

PHASE I
(COMPLETED; FOR
INFORMATION ONLY)

CASTLE PEAK ROAD - YUEN LONG
CDA ZONE BOUNDARY
PEDESTRIAN FOOTBRIDGE
FOOTPATH
CYCLING TRACK
PHASE I
PHASE IIa
PHASE IIb
PHASE III
EVA
GARDEN
SLANTED METAL ROOF
FLAT ROOF
LANDSCAPED PODIUM DECK
OUTDOOR SWIMMING POOL
GIC
PHASING BOUNDARY
PUBLIC BICYCLE PARKING (64 NOS.)
BICYCLE PARKING (56 NOS.)
PODIUM GARDEN
LIUL
PEDESTRIAN CROSSING
PEDESTRIAN ACCESS
RUN-IN/OUT
RAMP DOWN TO B/F
YAU TIN EAST ROAD
FUNG YAU STREET EAST
NULLAH
YUEN LUNG STREET
YUEN CHING ROAD
FOOTBRIDGE TO KAI TEI
LOT 403
LOT 392
T1 (33)
T2 (33)
T3 (33)
T5 (33)
T6 (40)
T7 (39)
T8 (39)
T9 (38)
T10 (26)
Car Park
Basketball Court
YOHO Town

Legend

- Application Site (same as approved application no. A/YL/205)
- Phase III (Subject Matter of current planning application)
- Phase I (Completed YOHO Mid-Town; no change proposed under current planning application)
- Phase II (Approved Hotel / Residential Development under Application No. A/YL/205; no change proposed under current planning application)
- Site level in mPD (to main roof)
- (40) No. of residential storeys

Remark: Layout of Phases I, IIa & IIb is identical to that approved under Application No. A/YL/205. No change is proposed under current planning application.

0 10 20 50m

P&T GROUP

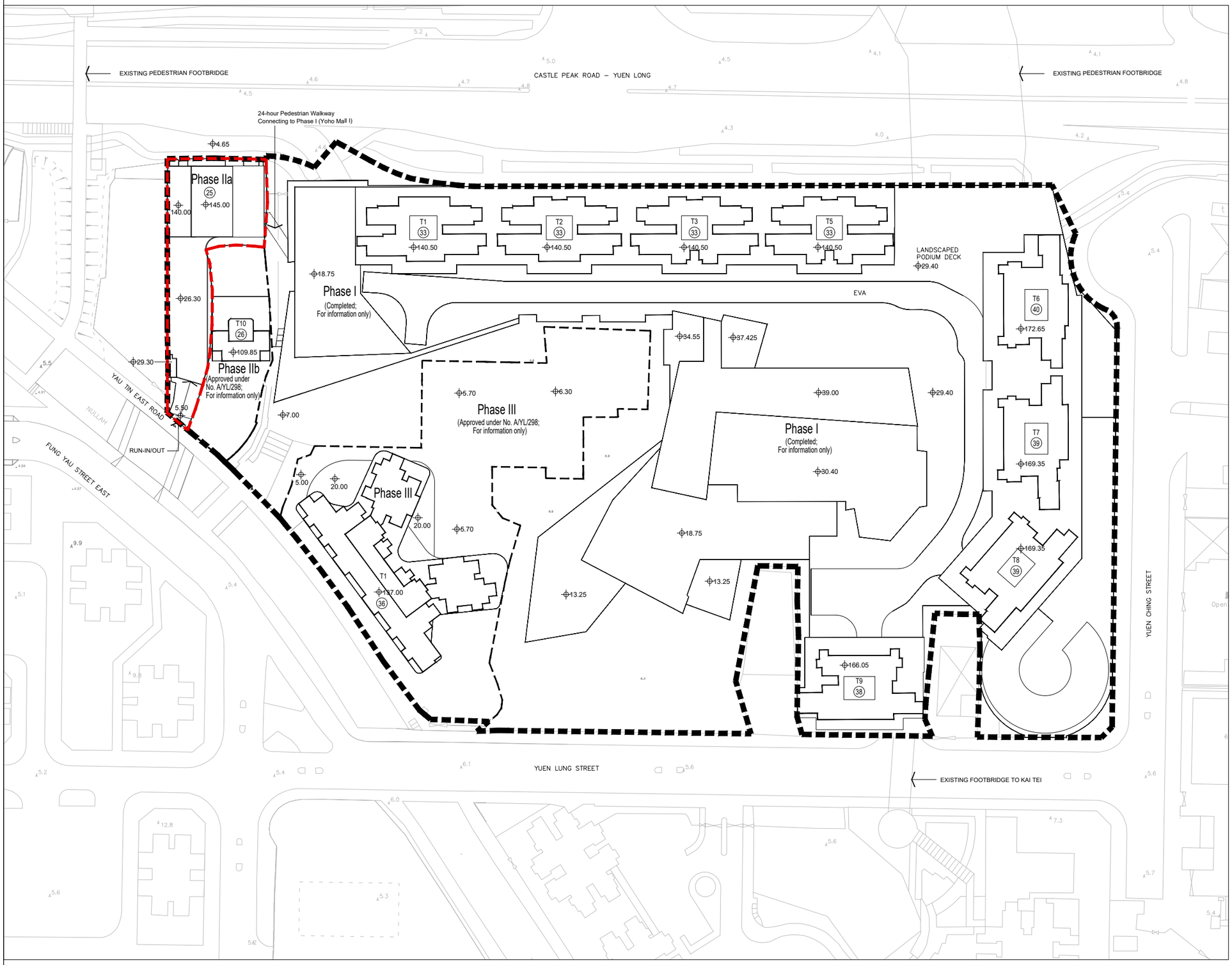
Title

Indicative Master Layout Plan (Overall)

Checked	DH	Drawn	PW
Rev	0	Date	Oct 2022
Scale N/A		Figure 4.1	

Appendix 2

Indicative Plan of the Proposed Scheme



N

LEGEND:

- Application Site
  (Same as approved Applcation No. A/YL/298)
- Phase IIa
  (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- (36) No. of Commercial / Office / Retail / Residential Floors

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

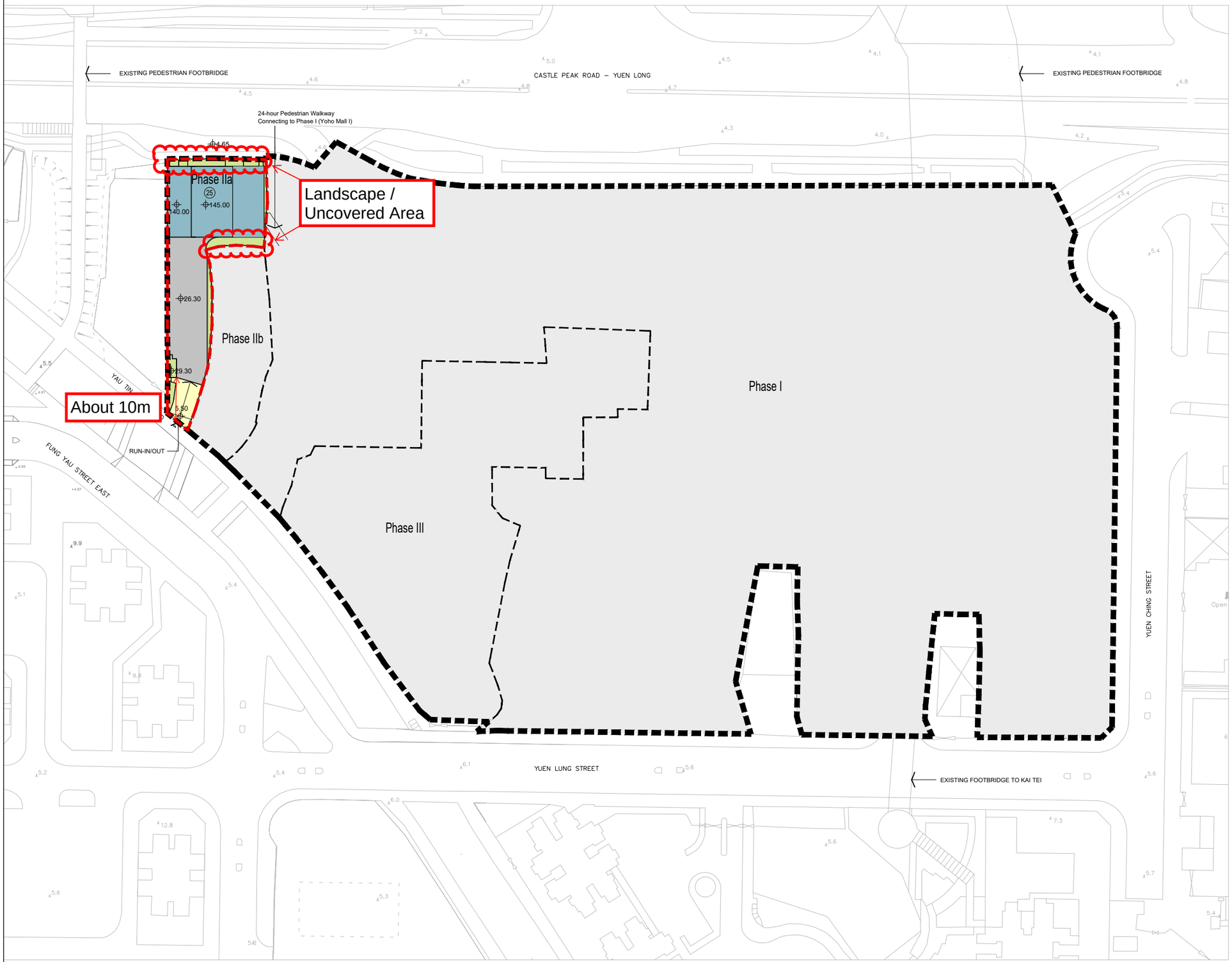
Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

INDICATIVE MASTER LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
NA	01



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LEGEND:

- Application Site
  (Same as approved Applcation No. A/YL/298)
- Phase IIa
  (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- (36) No. of Commercial / Office / Retail / Residential Floors

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
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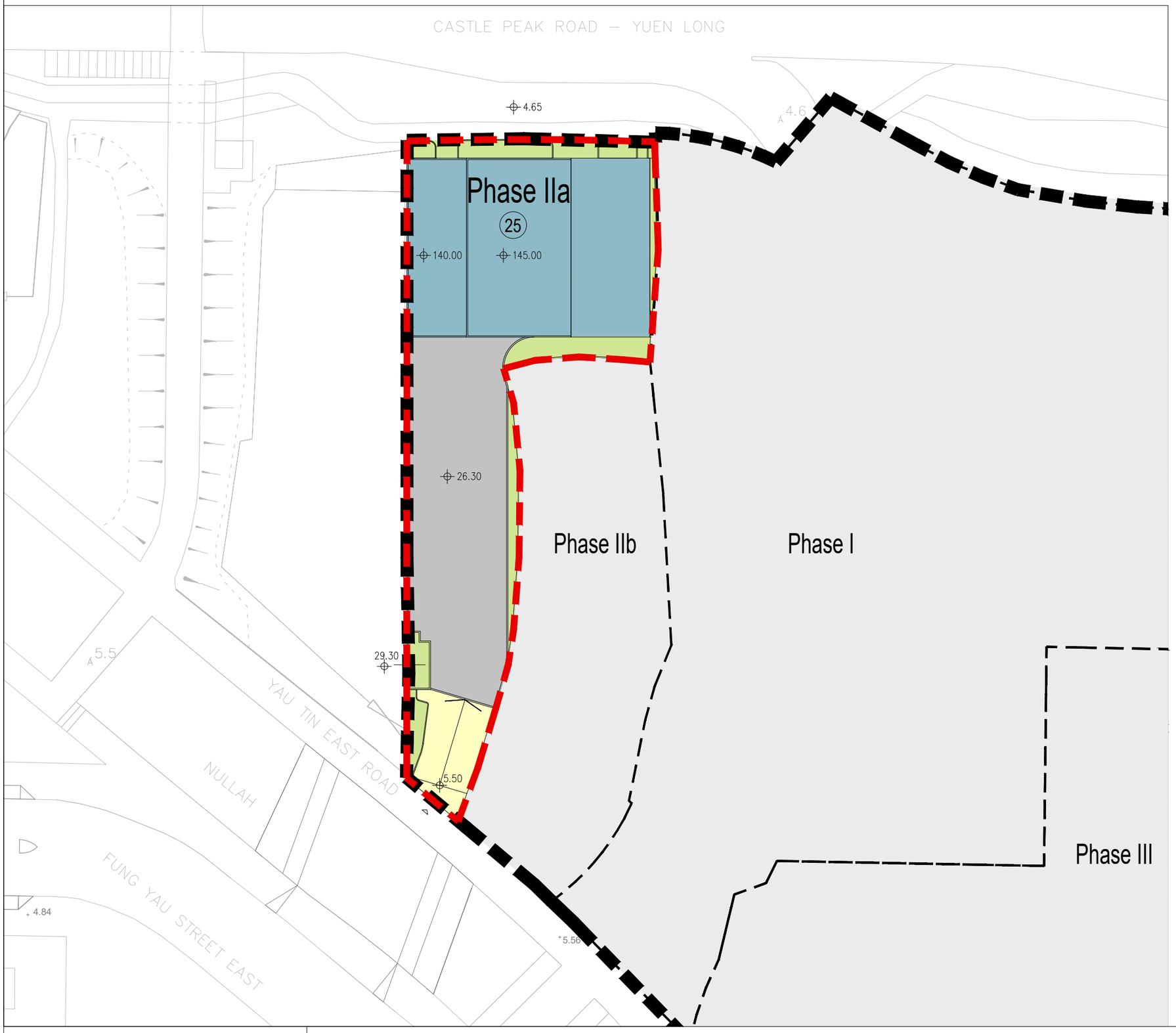
Title

INDICATIVE MASTER LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
NA	02



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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ARCHITECTS AND ENGINEERS LIMITED
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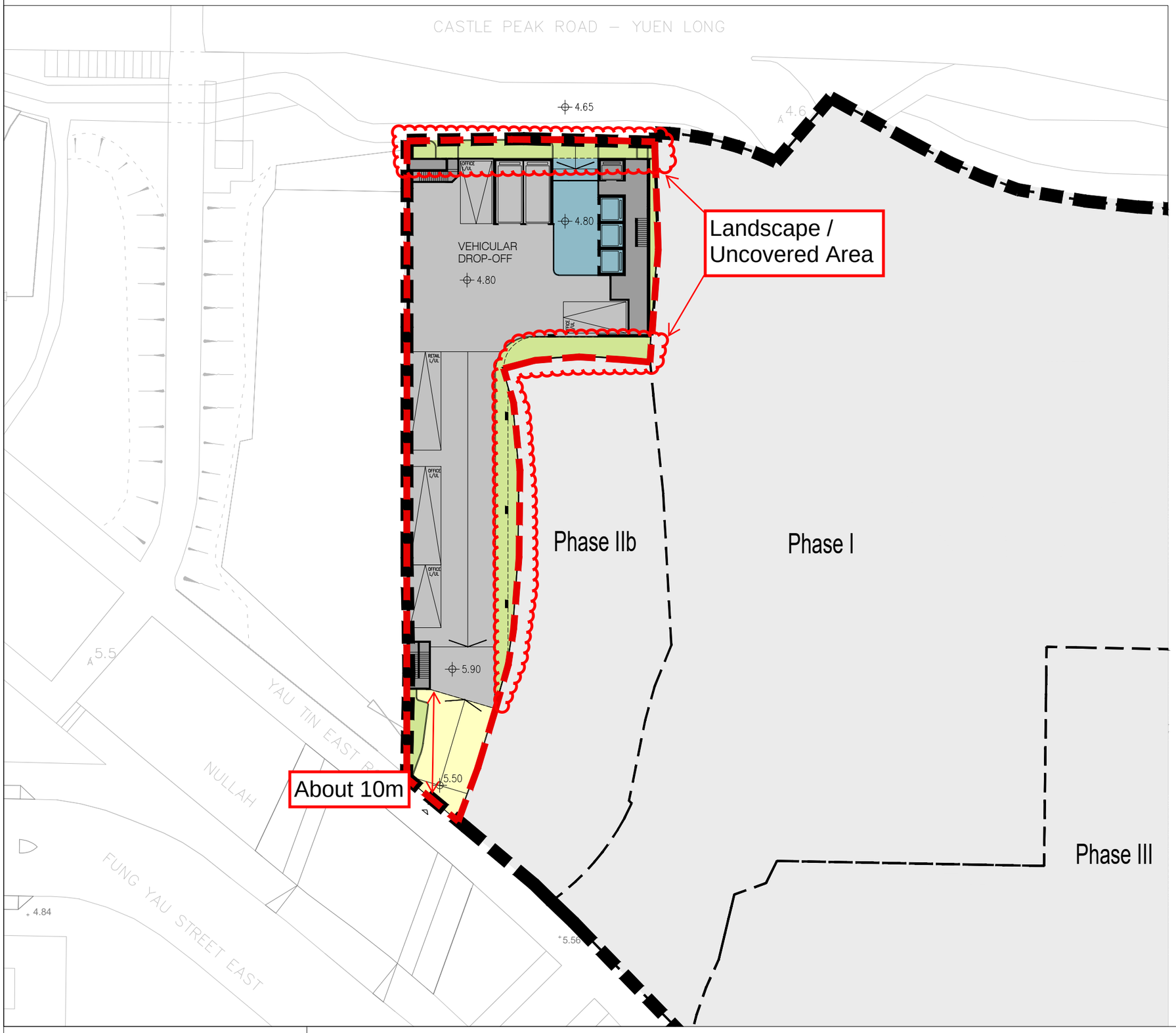
Title

INDICATIVE MASTER LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale 1:450 @A3	Figure 03



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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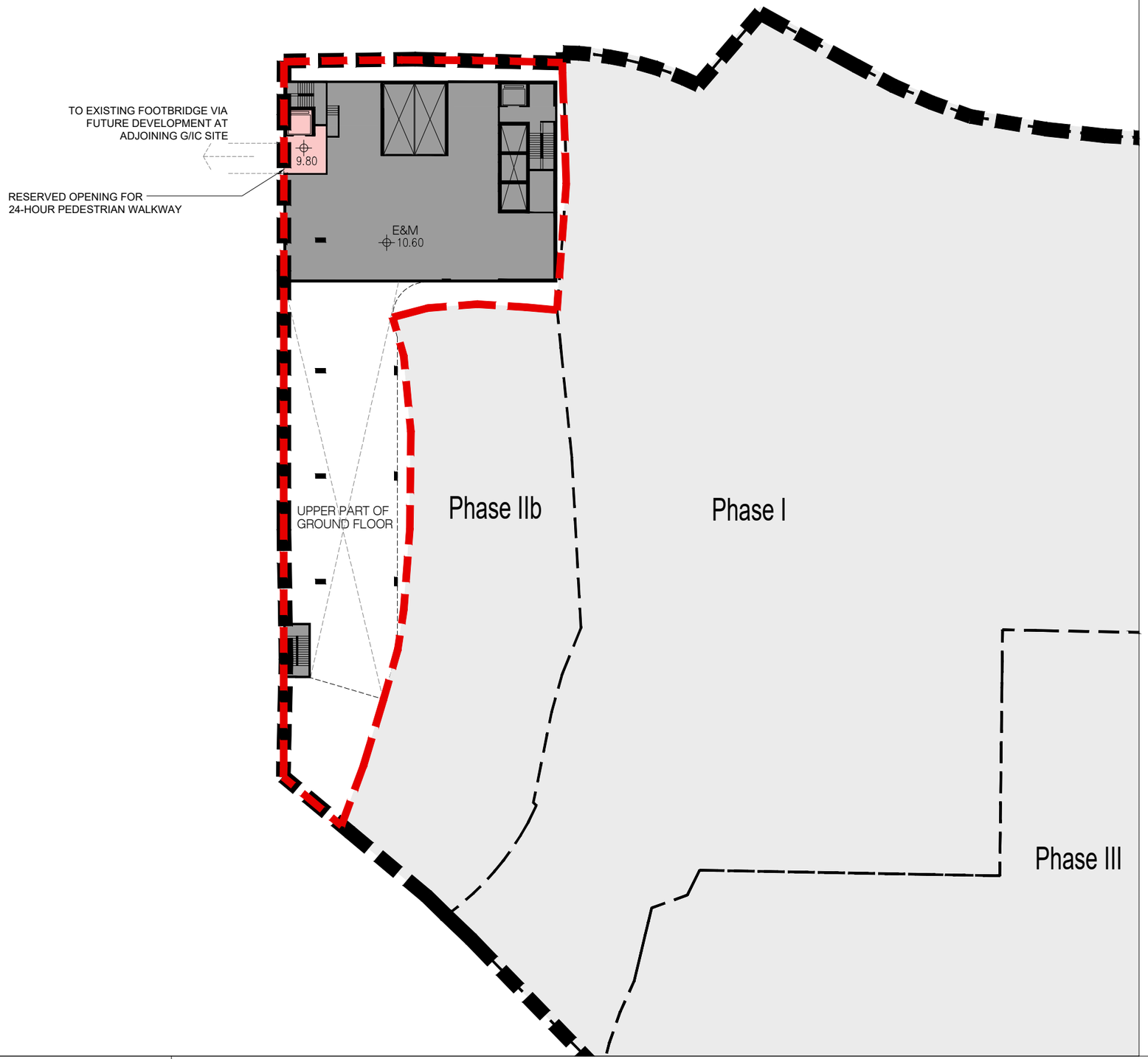
TEL. 28278111 FAX. 28272884

Title

INDICATIVE GROUND FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	04



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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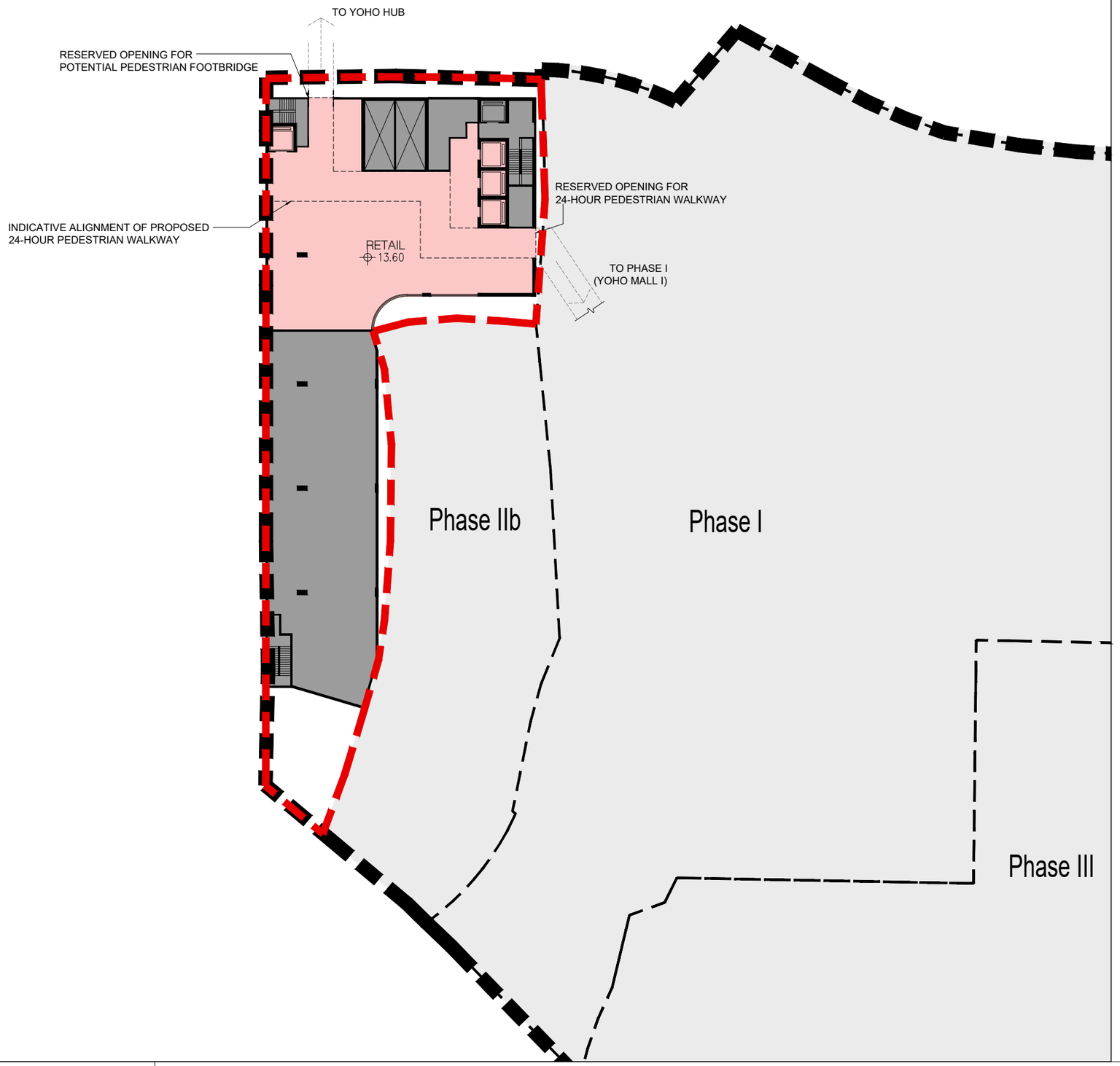
Title

INDICATIVE MEZZANINE FLOOR PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	05



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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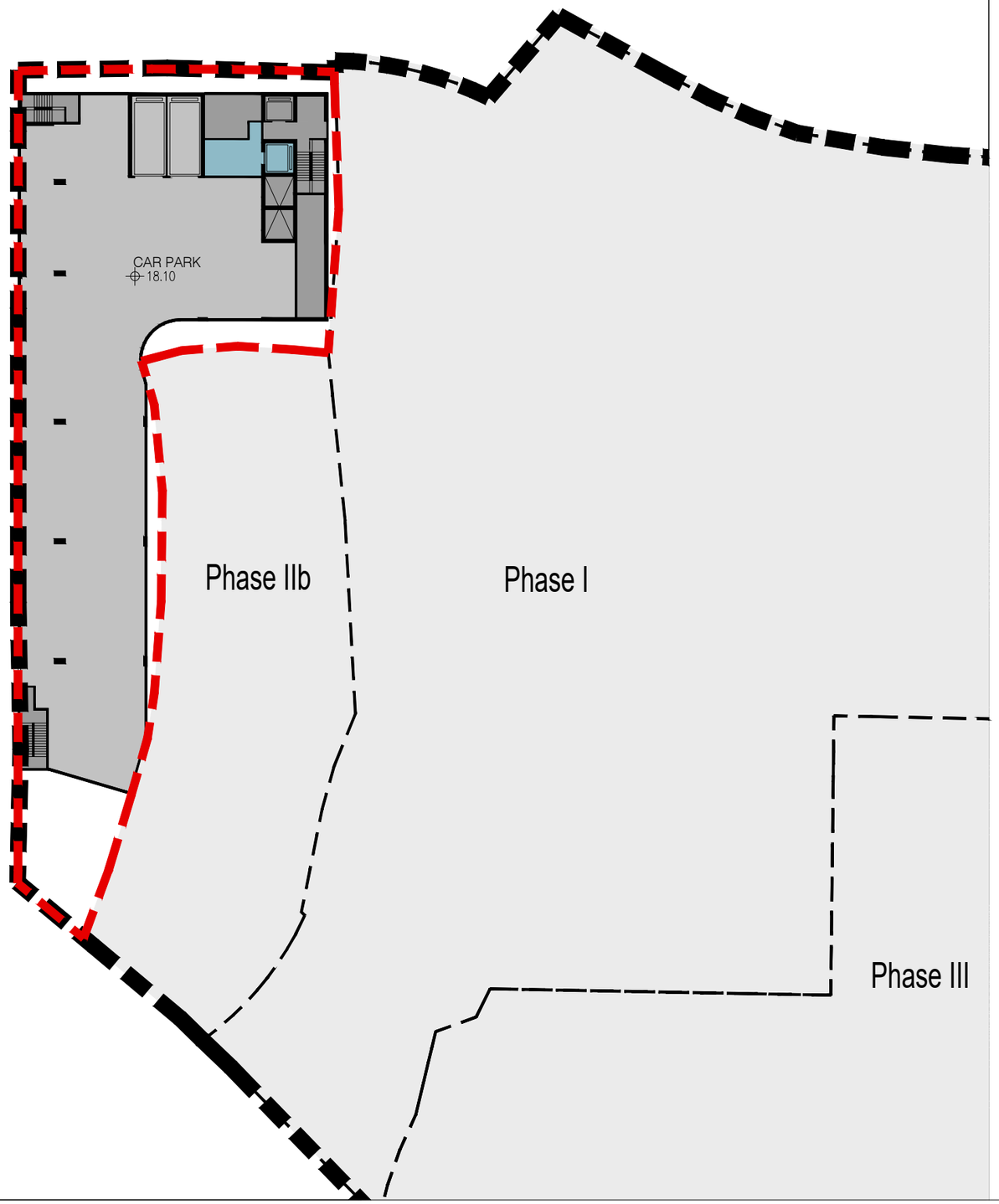
Title

INDICATIVE FIRST FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	06



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

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no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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Title

INDICATIVE SECOND FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
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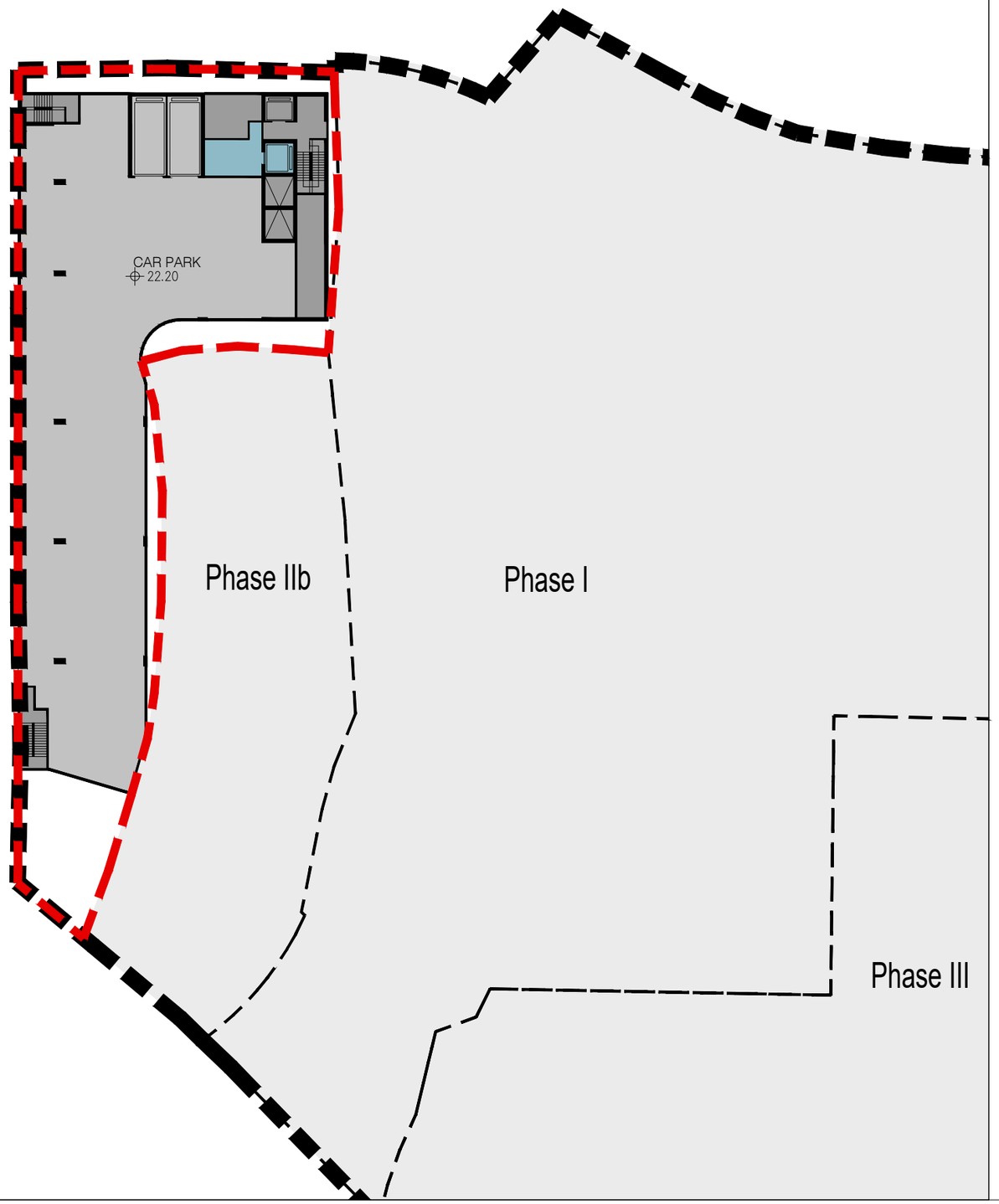

N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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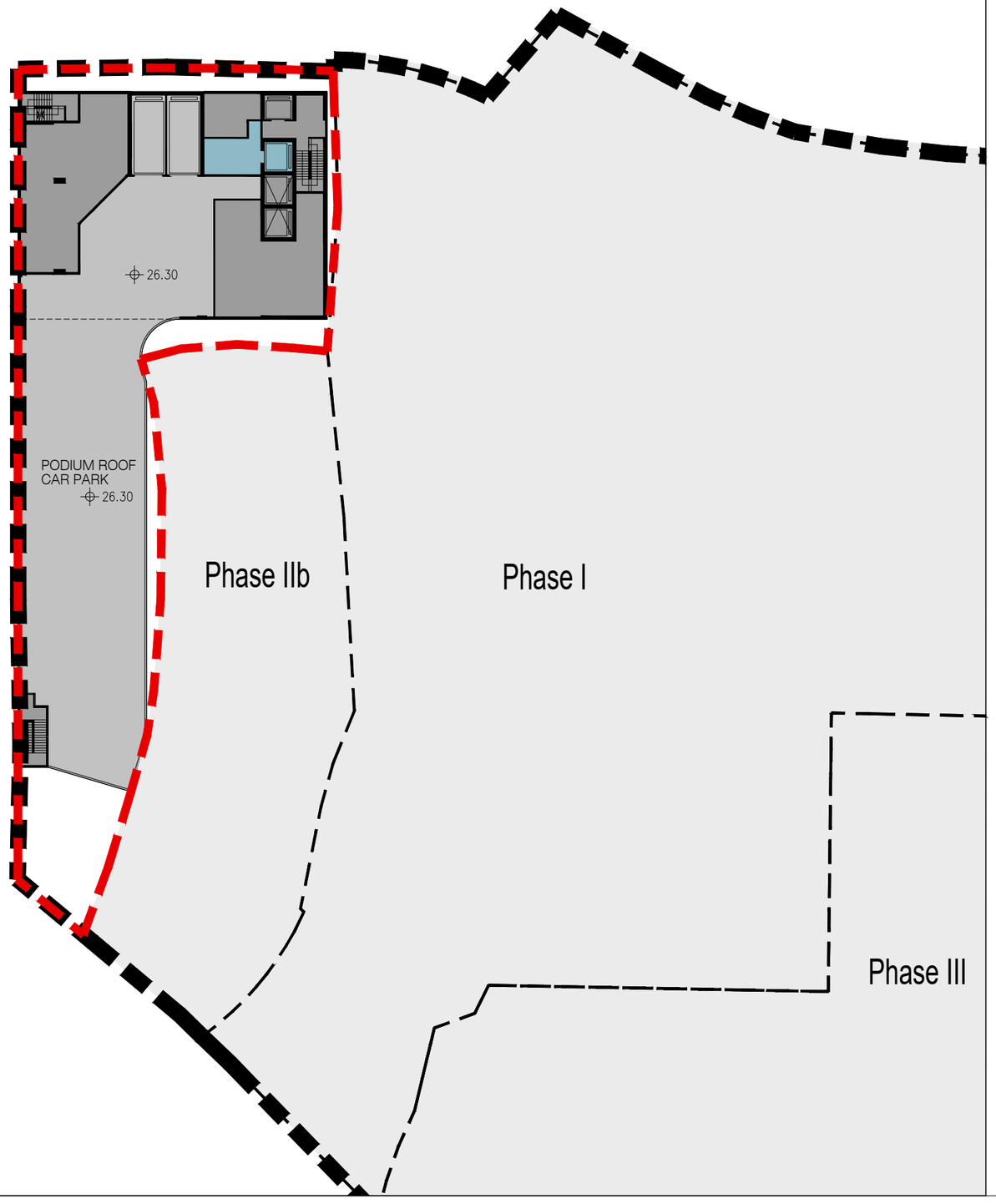
TEL. 28278111 FAX. 28272884

Title

INDICATIVE THIRD FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	08



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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Title

INDICATIVE FIFTH FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
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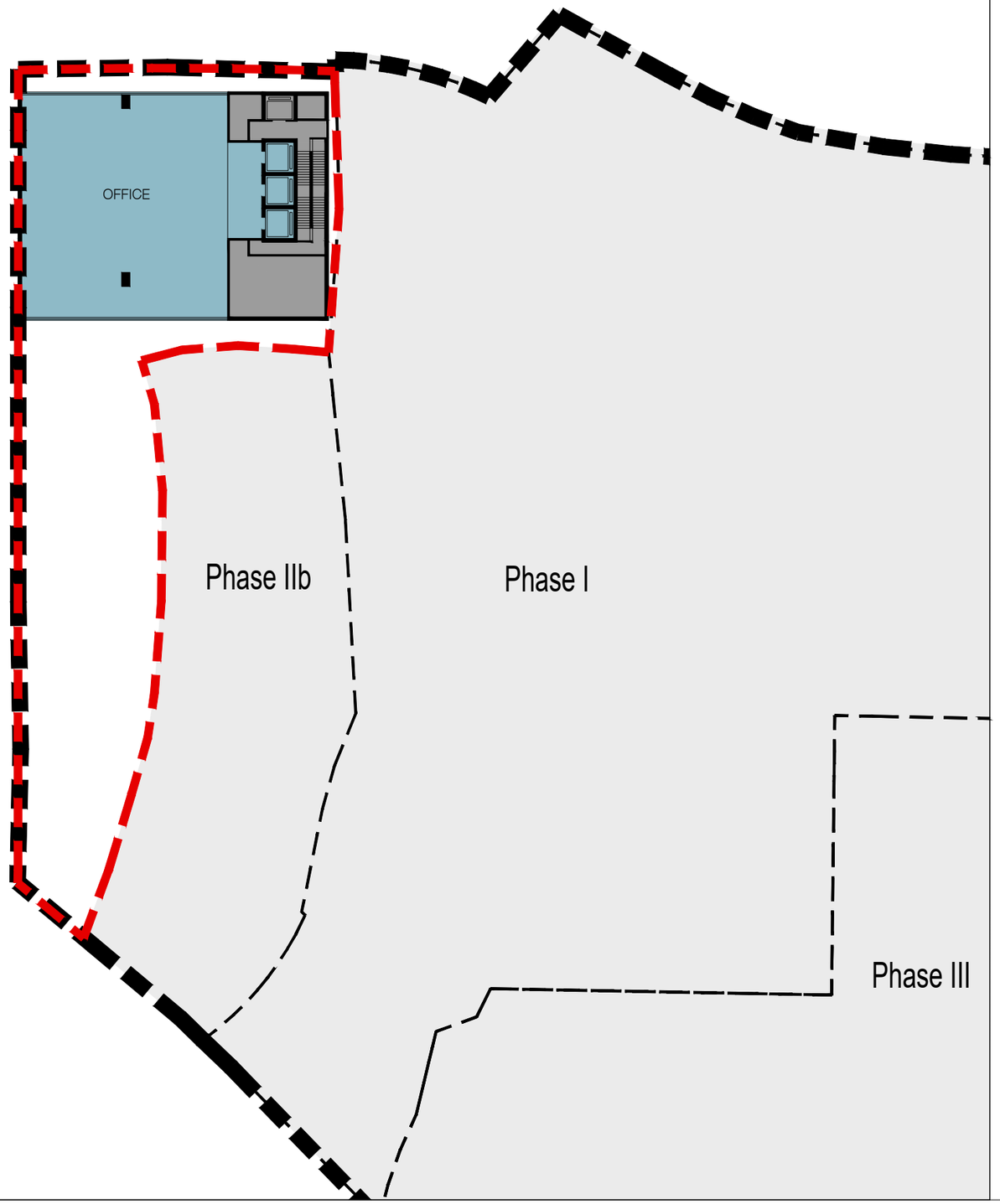

N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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Title

INDICATIVE TYPICAL FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
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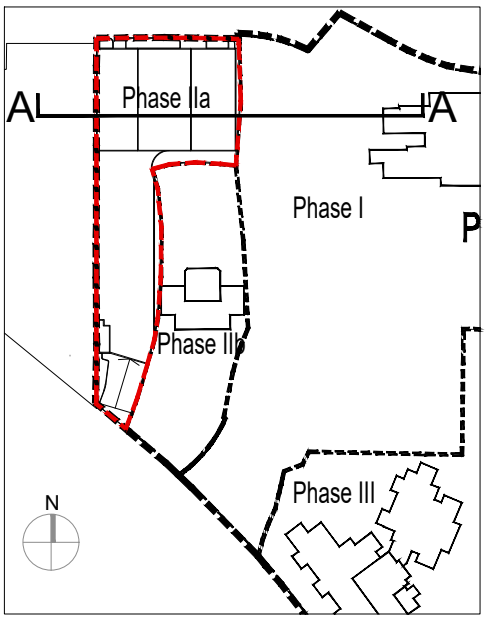
KEY PLAN:



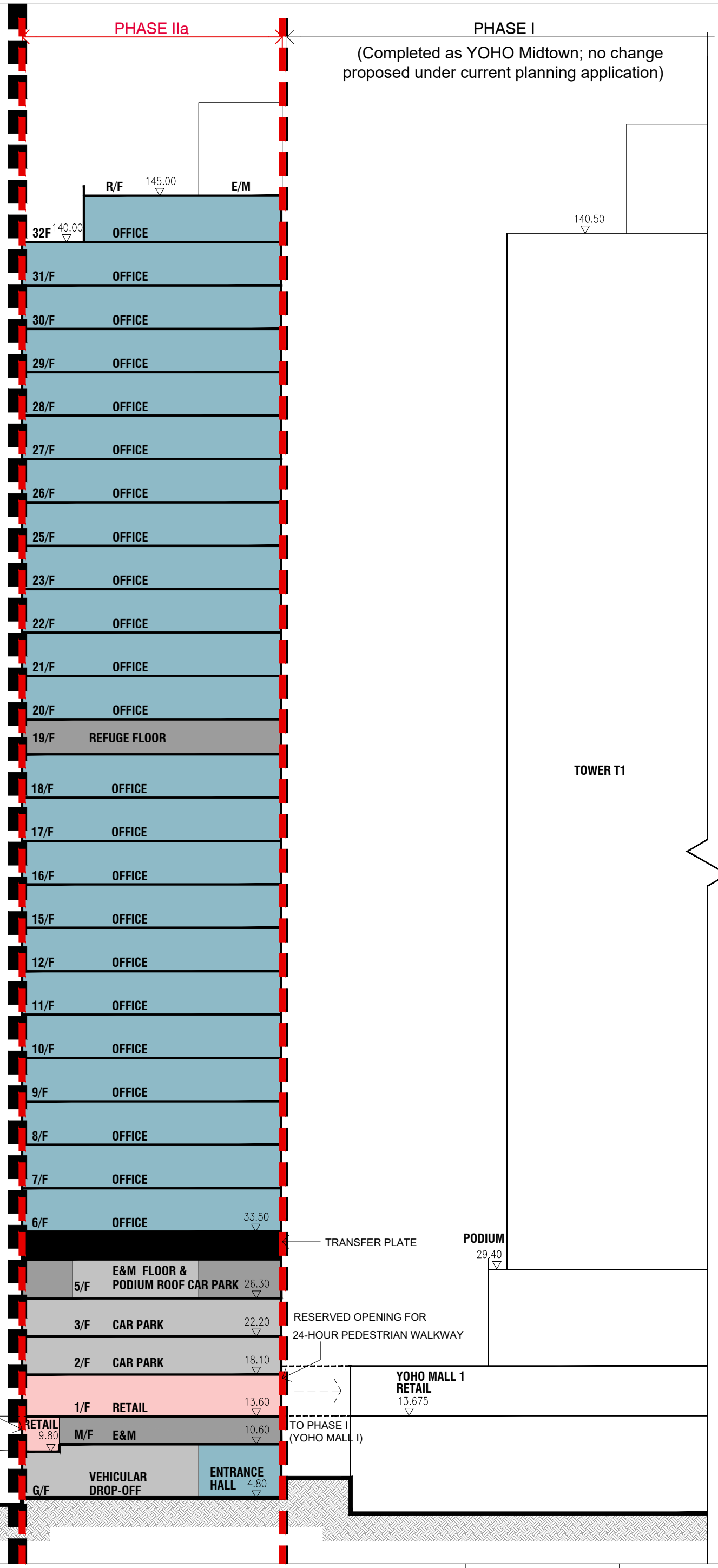
LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark / Loading and Unloading
- Electrical & Mechanical (E&M) / Circulation

PHASE IIa

PHASE I

(Completed as YOHO Midtown; no change proposed under current planning application)



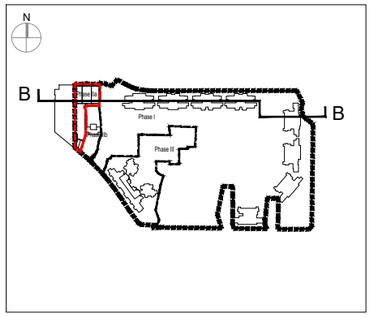
SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

INDICATIVE SECTION PLAN (A-A)

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	11

KEY PLAN:



LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- (36) No. of Commercial / Office / Retail / Residential Floors
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark / Loading and Unloading
- Electrical & Mechanical (E&M) / Circulation

SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

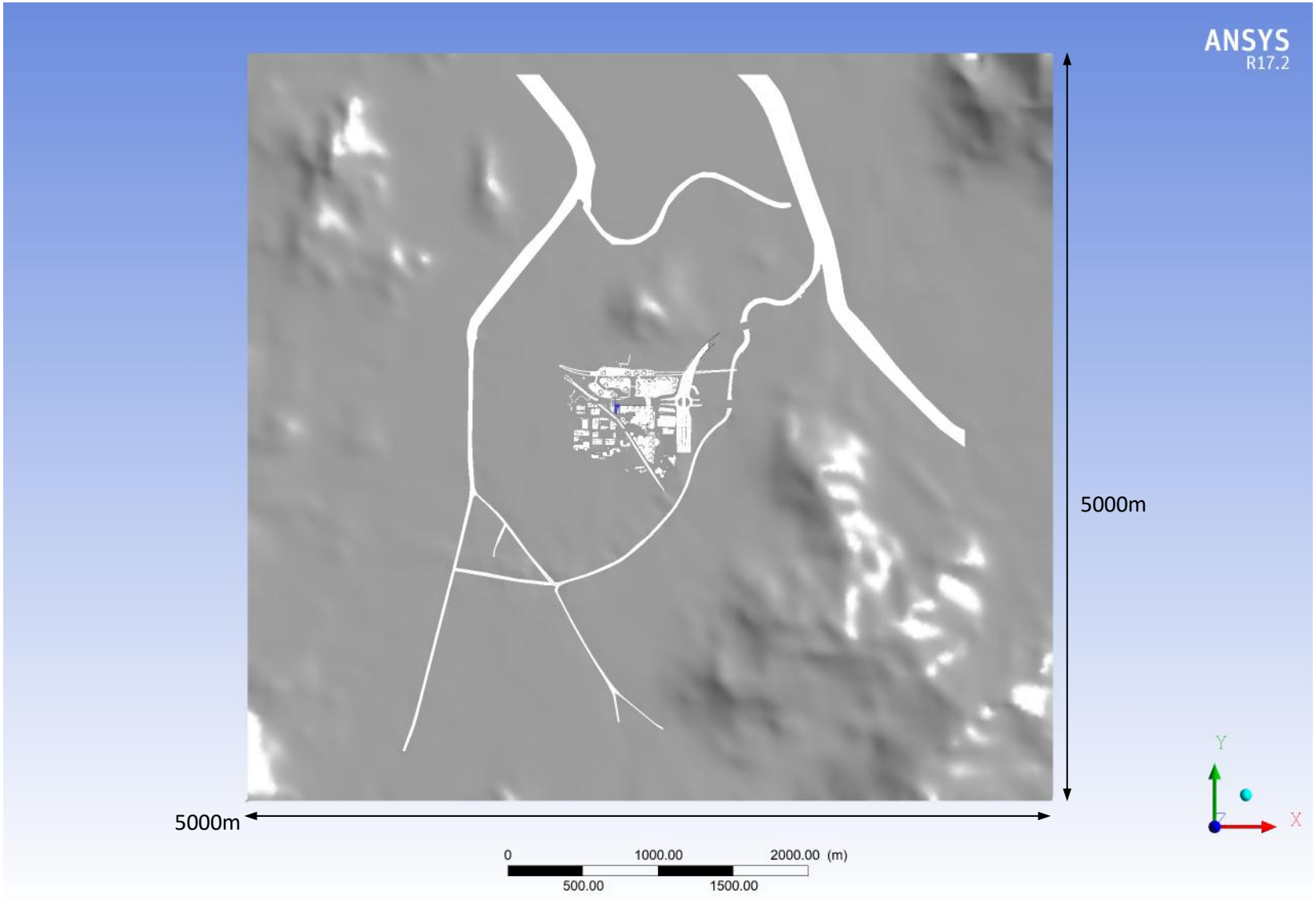
INDICATIVE SITE SECTION PLAN (B-B)

Rev.	Date
SK01	FEB 2026
Scale NA	Figure 12

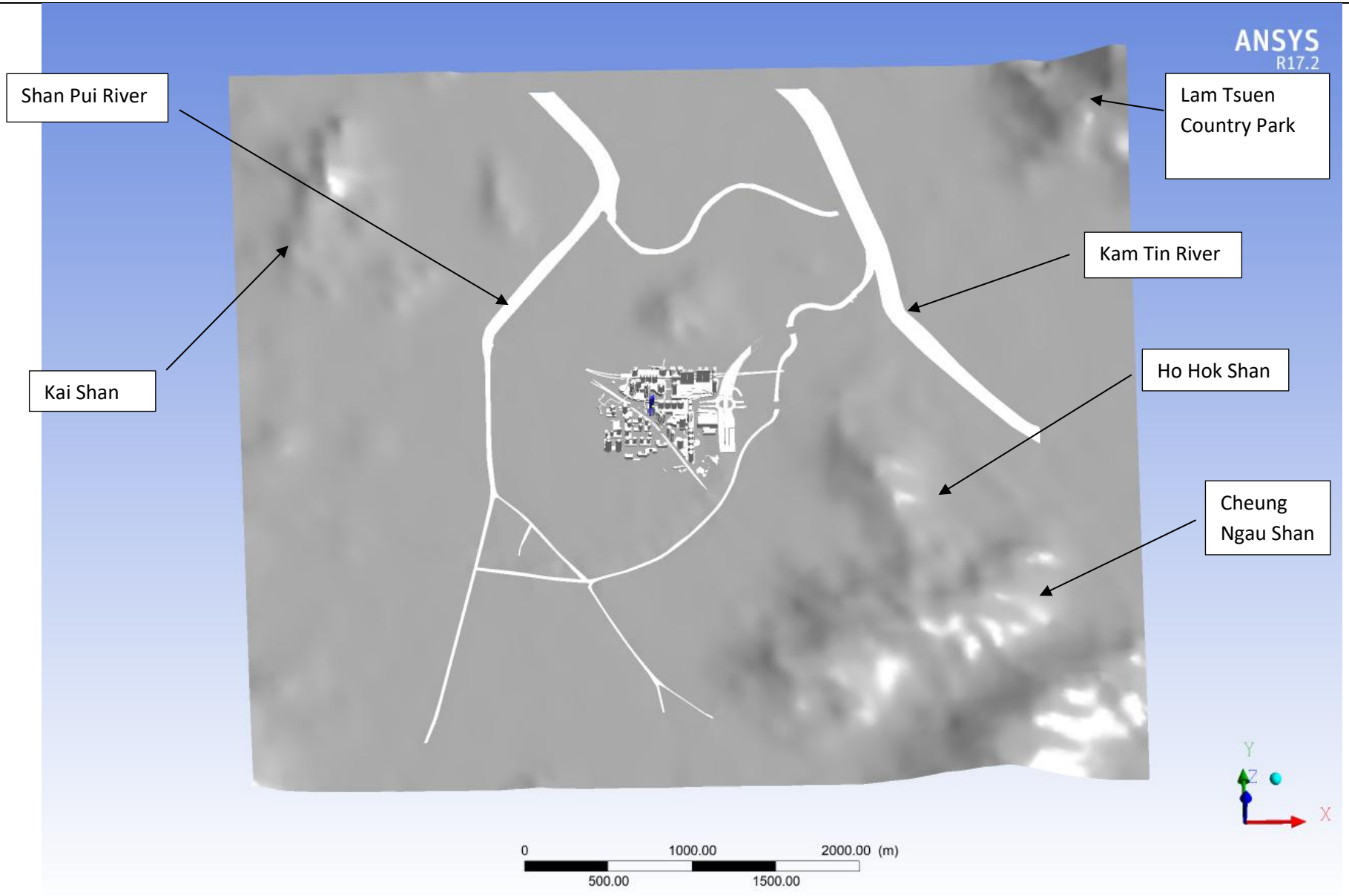
Appendix 3

Captured CFD Models and Wind Velocity Ratio Contour and Vector Plot Results

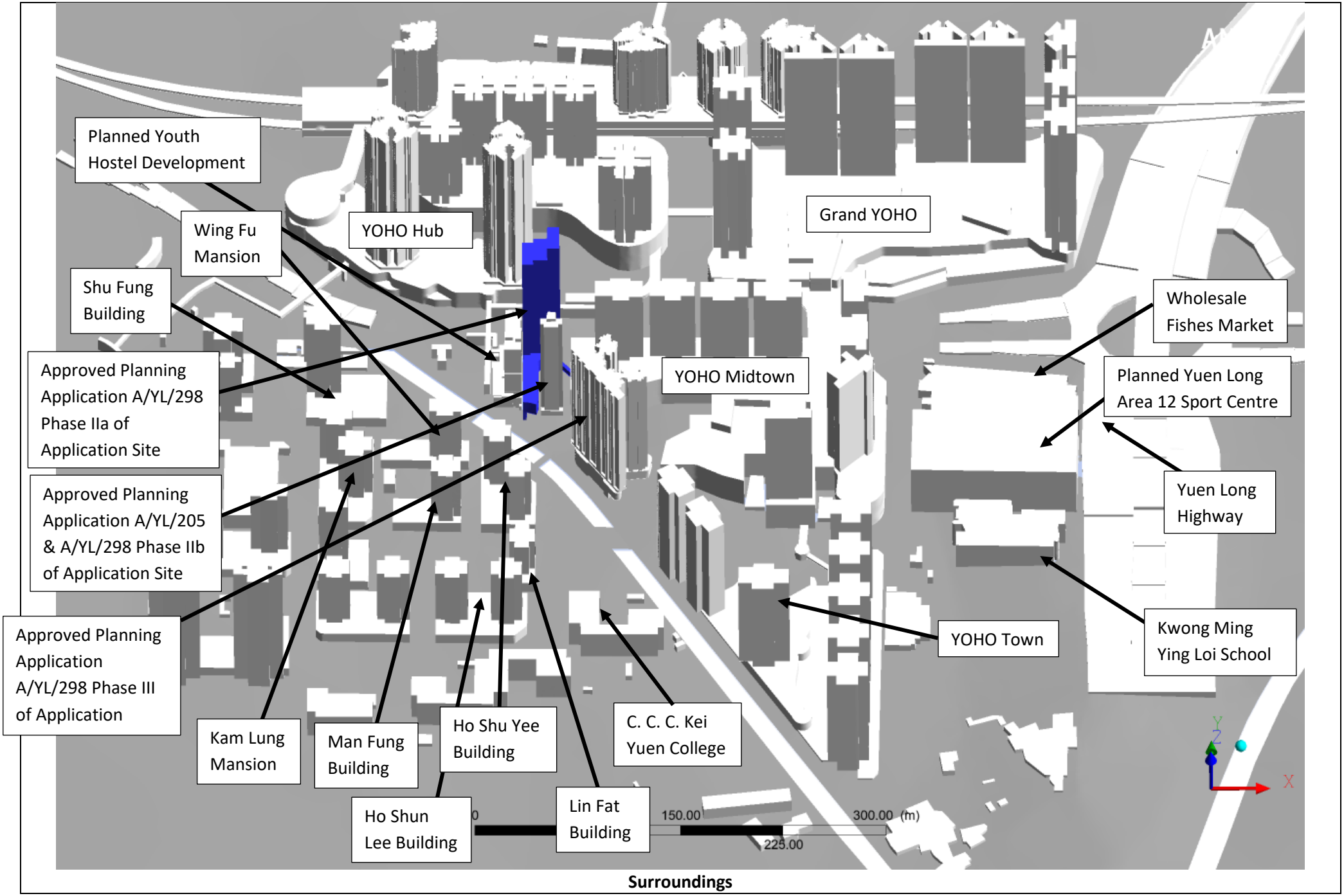
Appendix 3 – Model Views



Domain – model view 1



Domain – model view 2



Surroundings

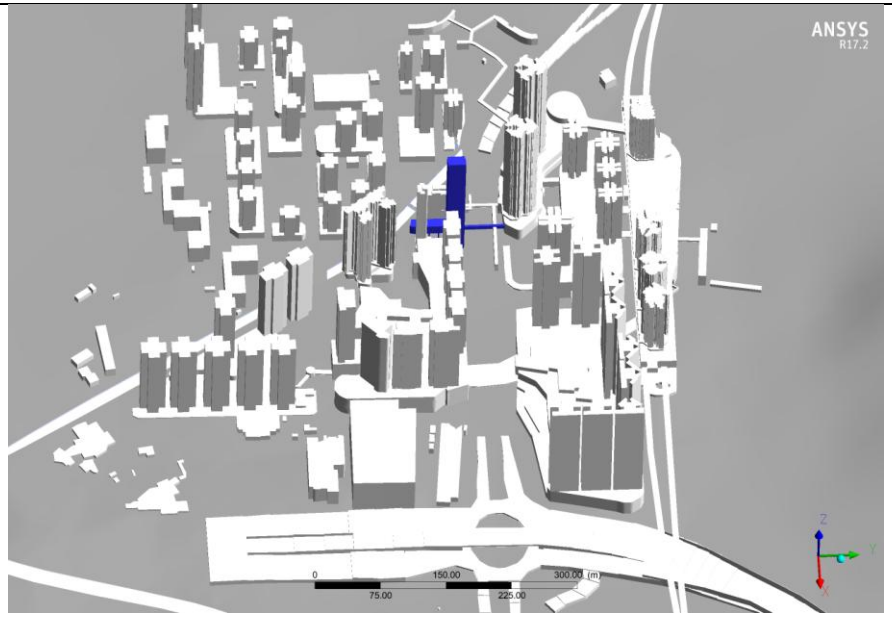
Baseline Scheme – View N

Baseline Scheme – View E

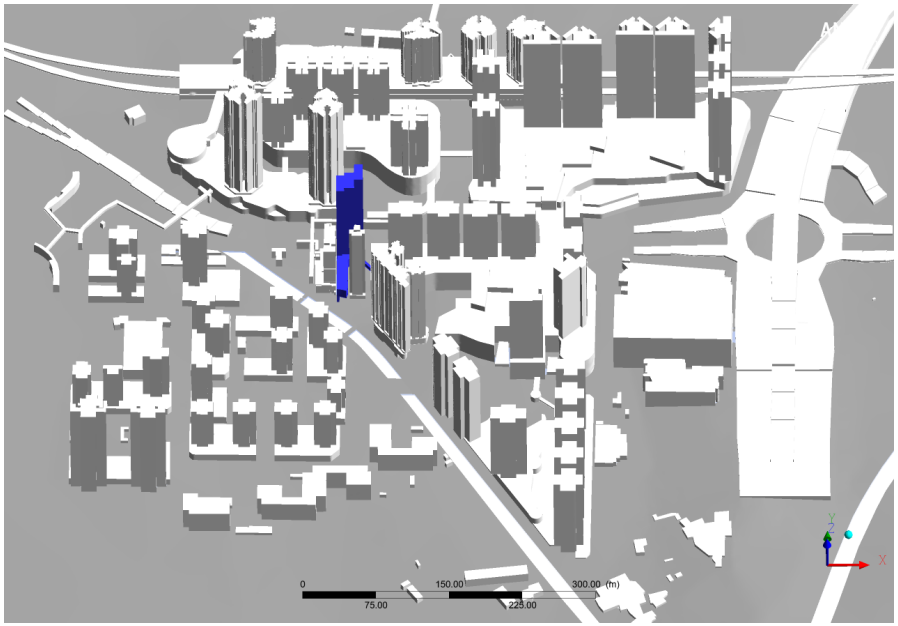
Baseline Scheme – View S

Baseline Scheme – View W

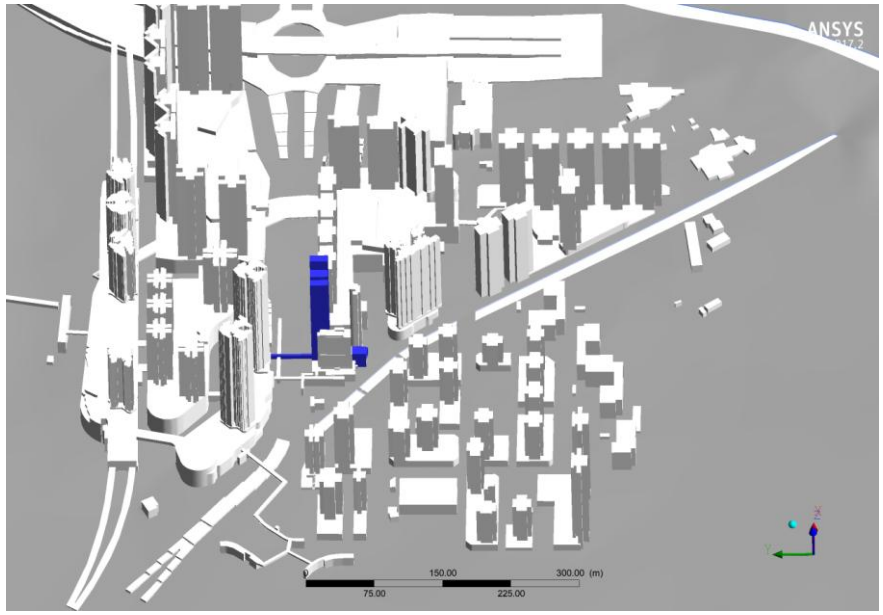
Proposed Scheme – View N



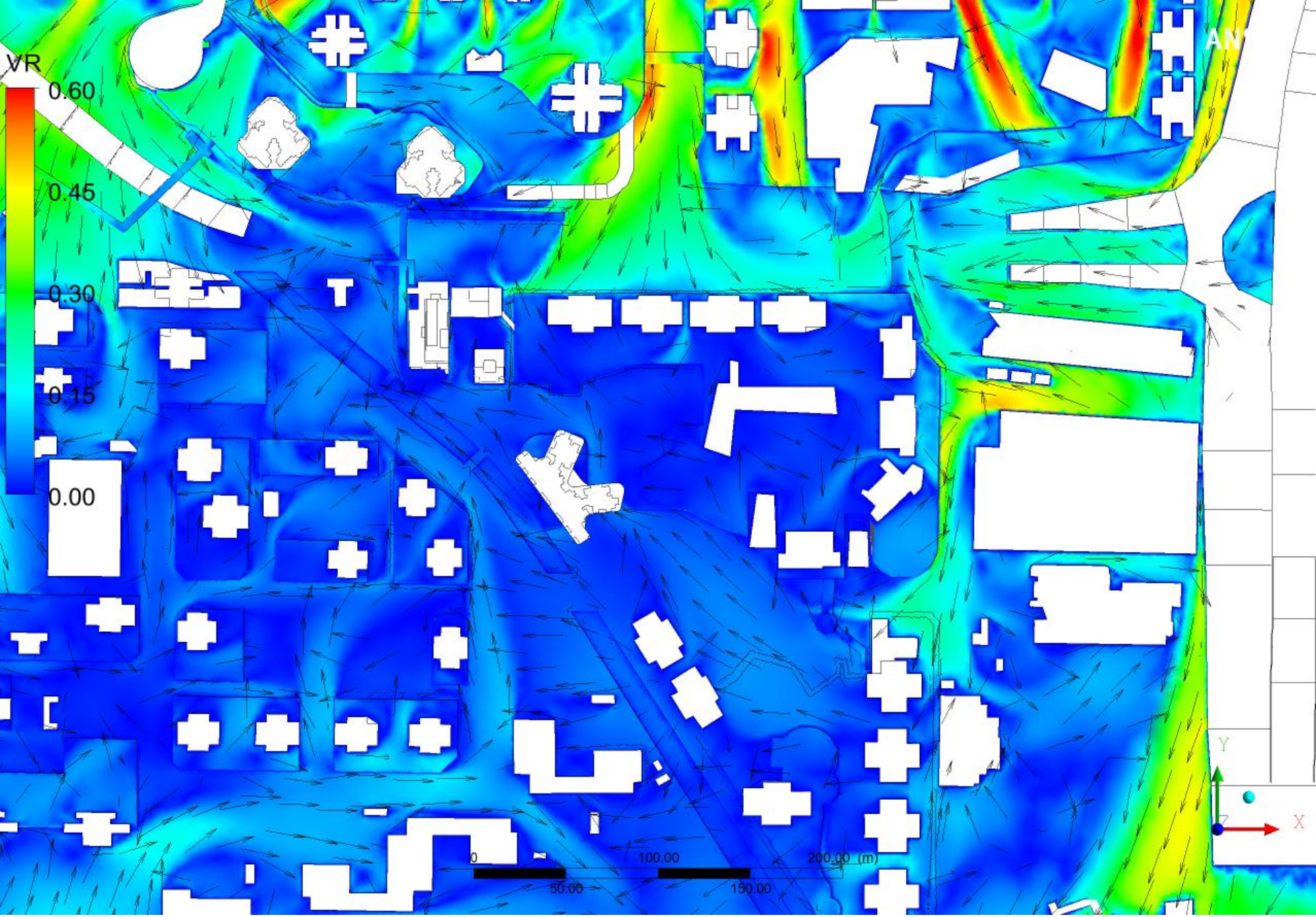
Proposed Scheme – View E



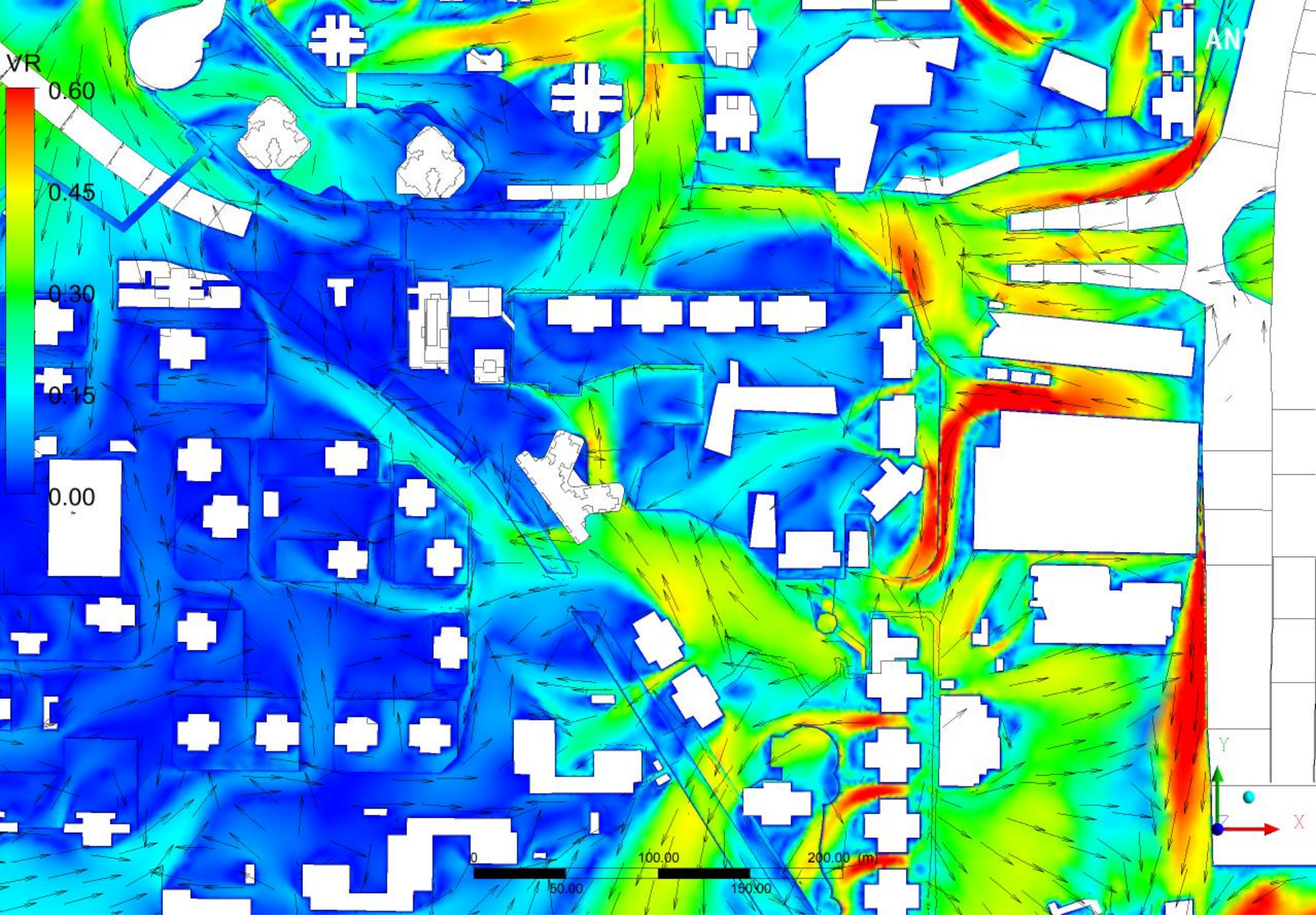
Proposed Scheme – View S



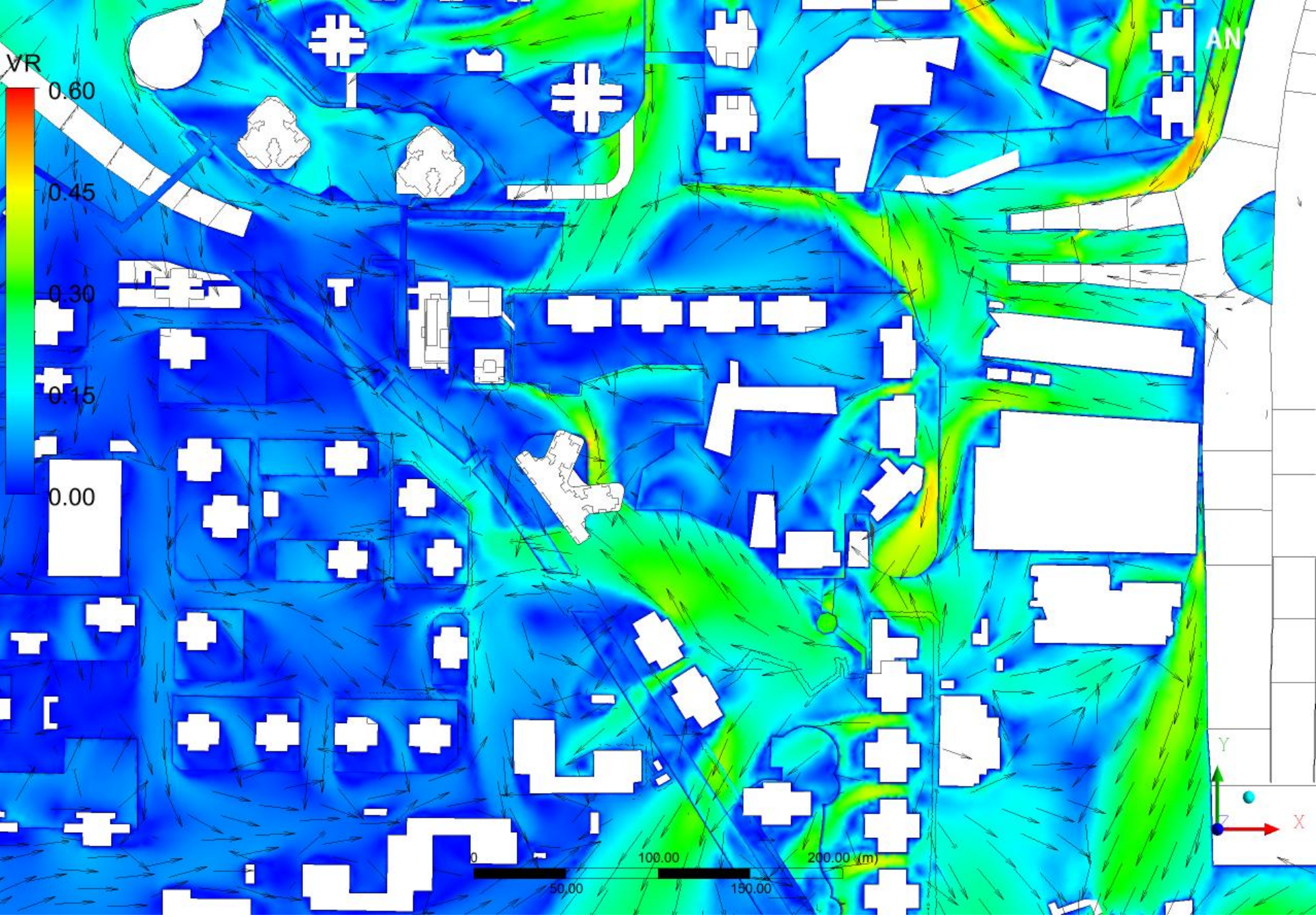
Proposed Scheme – View W



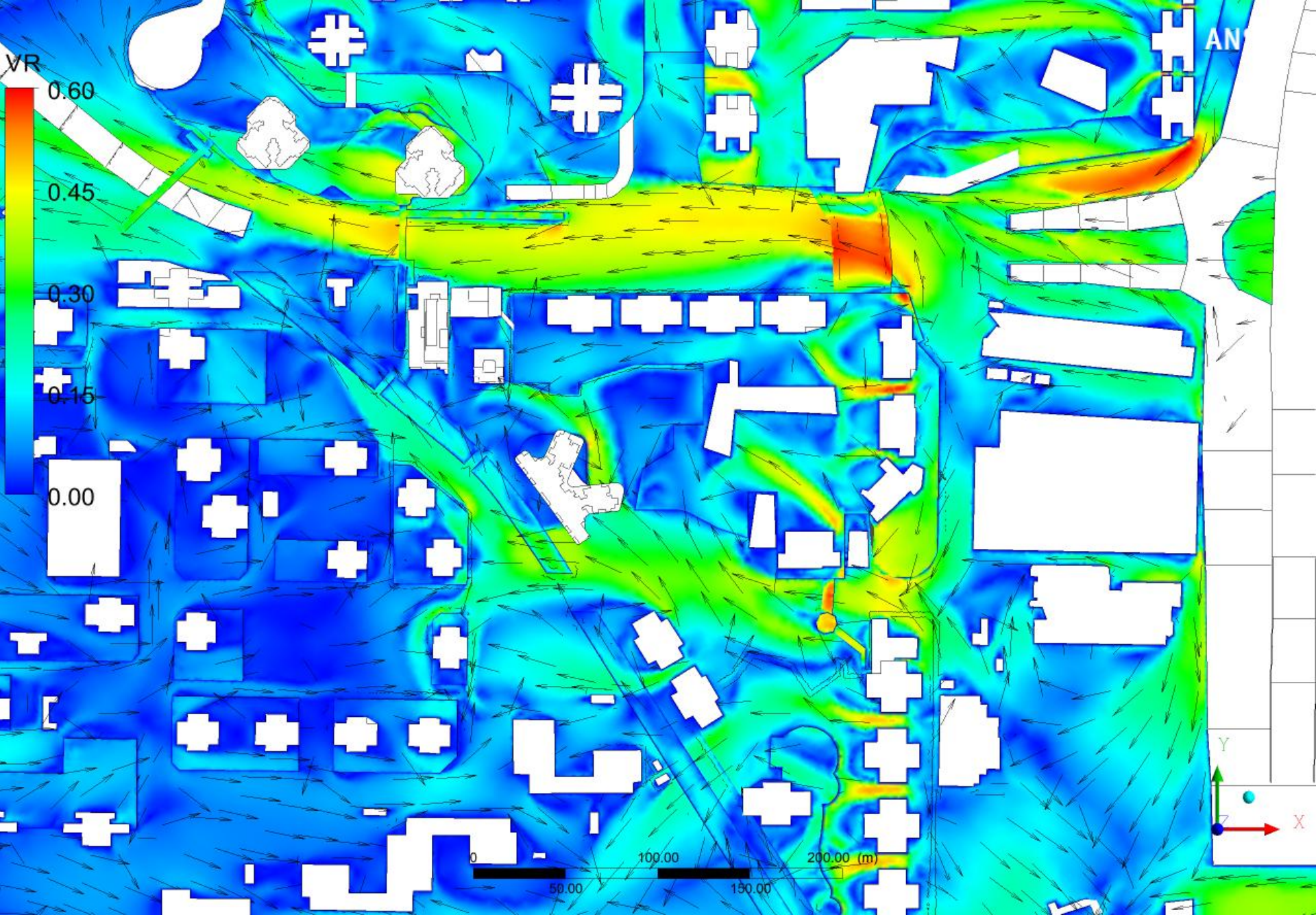
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under NNE Wind



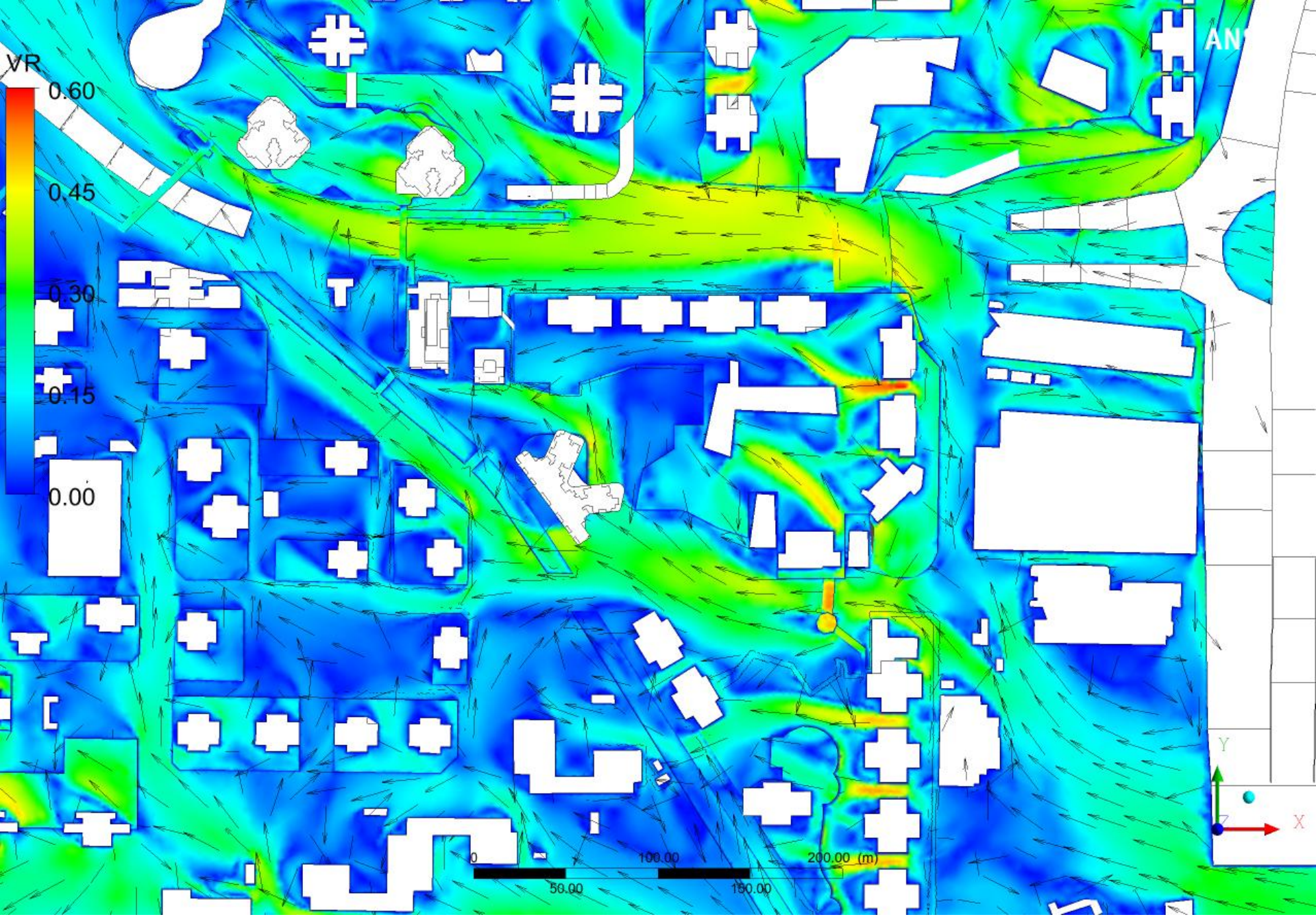
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under NE Wind



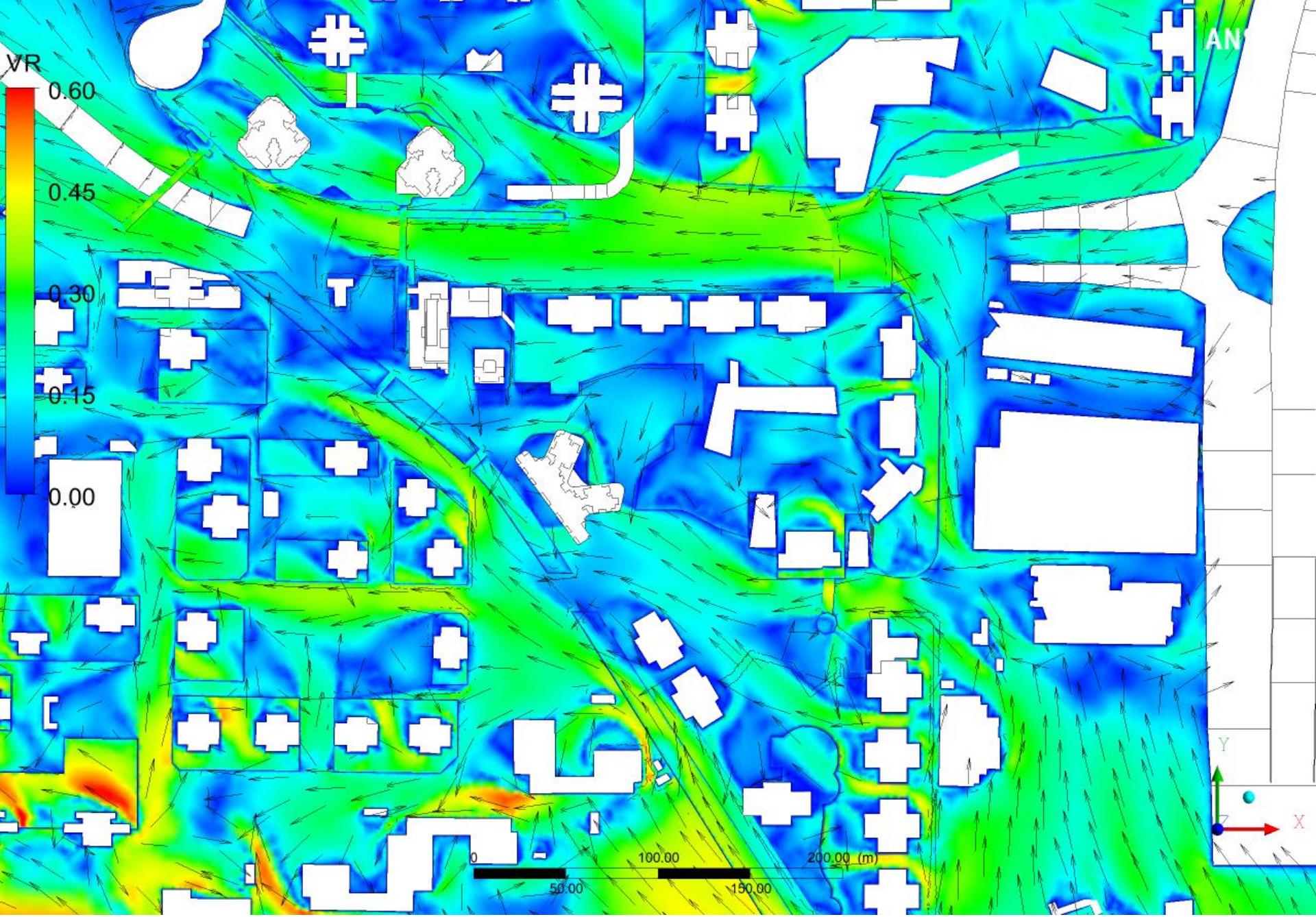
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under ENE Wind



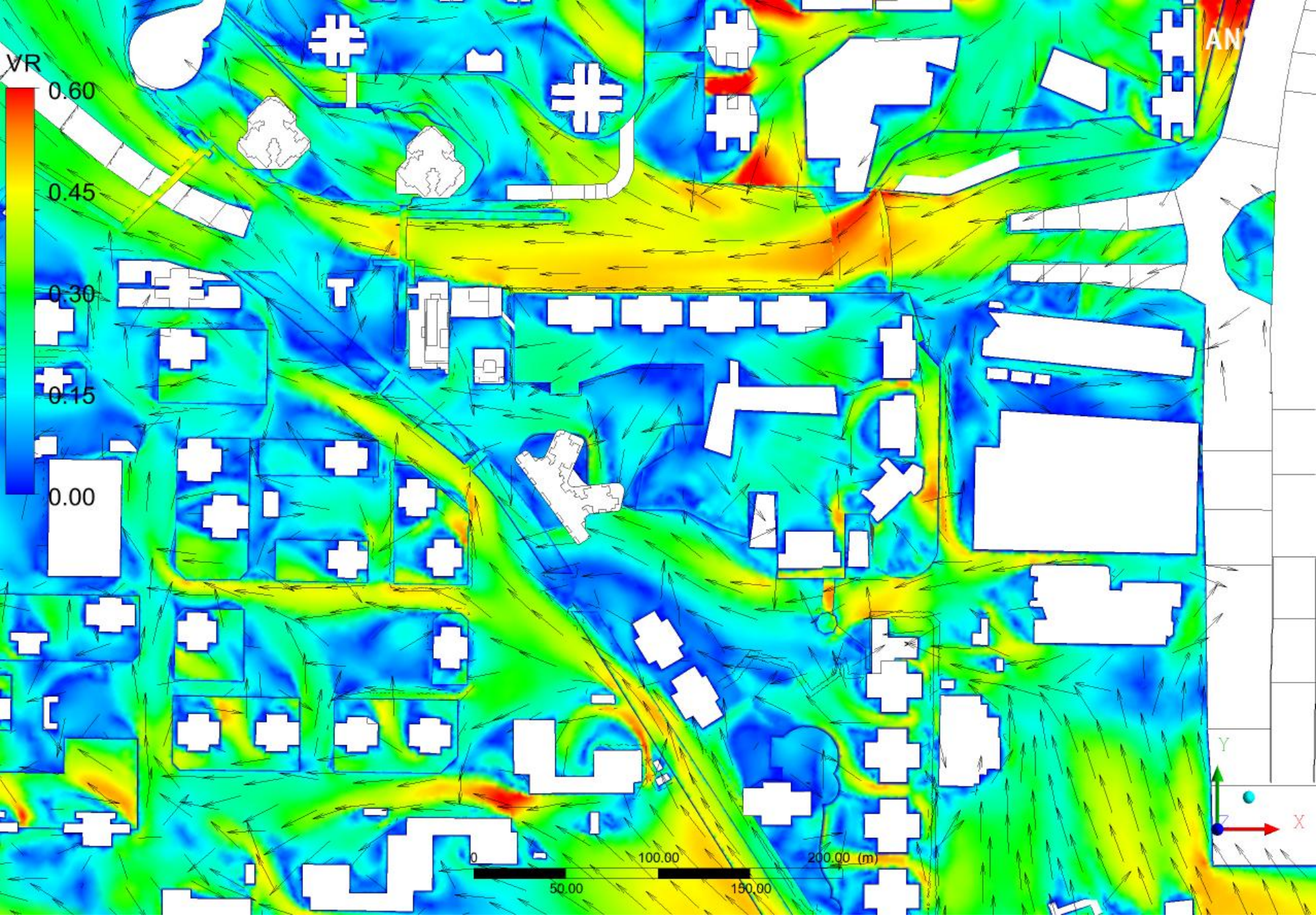
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under E Wind



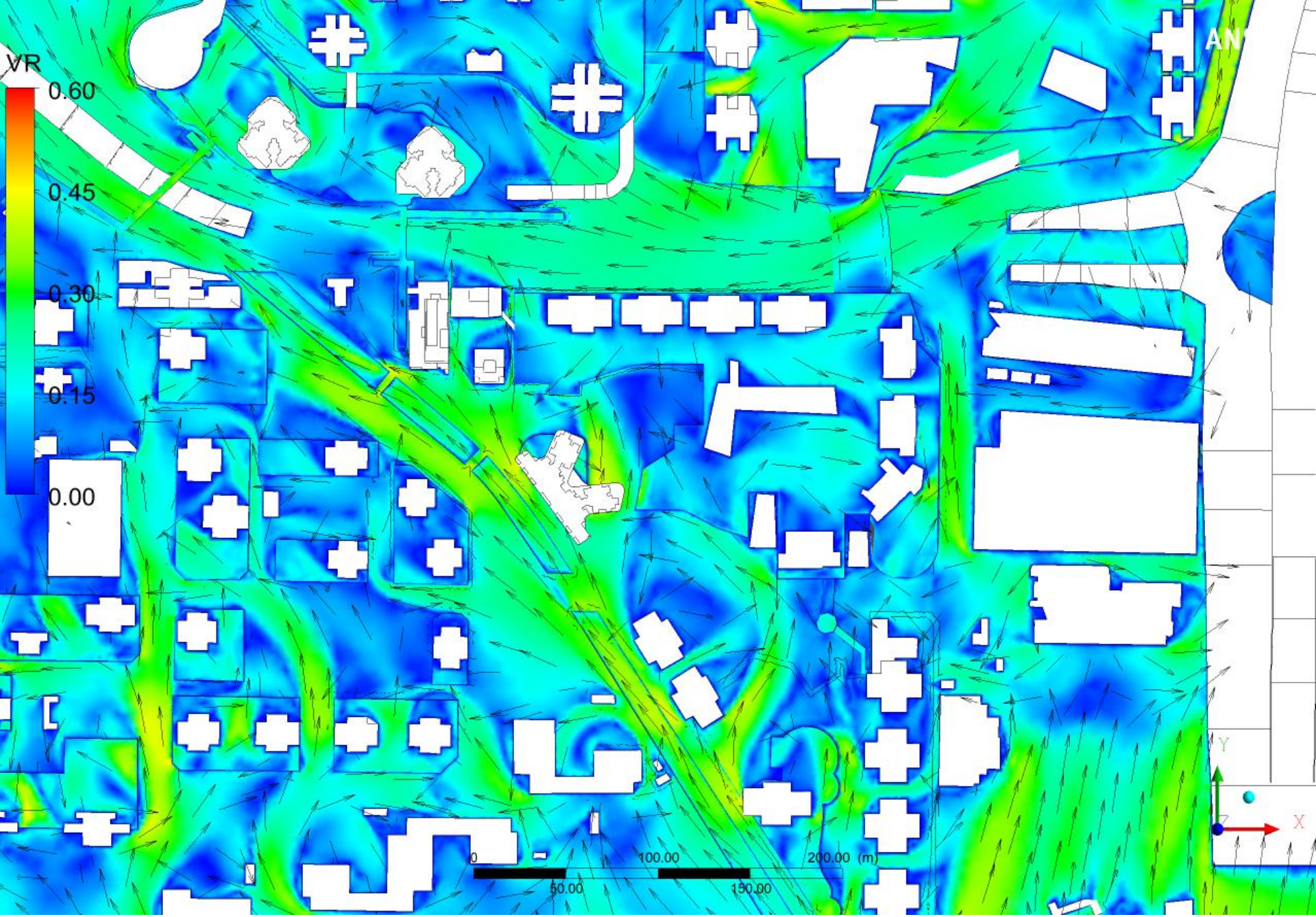
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under ESE Wind



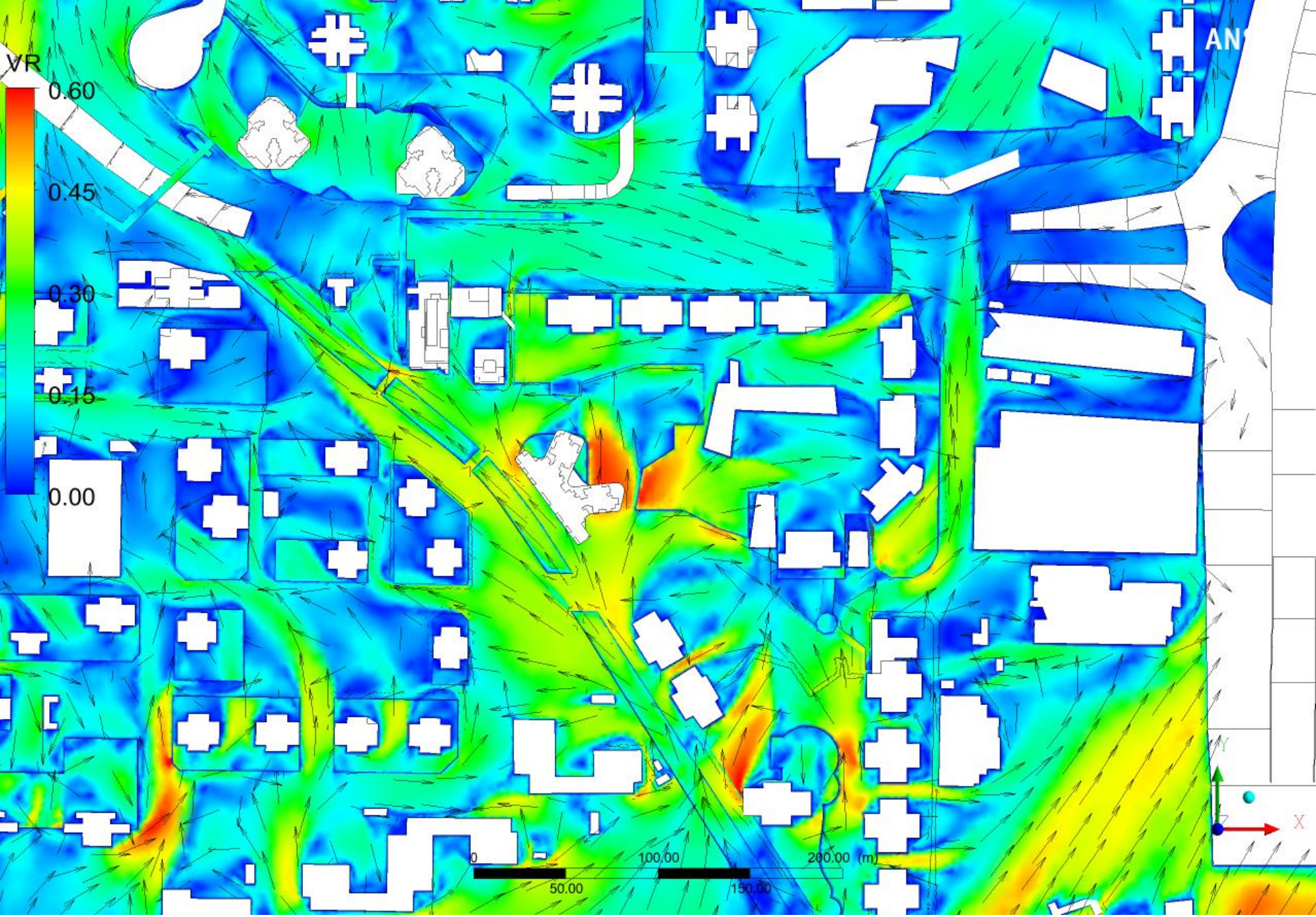
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SE Wind



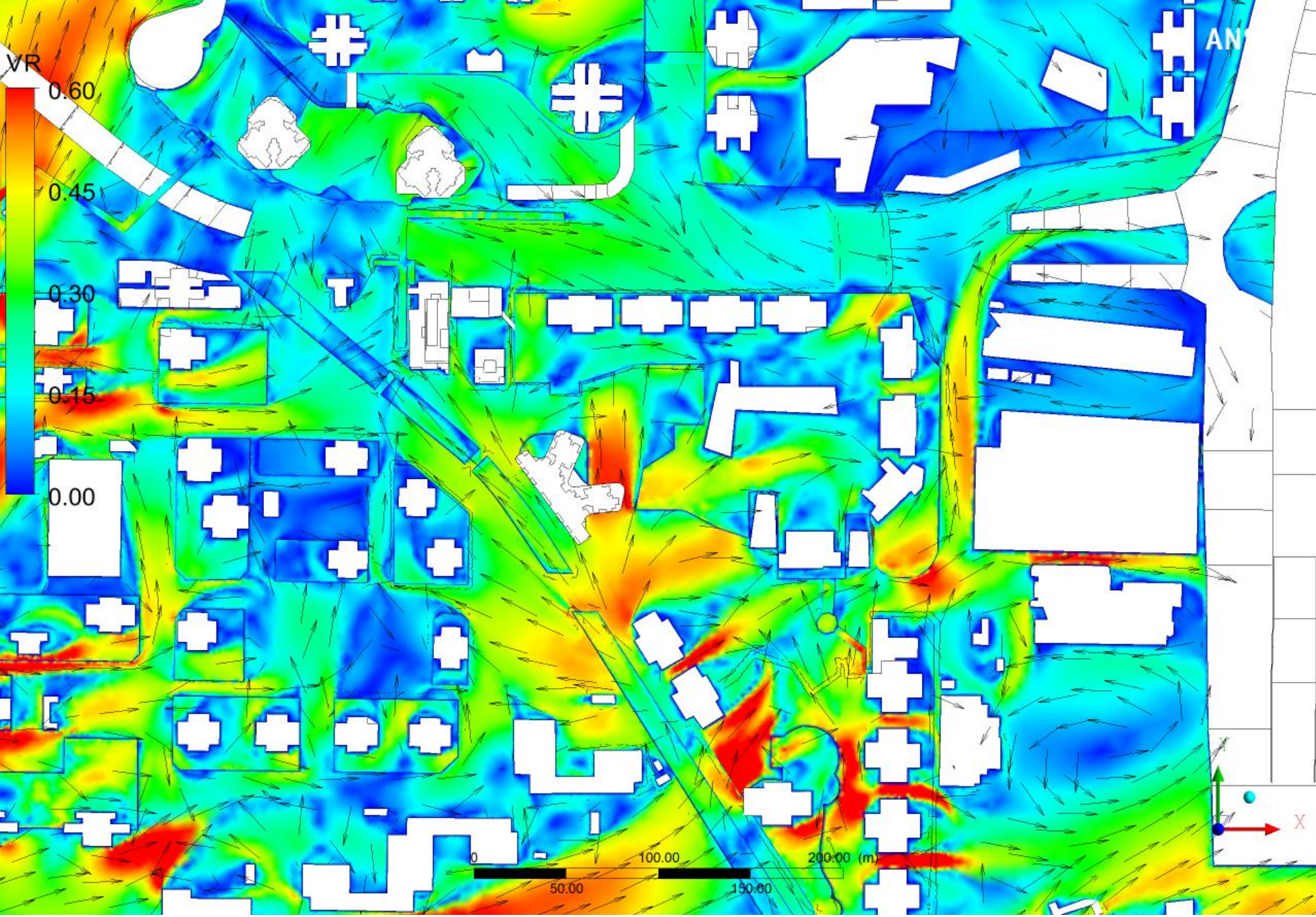
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SSE Wind



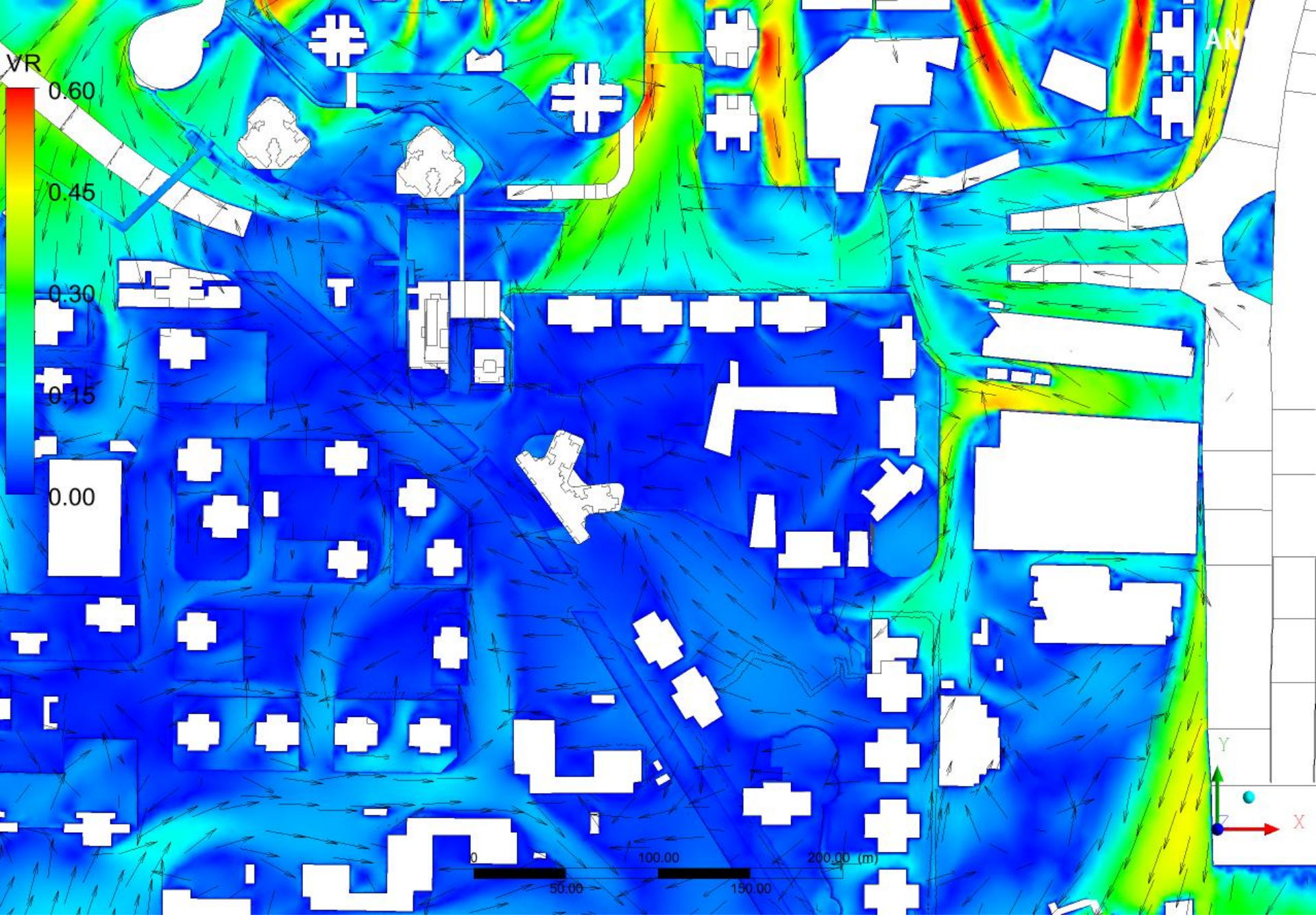
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under S Wind



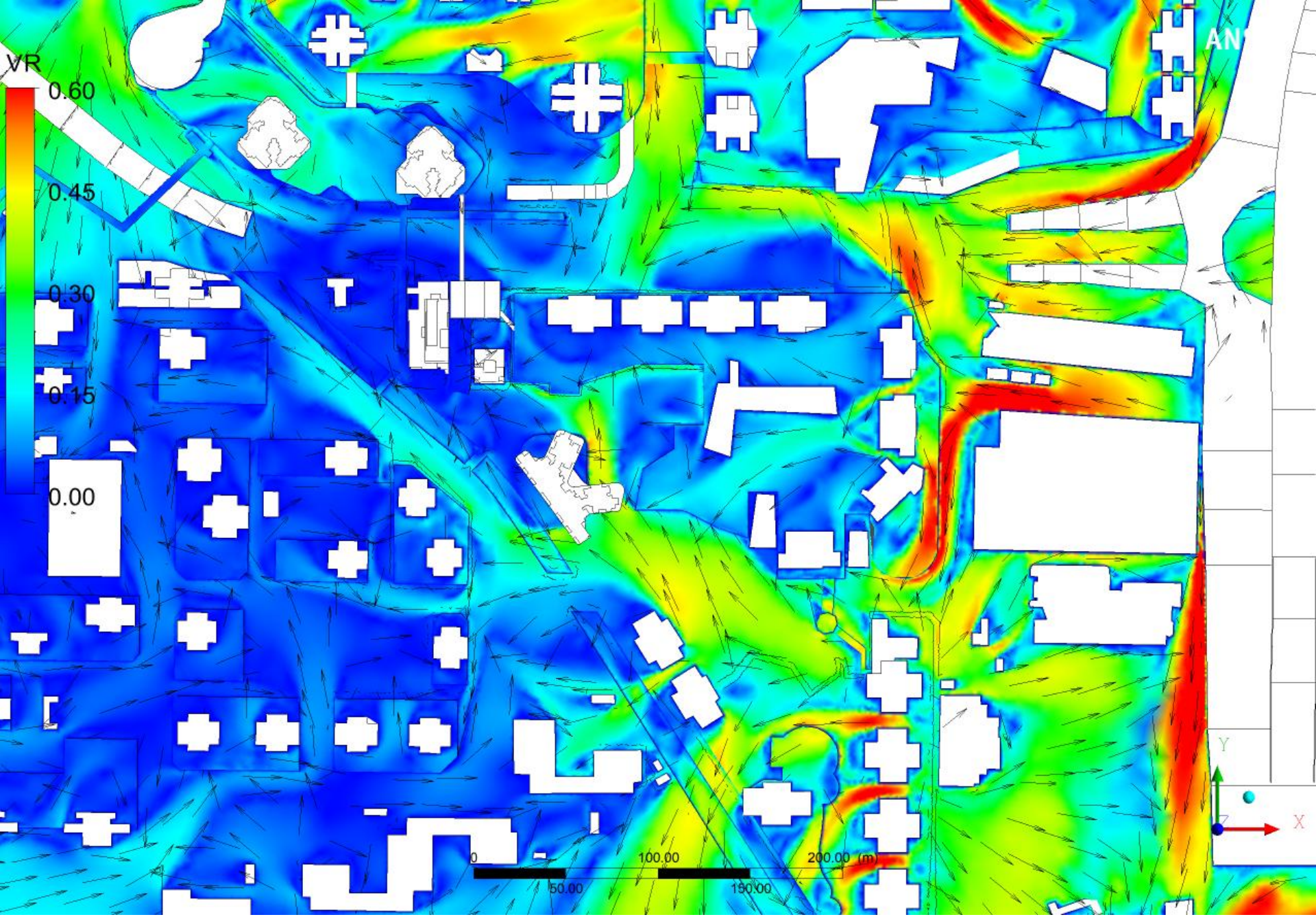
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SSW Wind



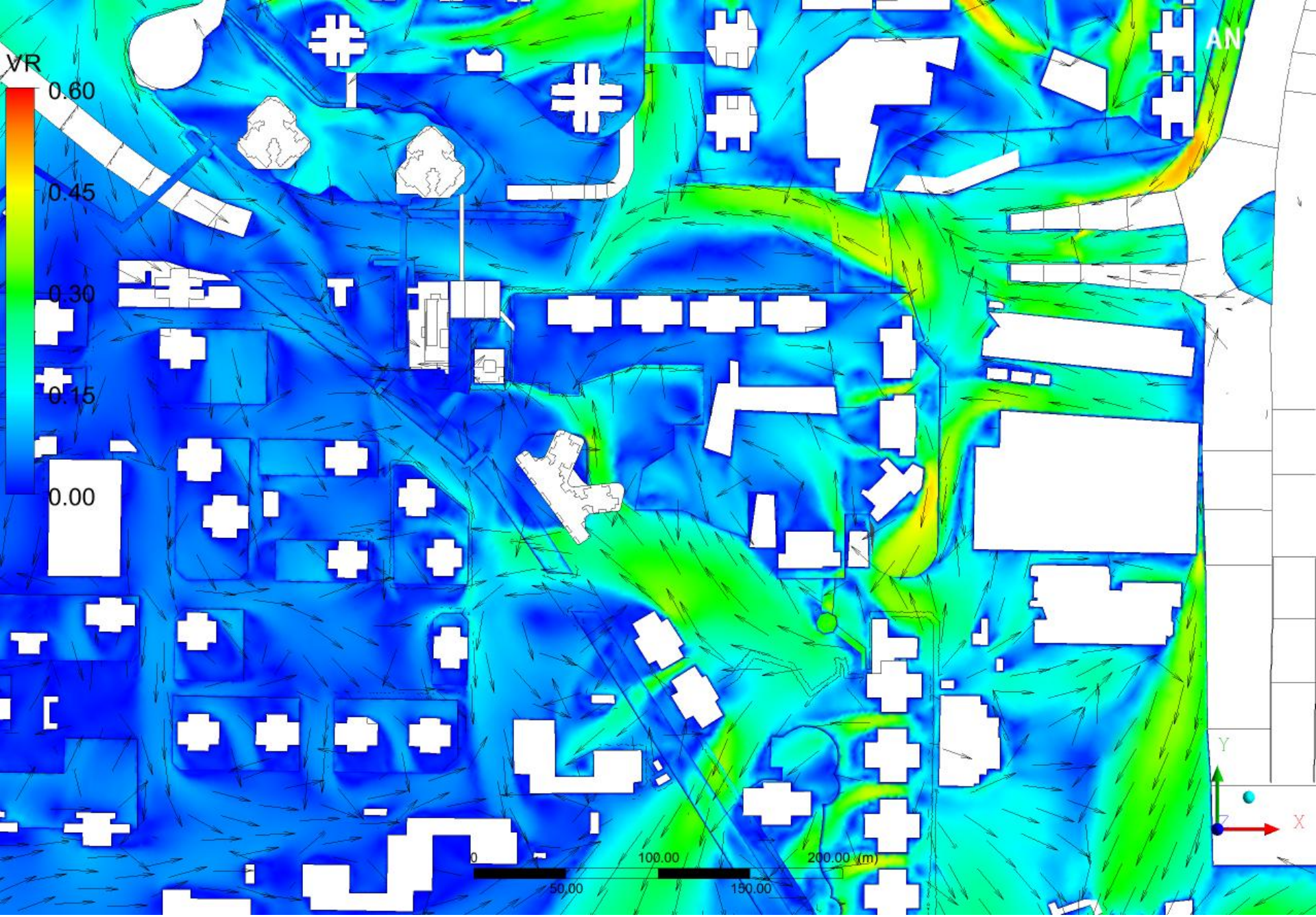
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SW Wind



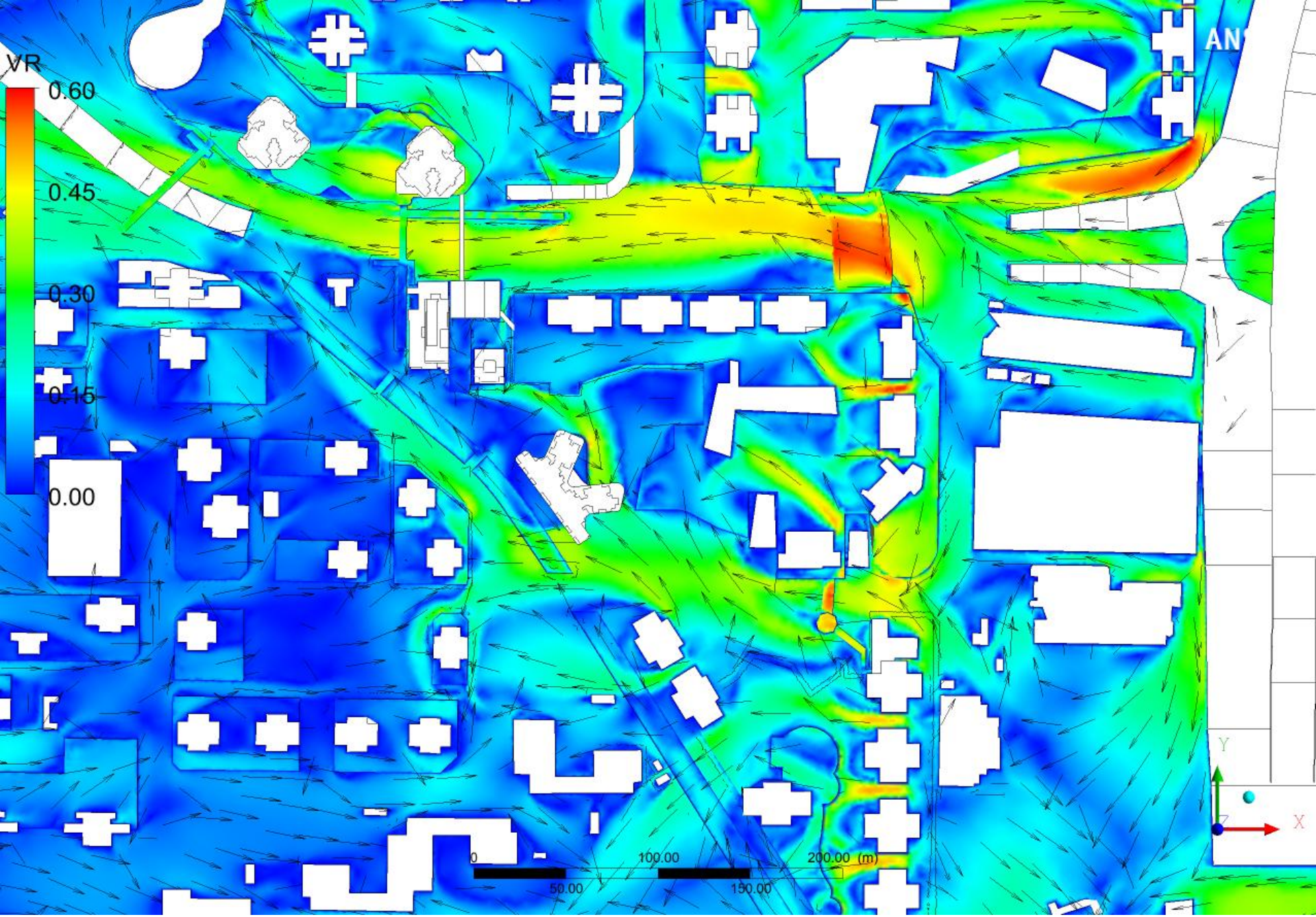
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under NNE Wind



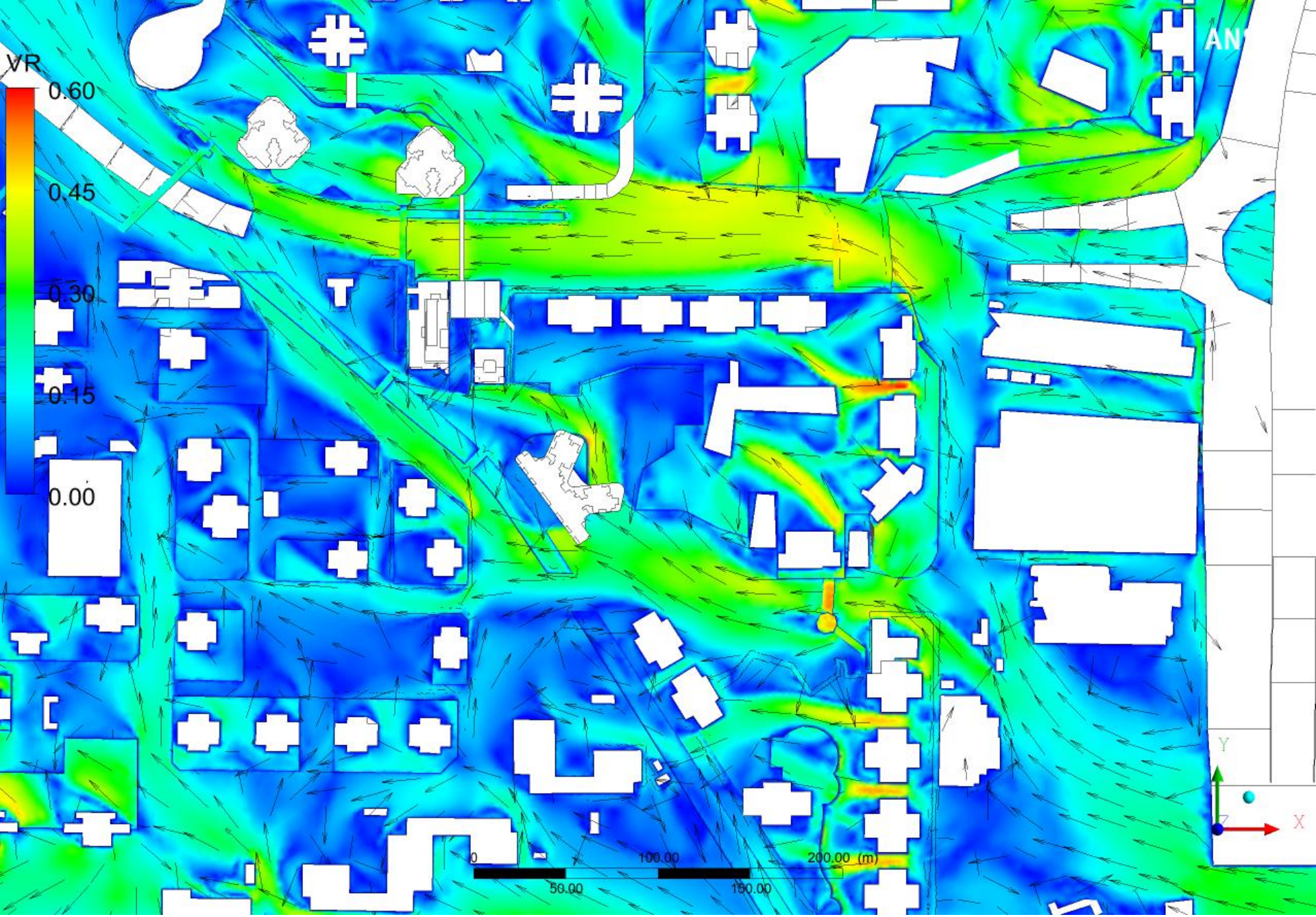
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under NE Wind



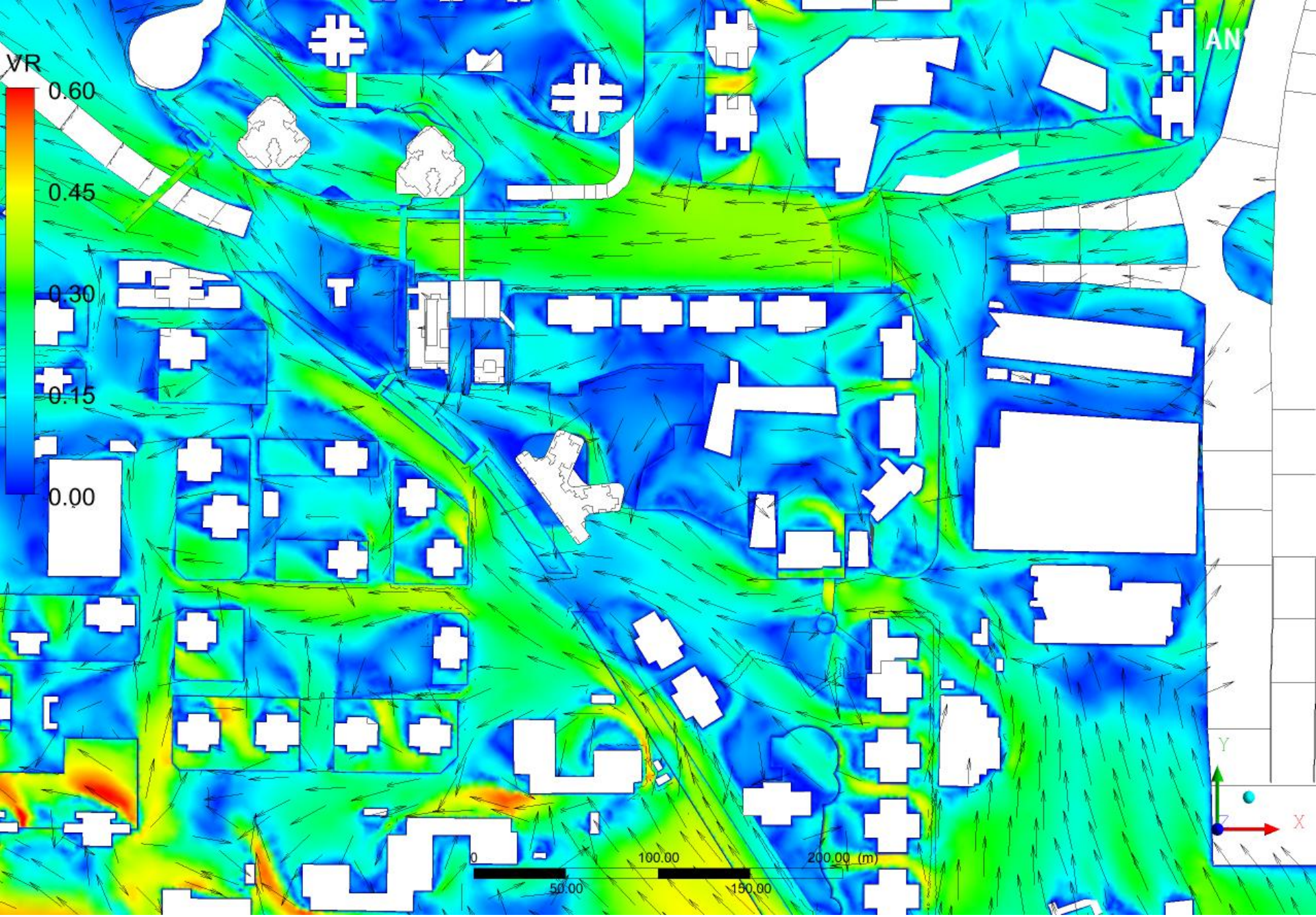
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under ENE Wind



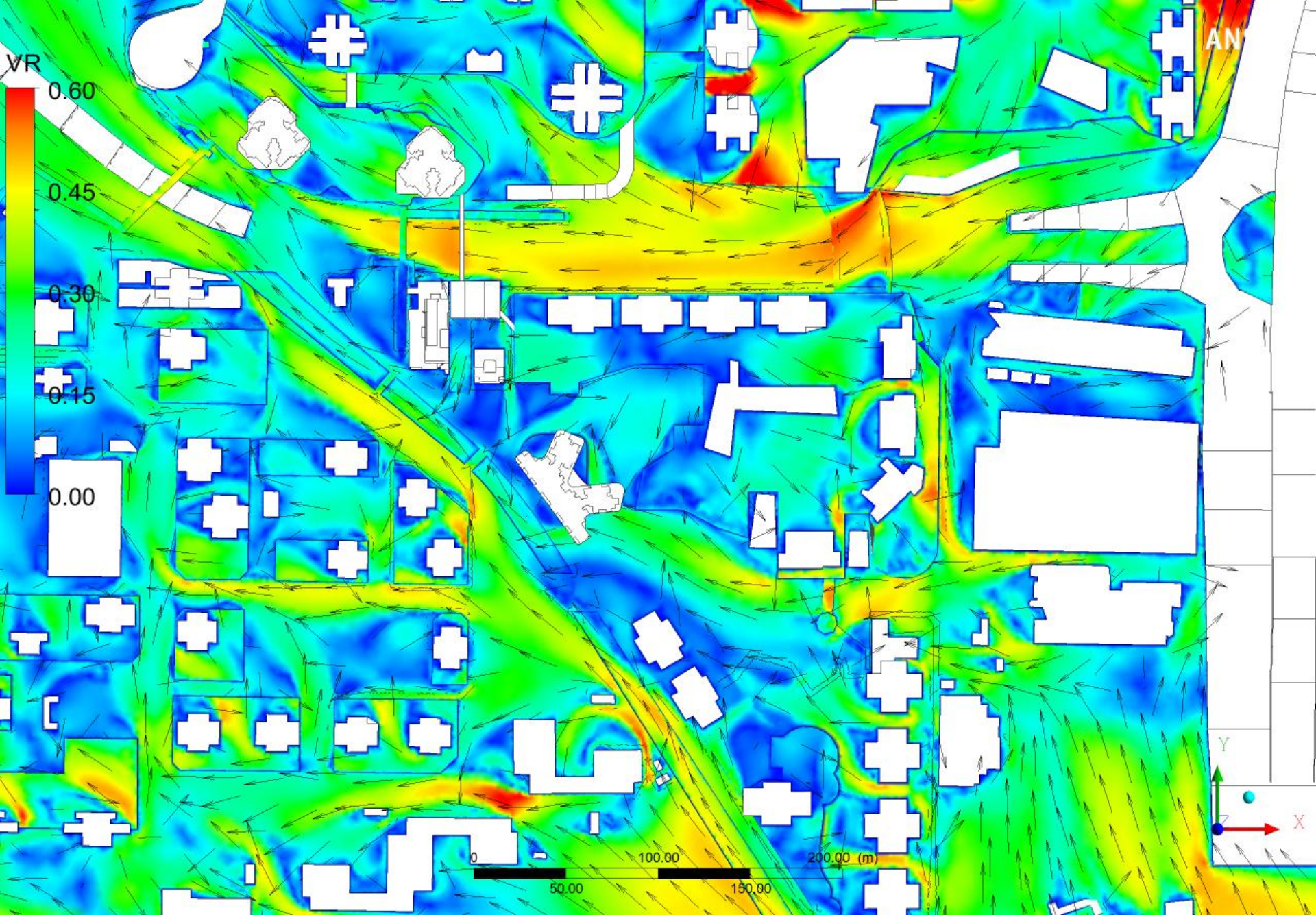
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under E Wind



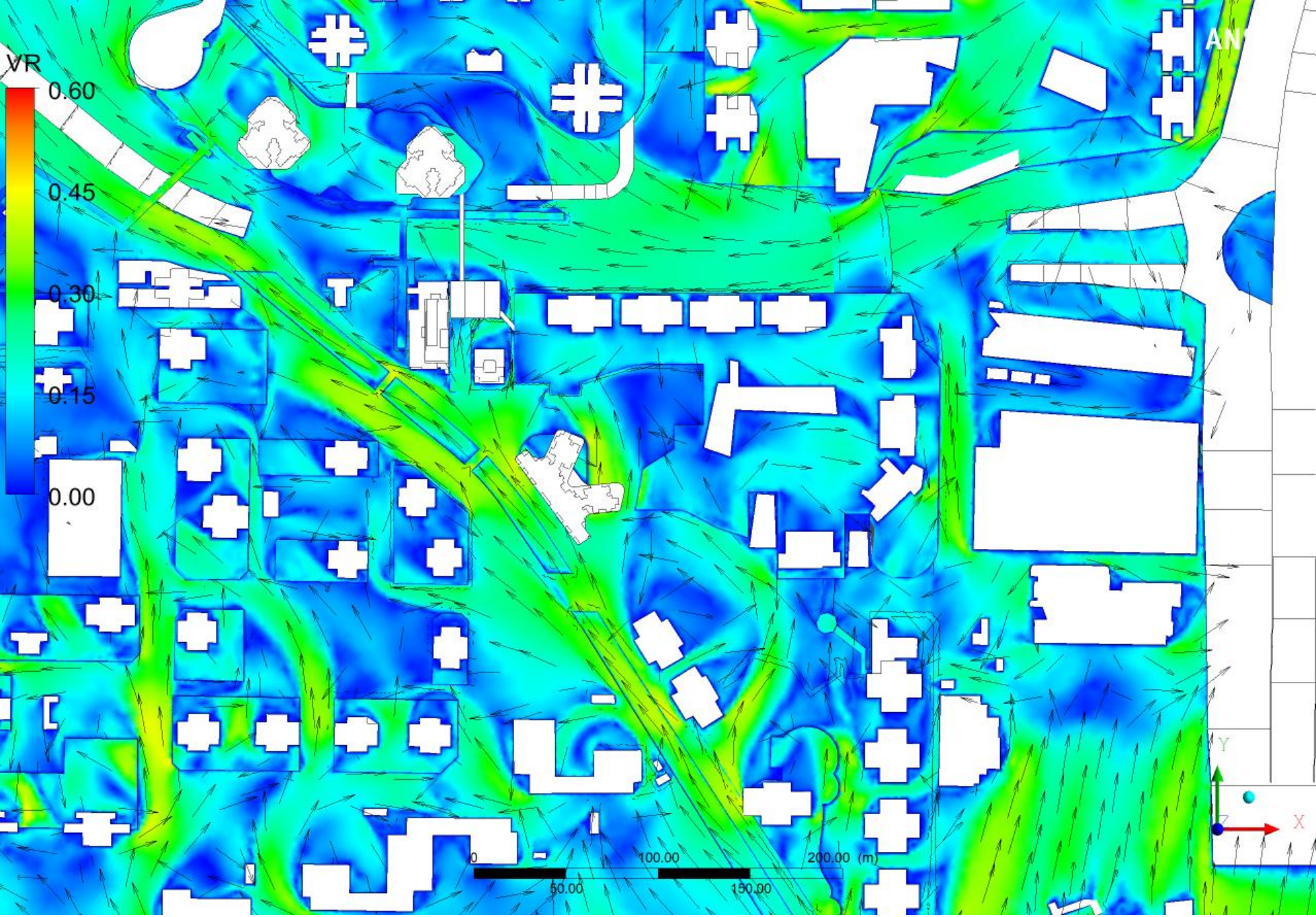
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under ESE Wind



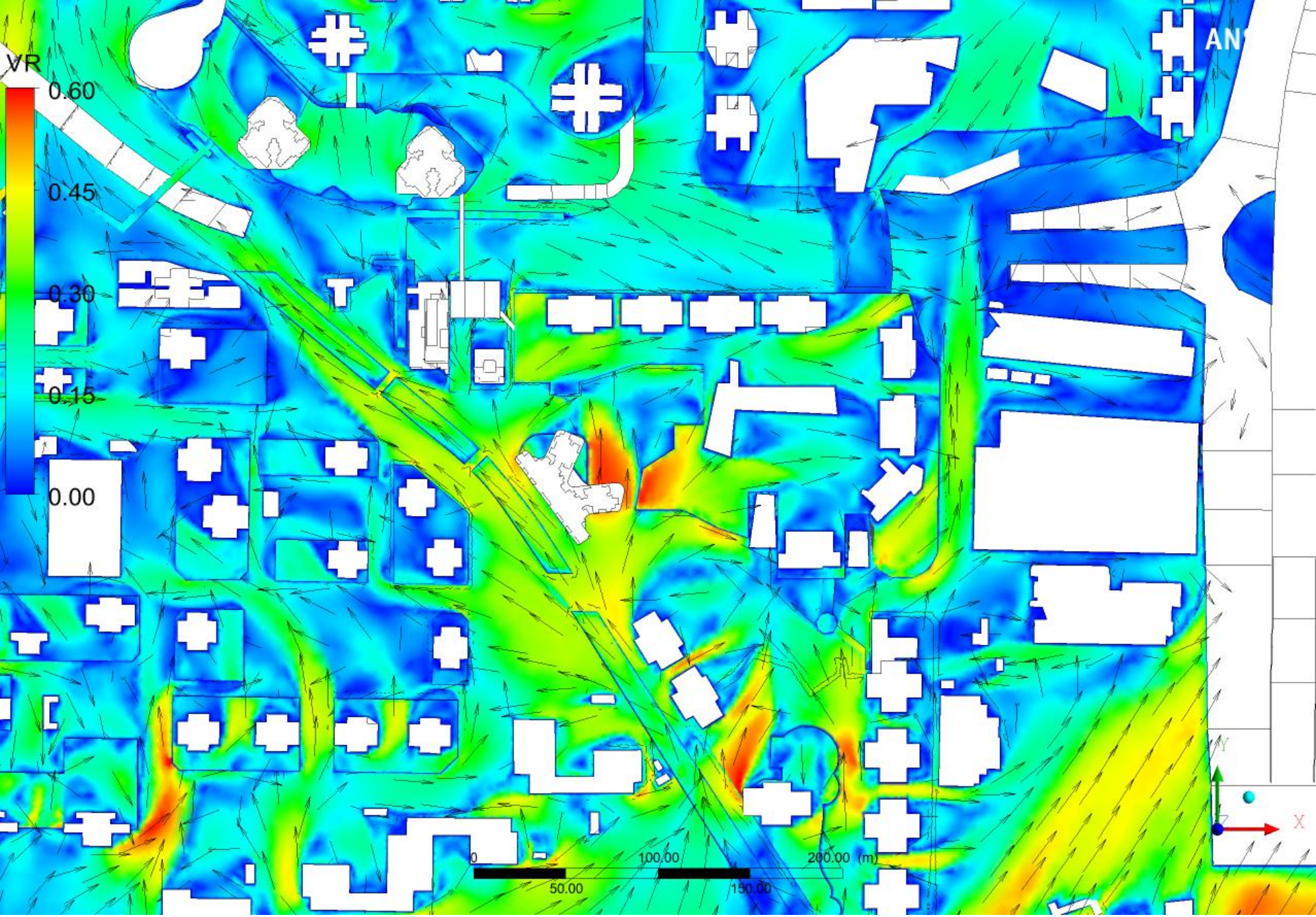
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SE Wind



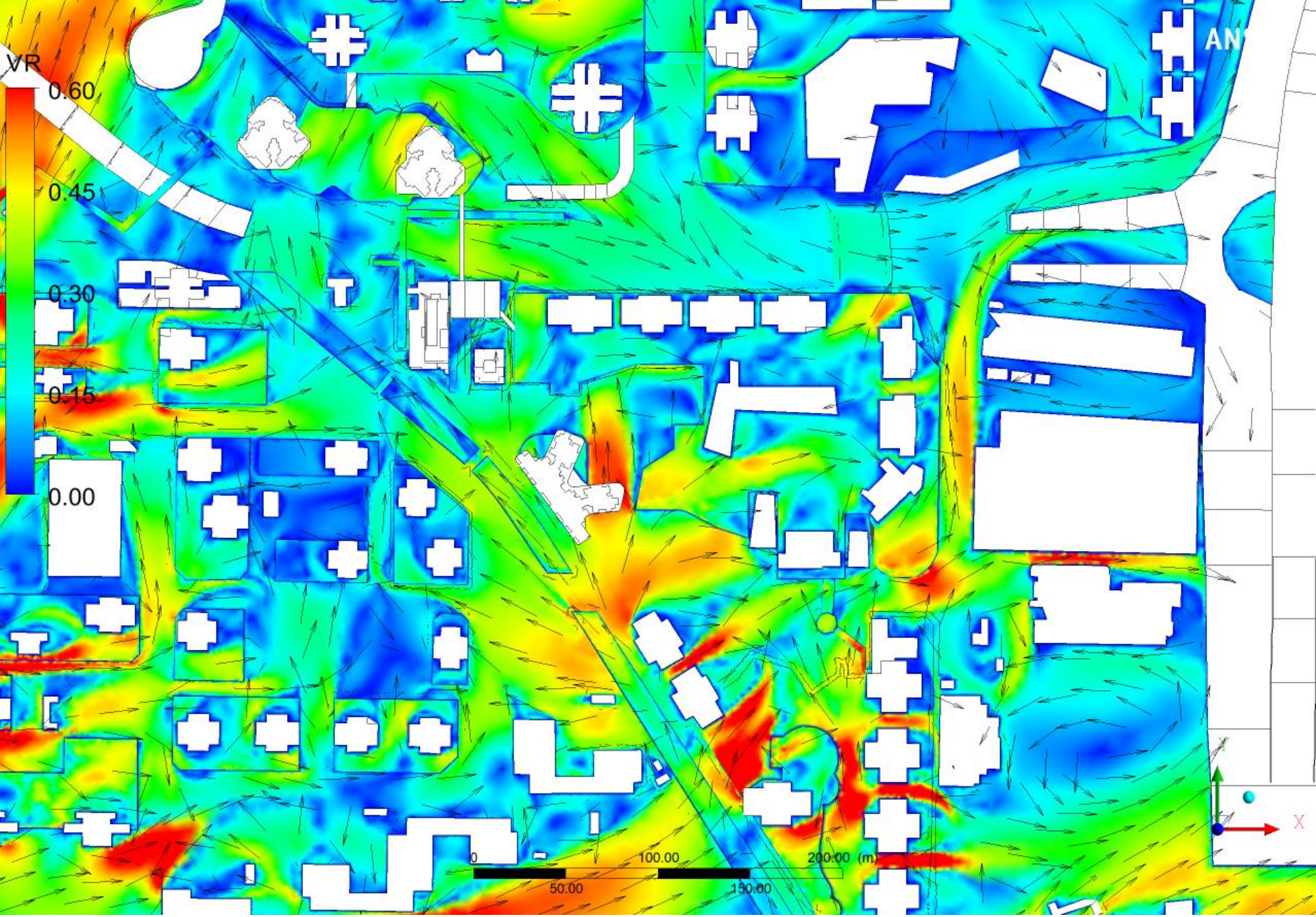
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SSE Wind



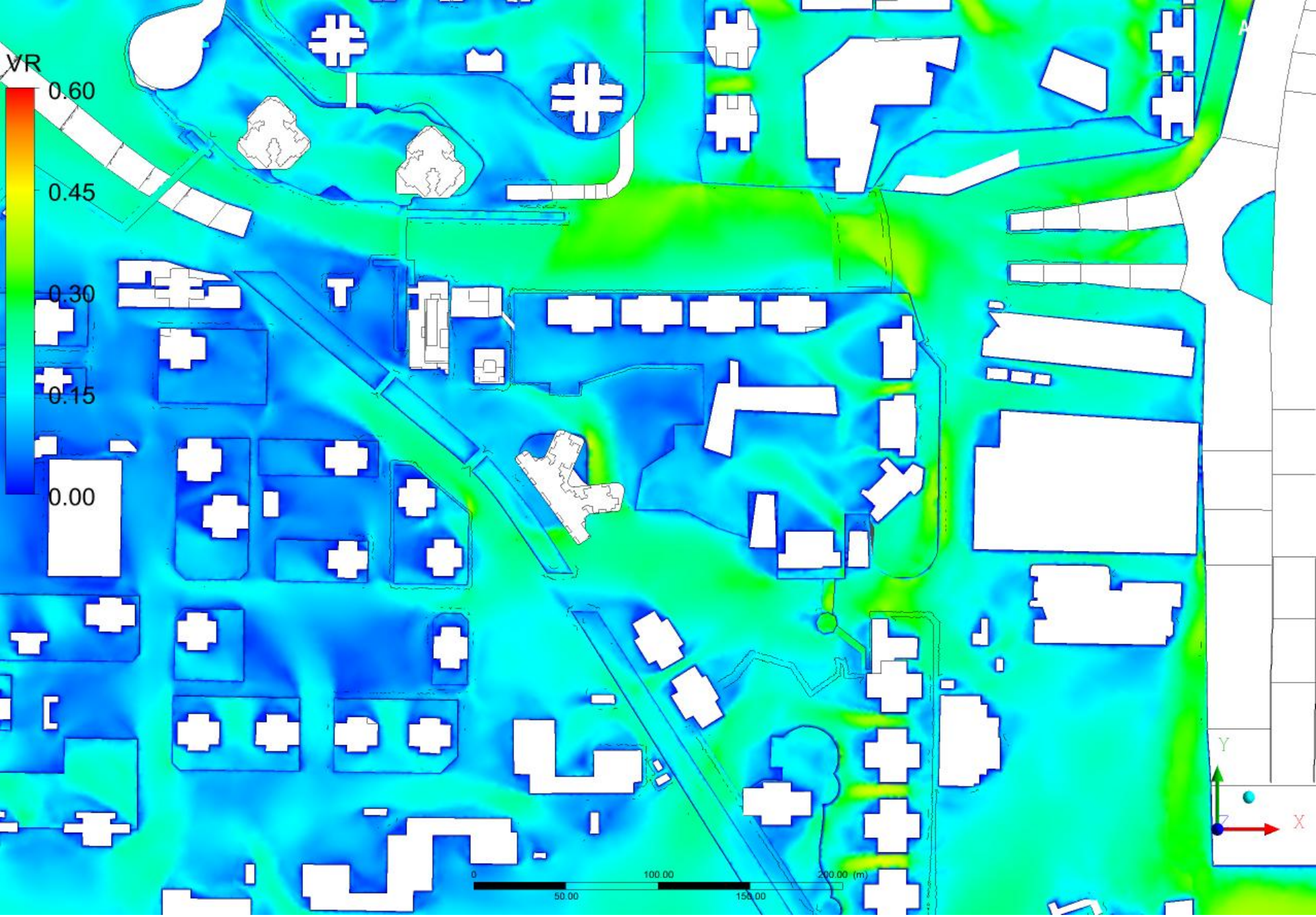
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under S Wind



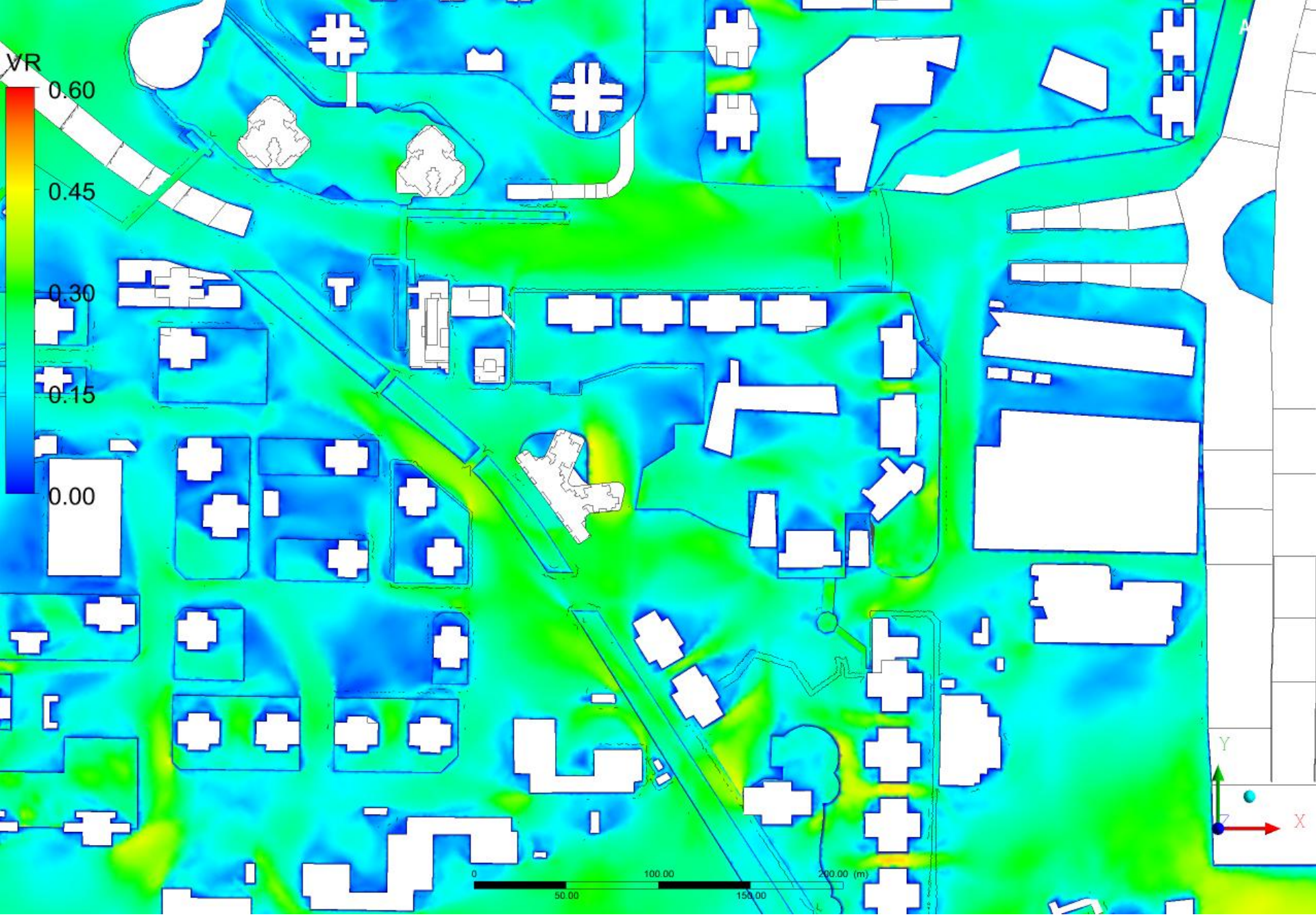
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SSW Wind



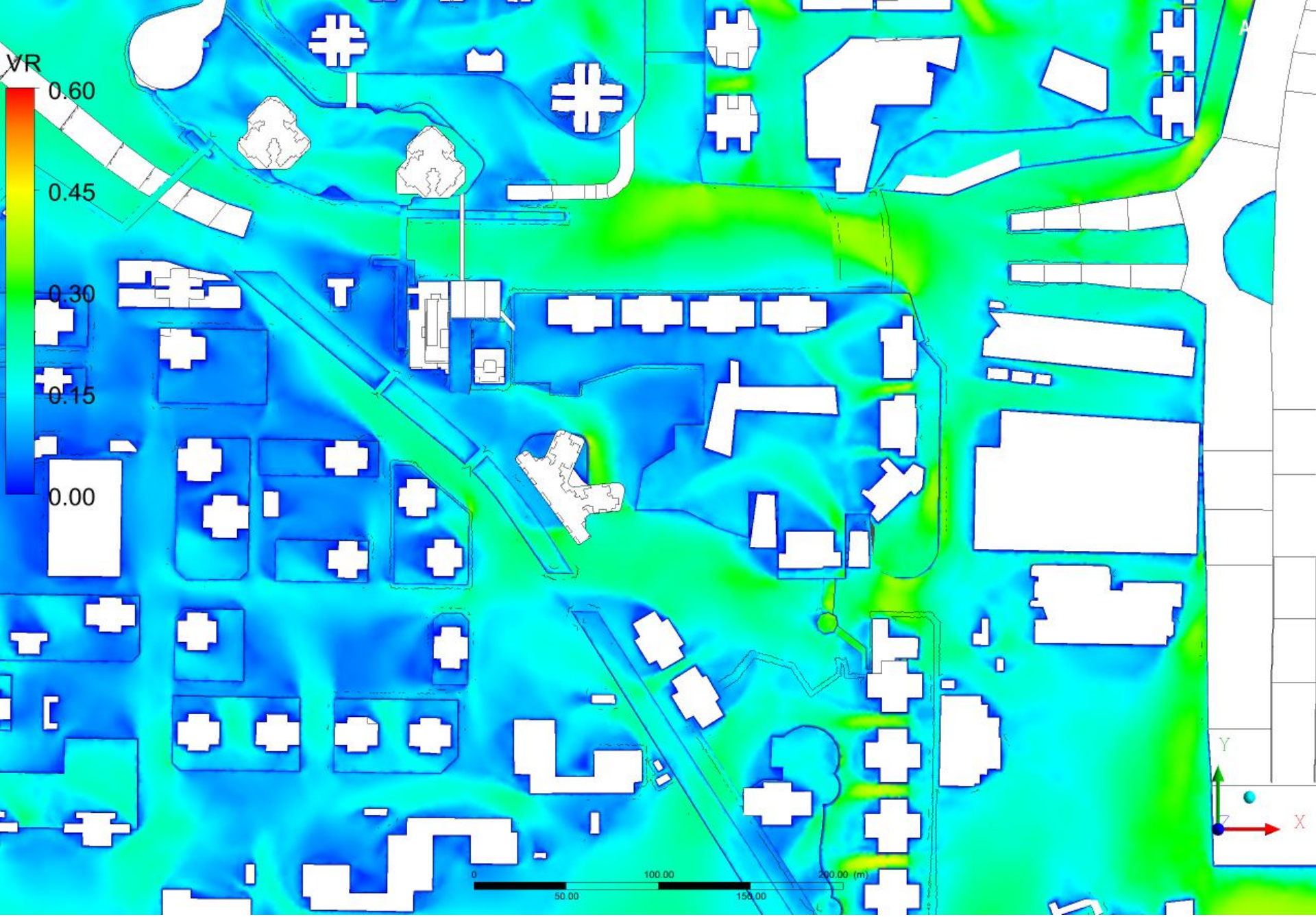
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SW Wind



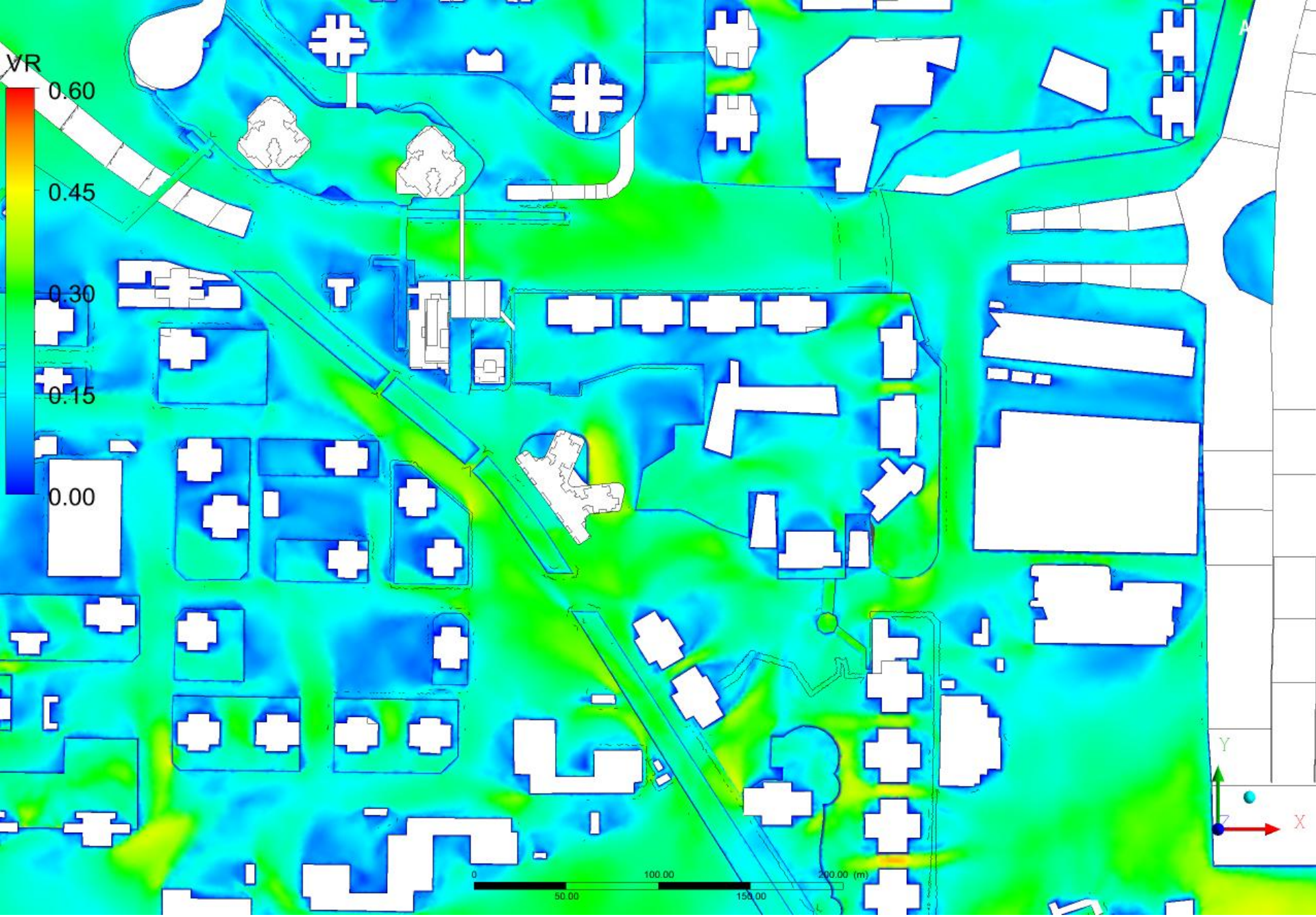
Baseline Scheme – Annual wind VR contour and vector plot at pedestrian level / podium level



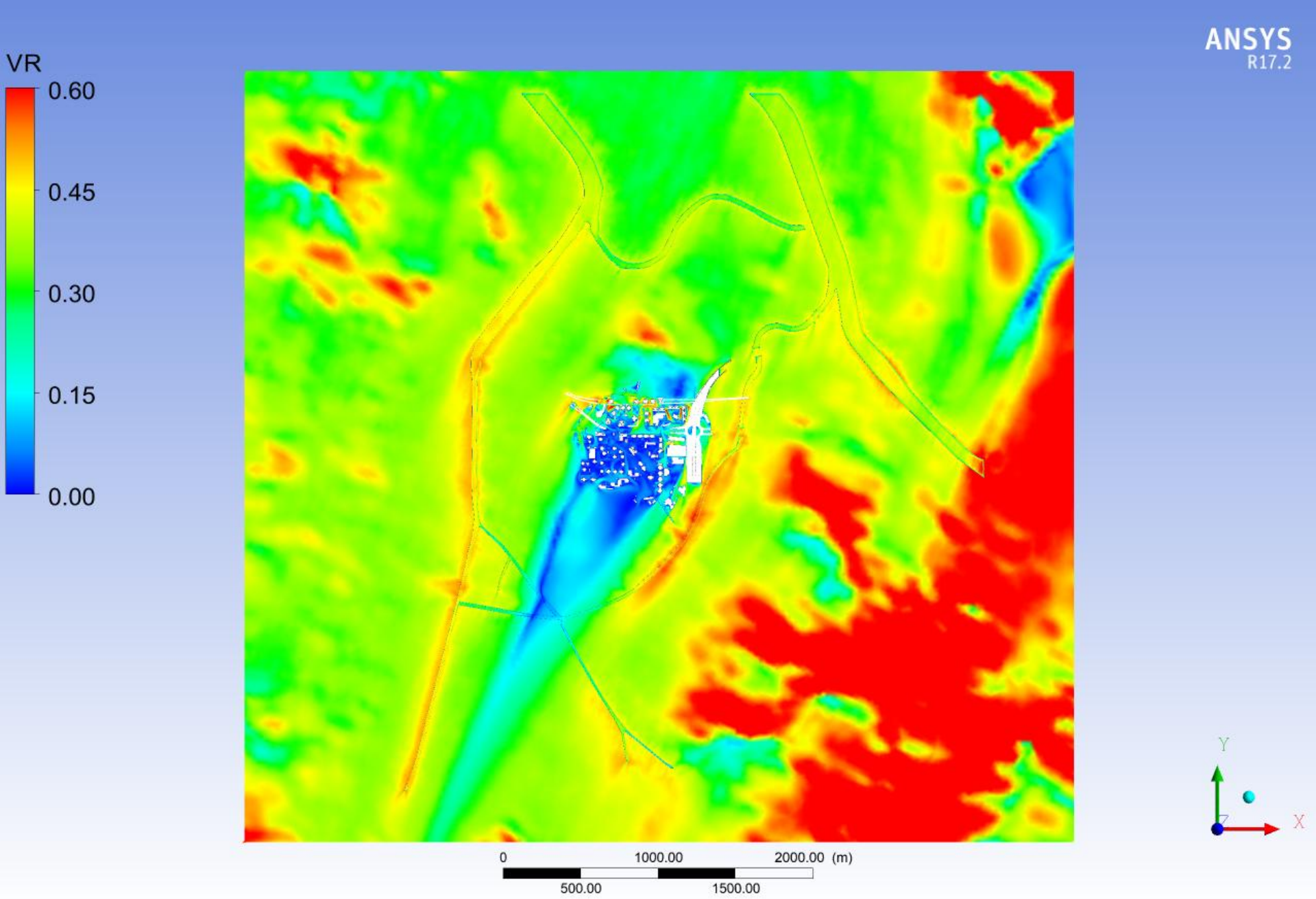
Baseline Scheme – Summer wind VR contour and vector plot at pedestrian level / podium level



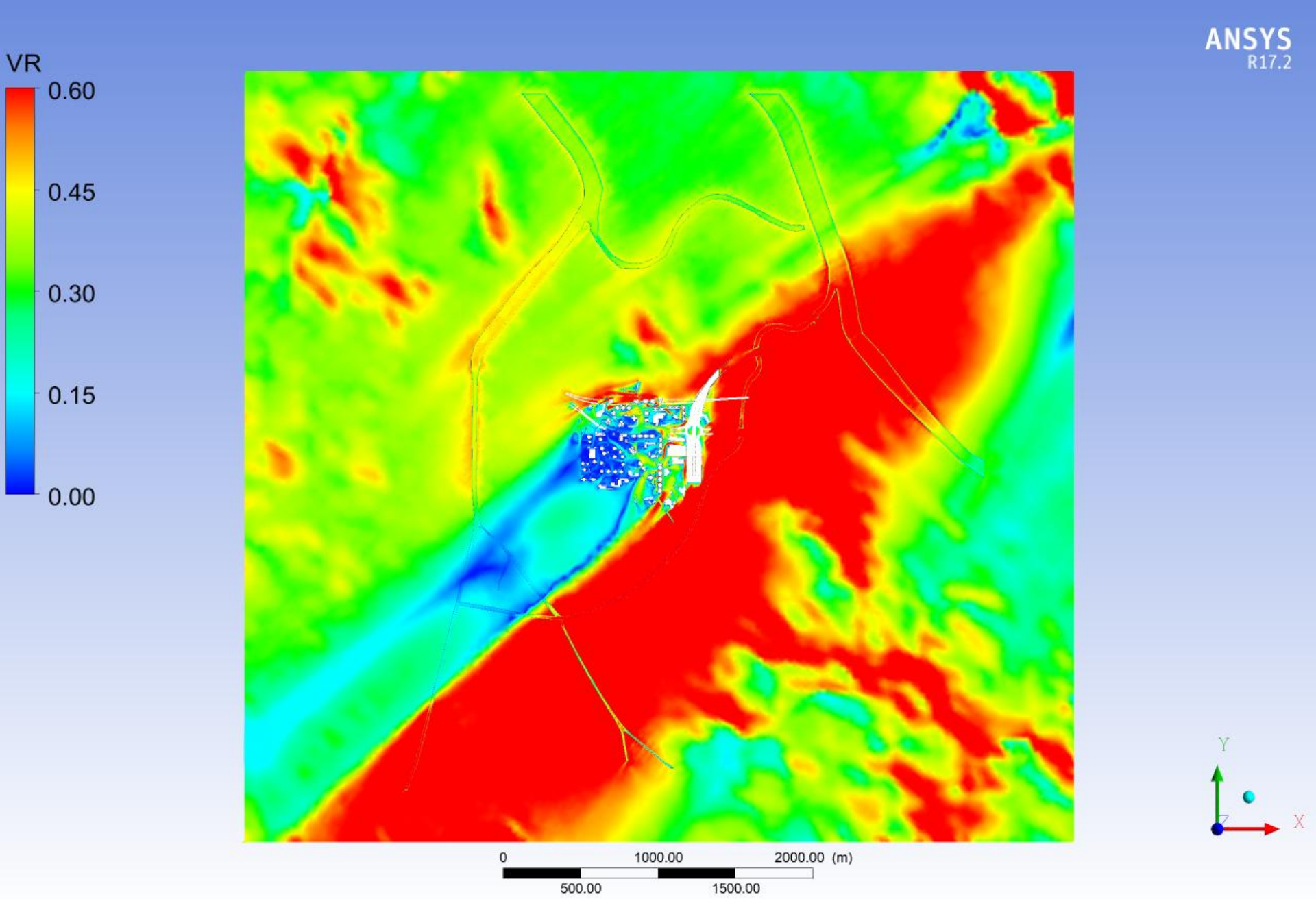
Proposed Scheme – Annual wind VR contour and vector plot at pedestrian level / podium level



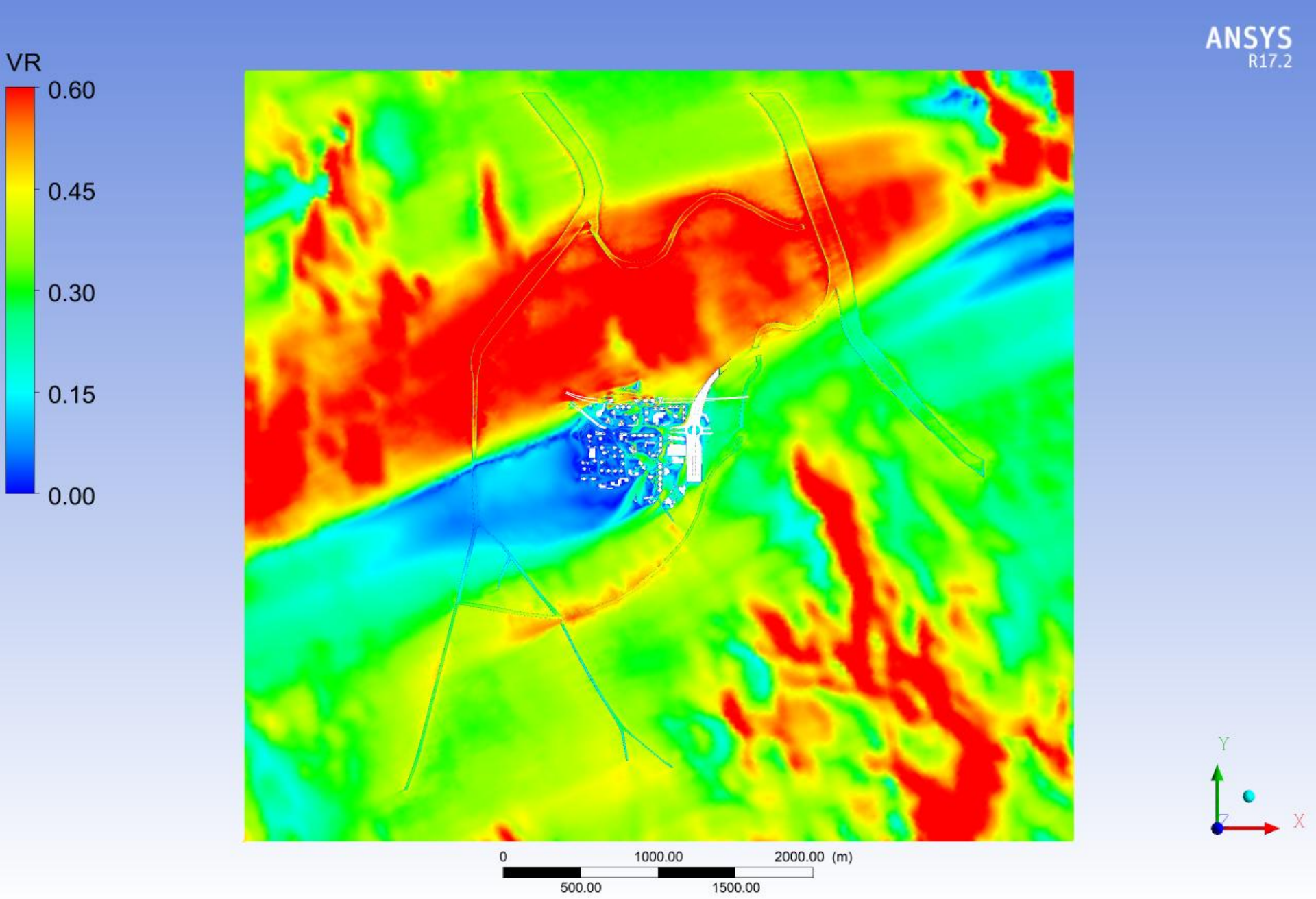
Proposed Scheme – Summer wind VR contour and vector plot at pedestrian level / podium level



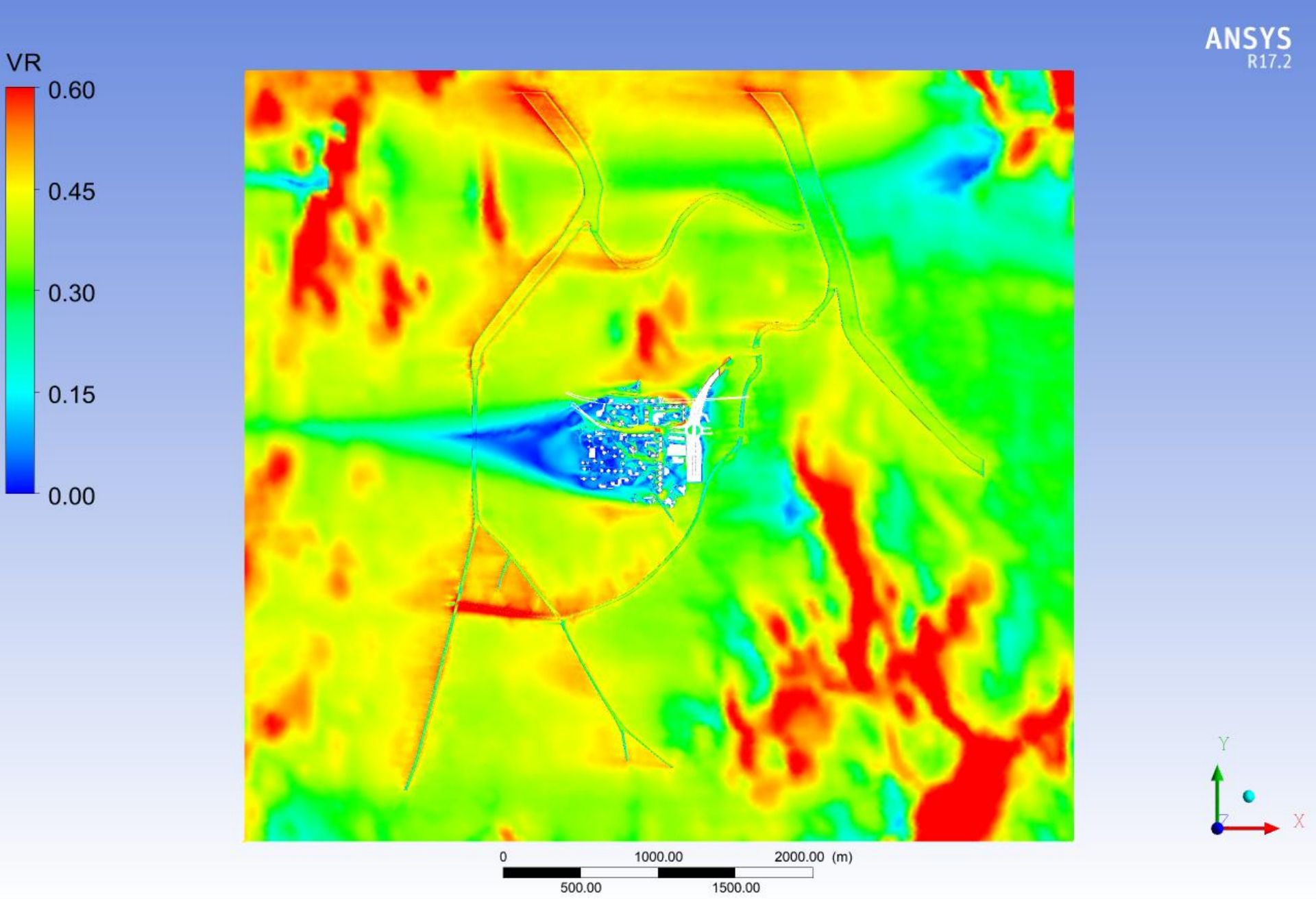
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under NNE Wind



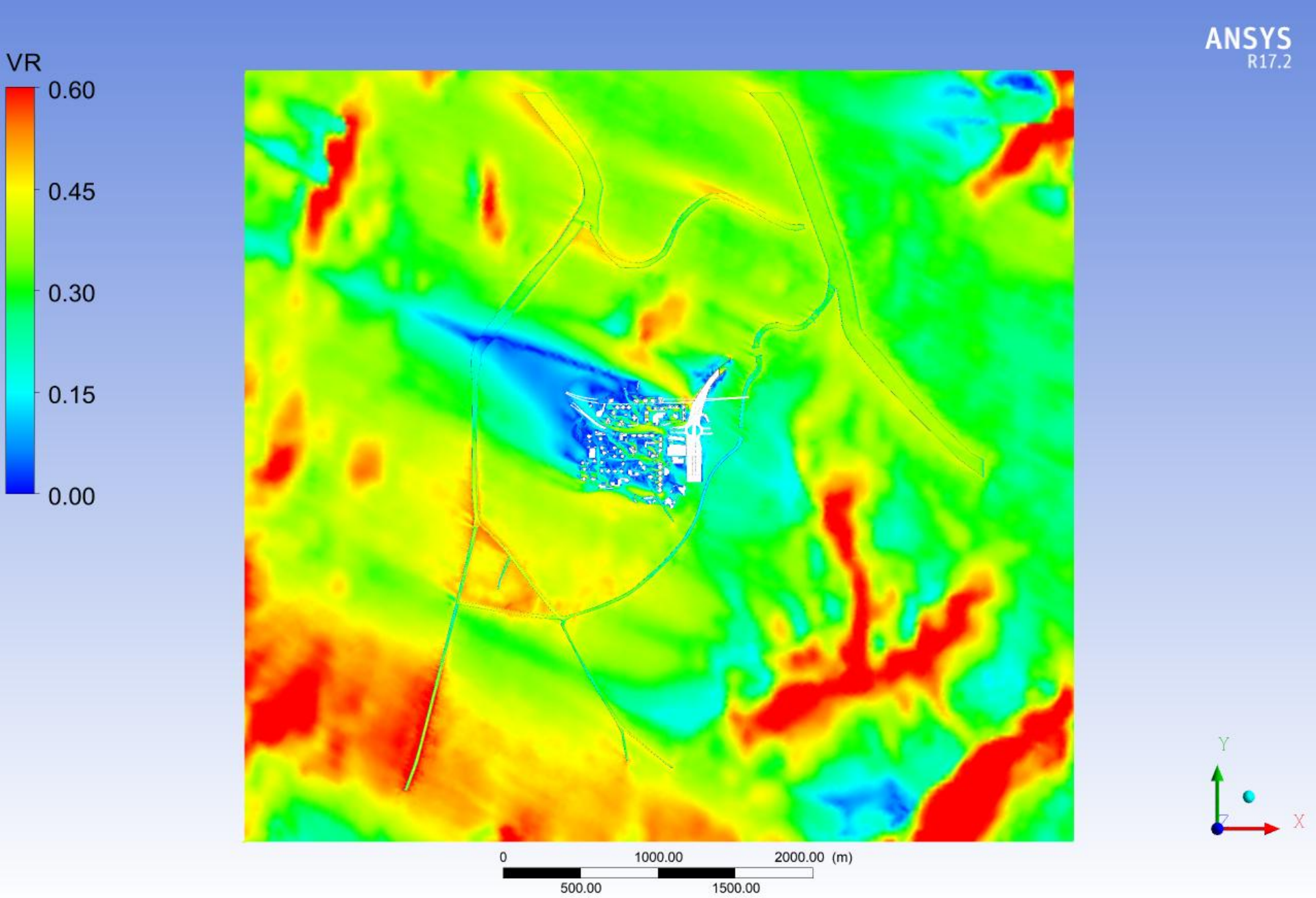
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under NE Wind



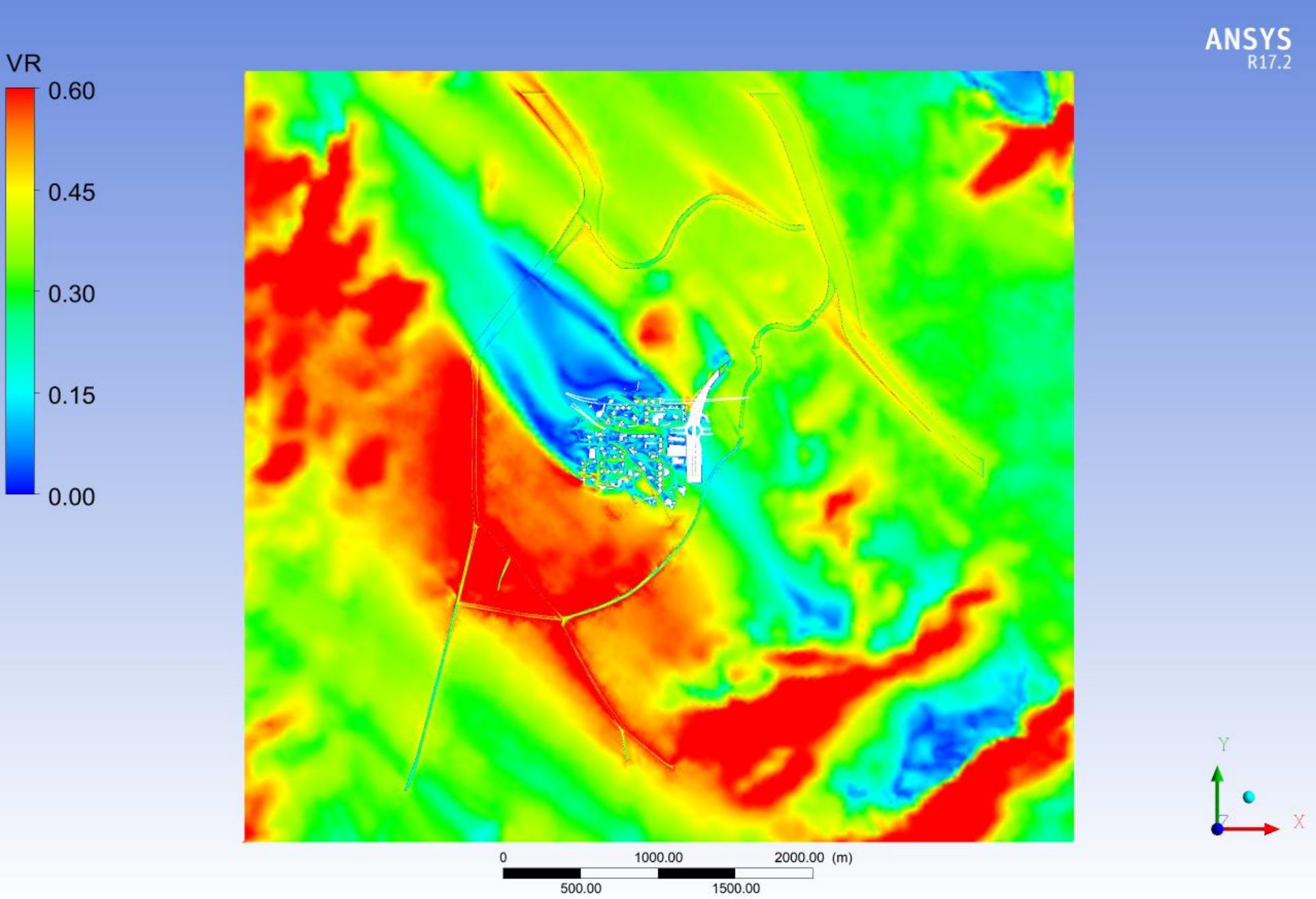
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under ENE Wind



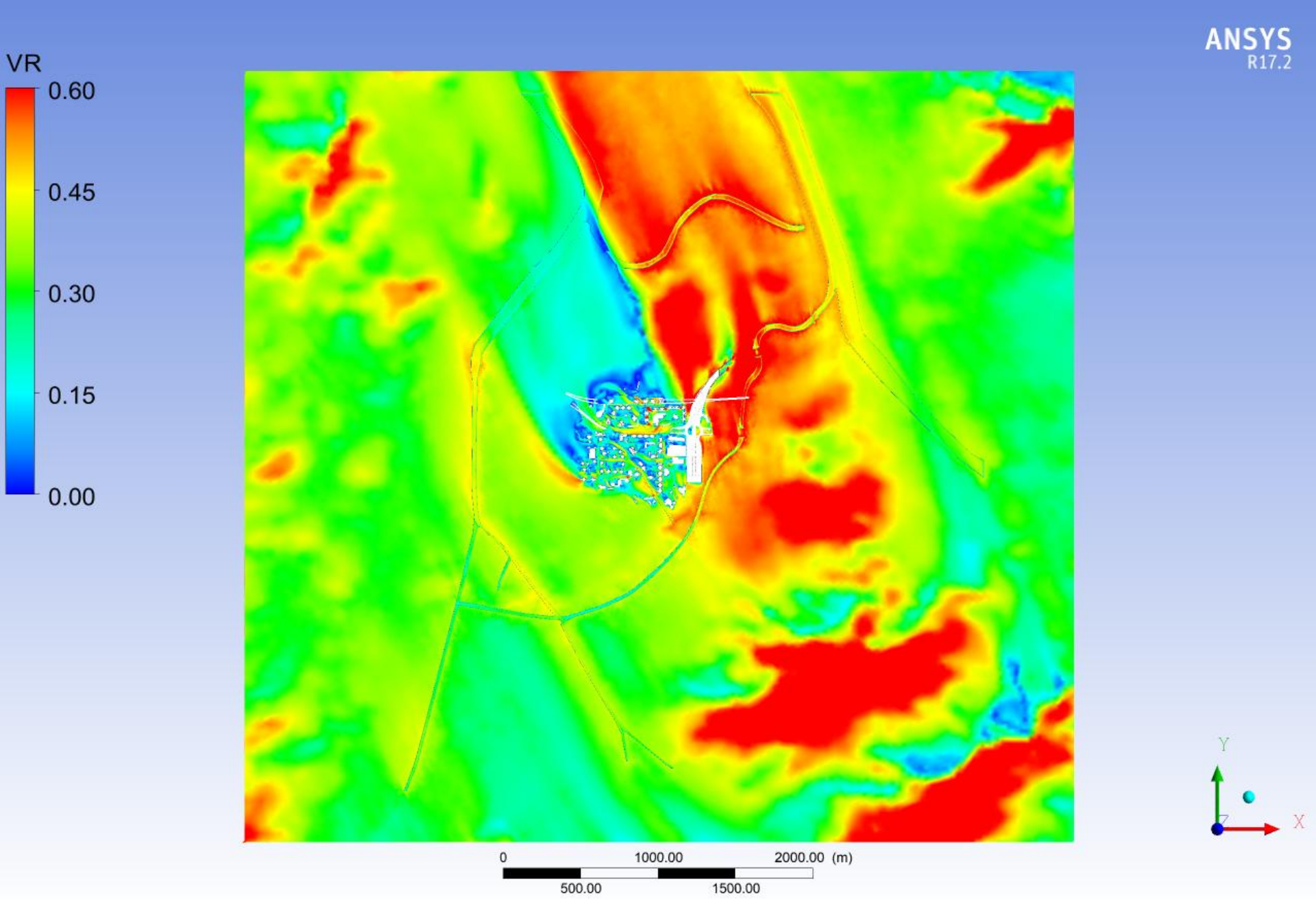
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under E Wind



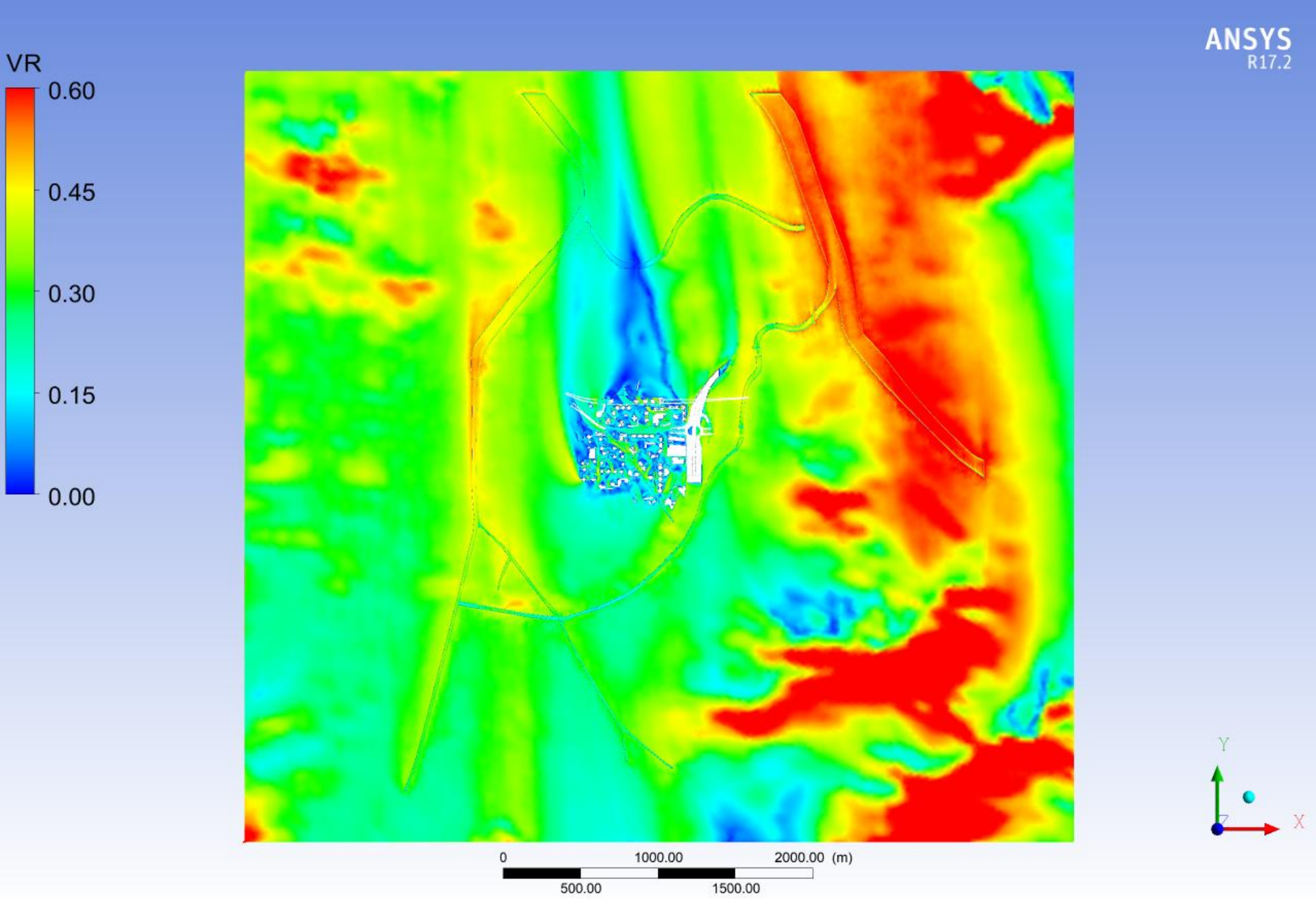
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under ESE Wind



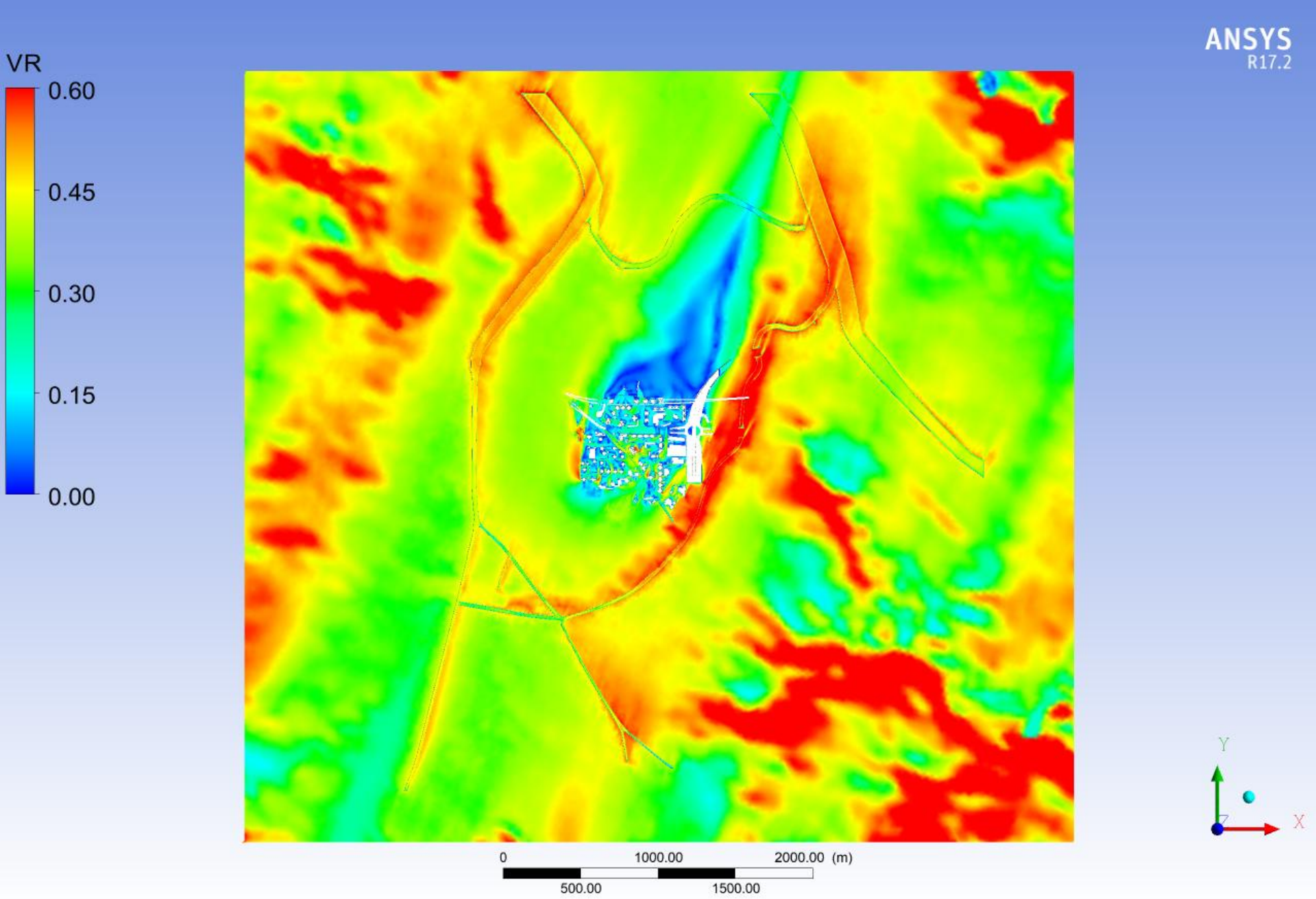
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SE Wind



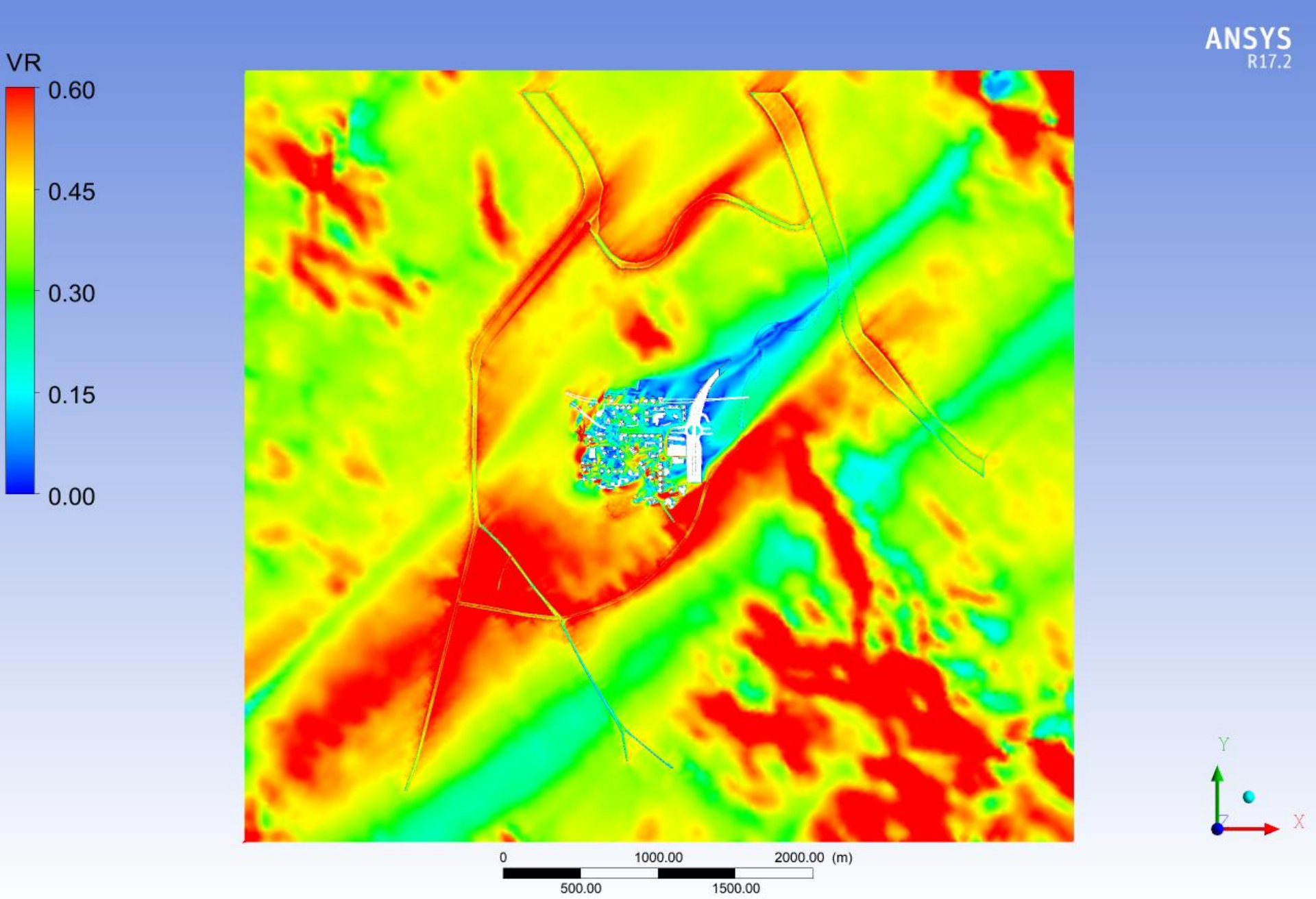
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SSE Wind



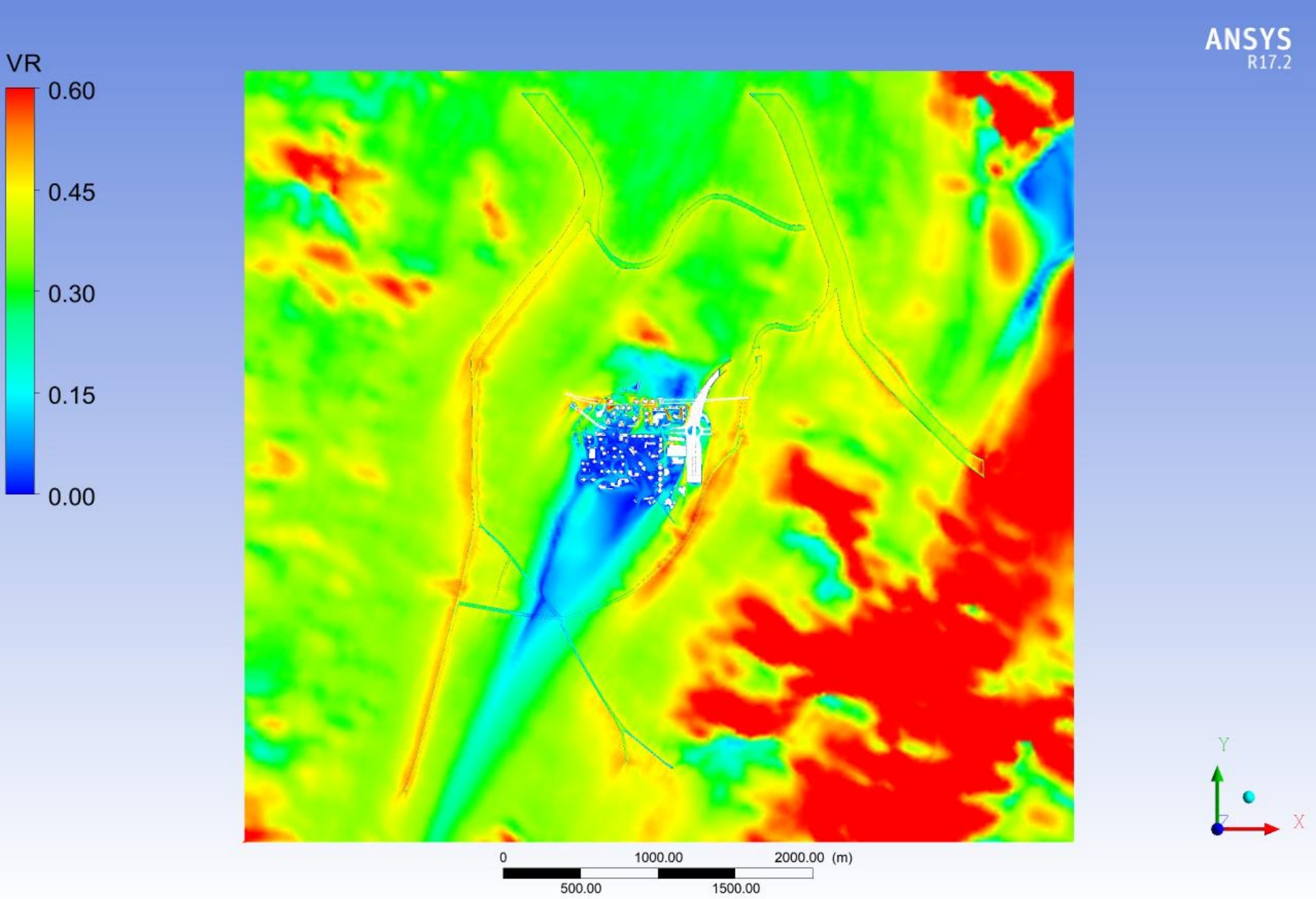
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under S Wind



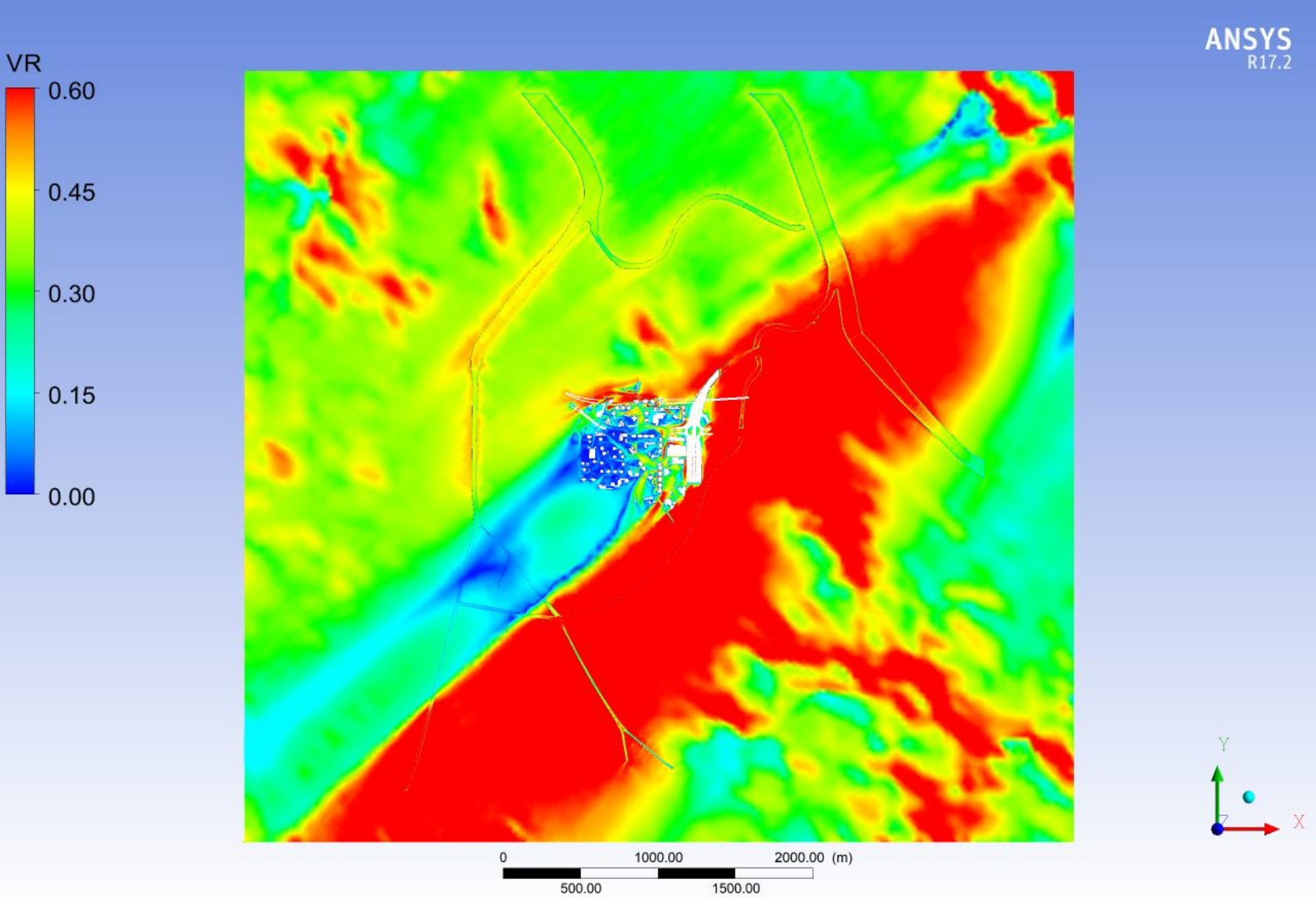
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SSW Wind



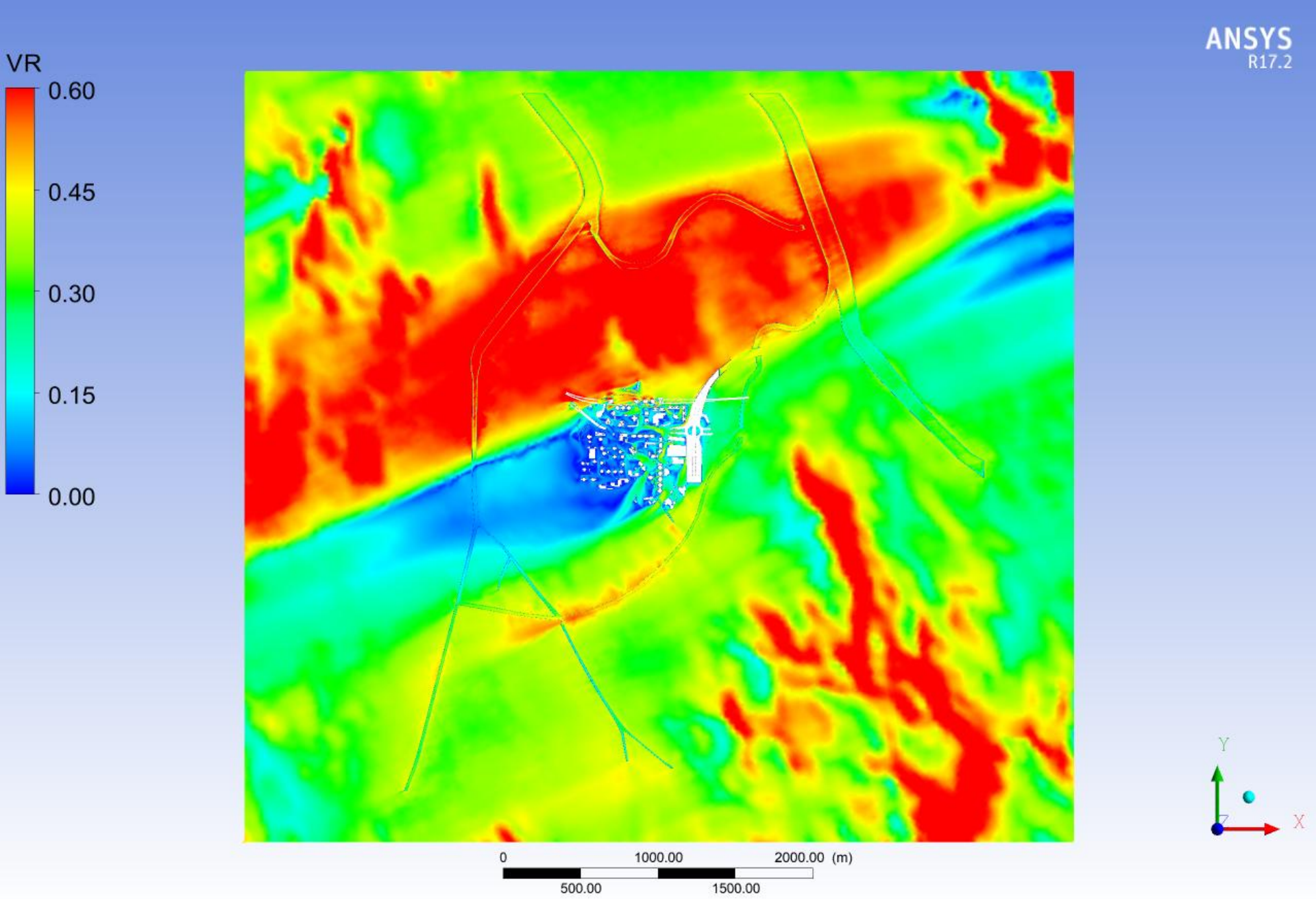
Baseline Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SW Wind



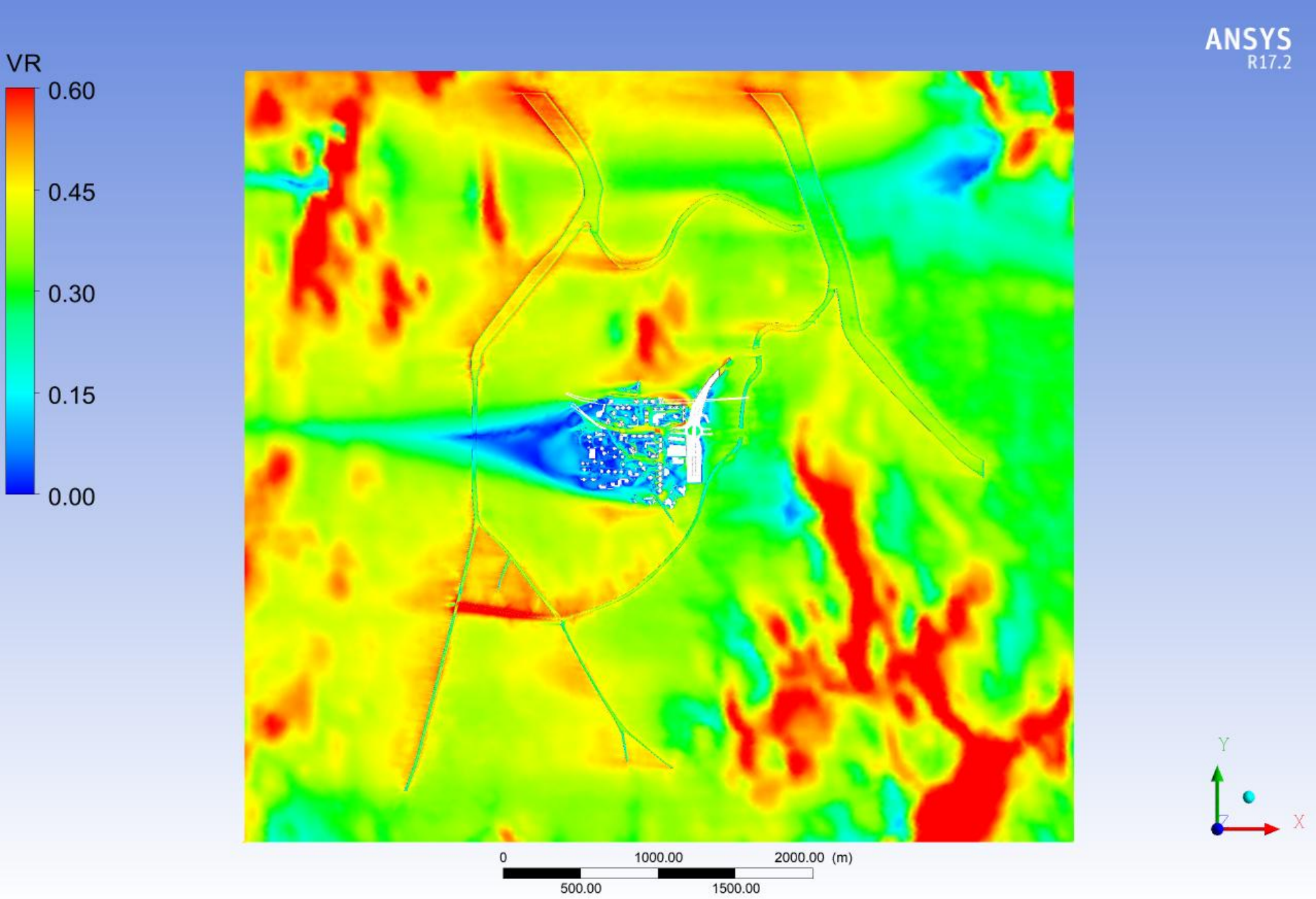
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under NNE Wind



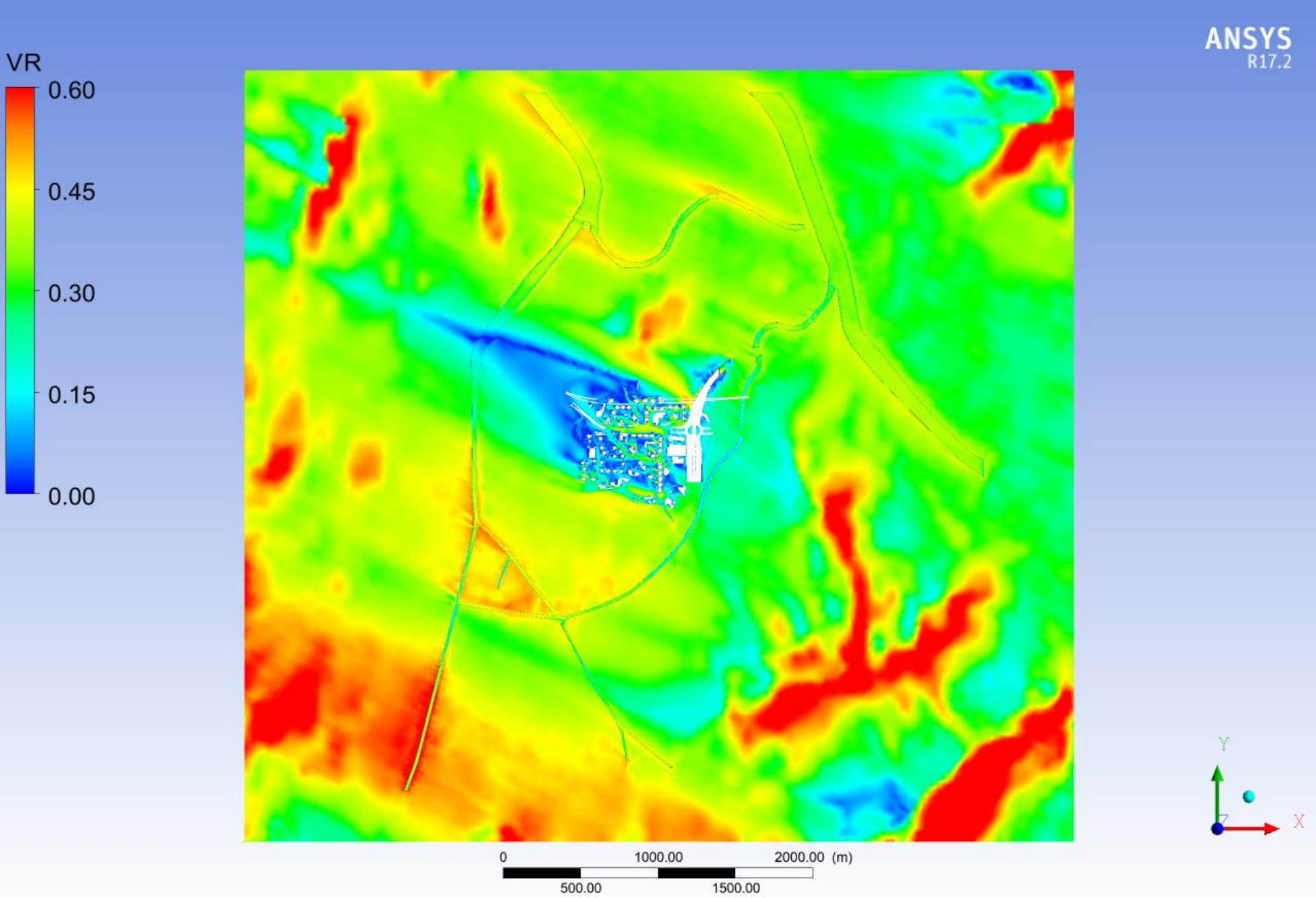
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under NE Wind



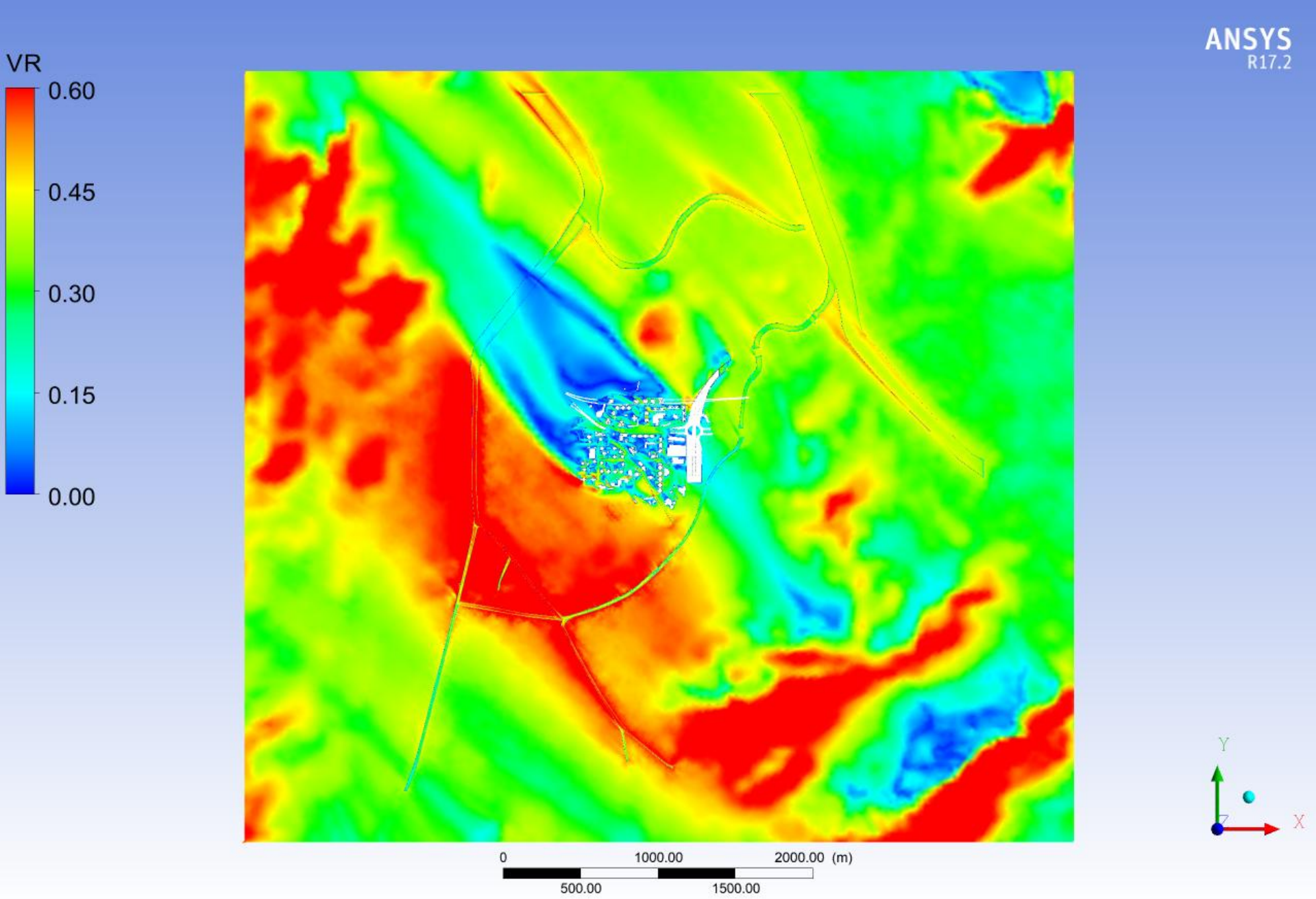
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under ENE Wind



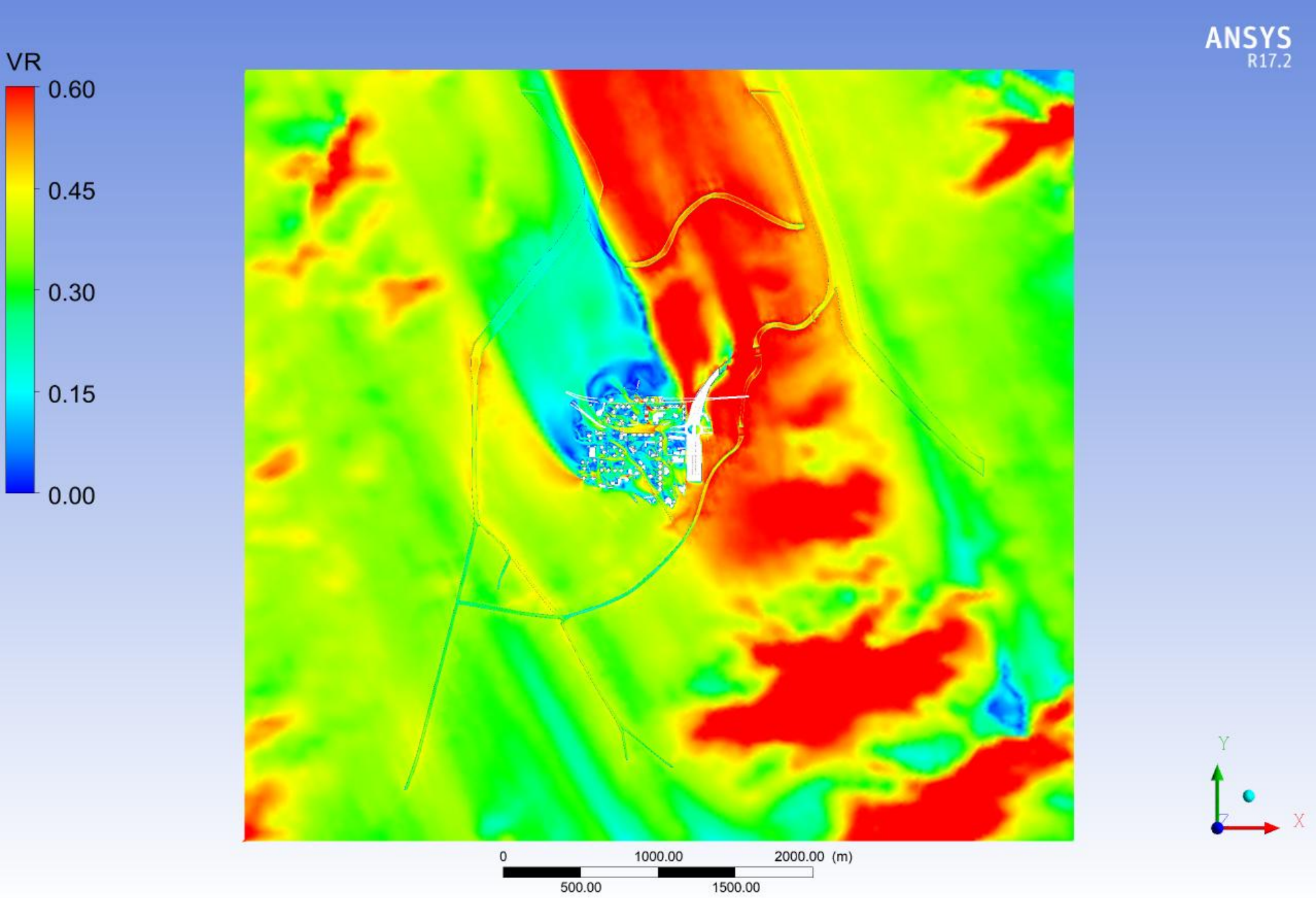
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under E Wind



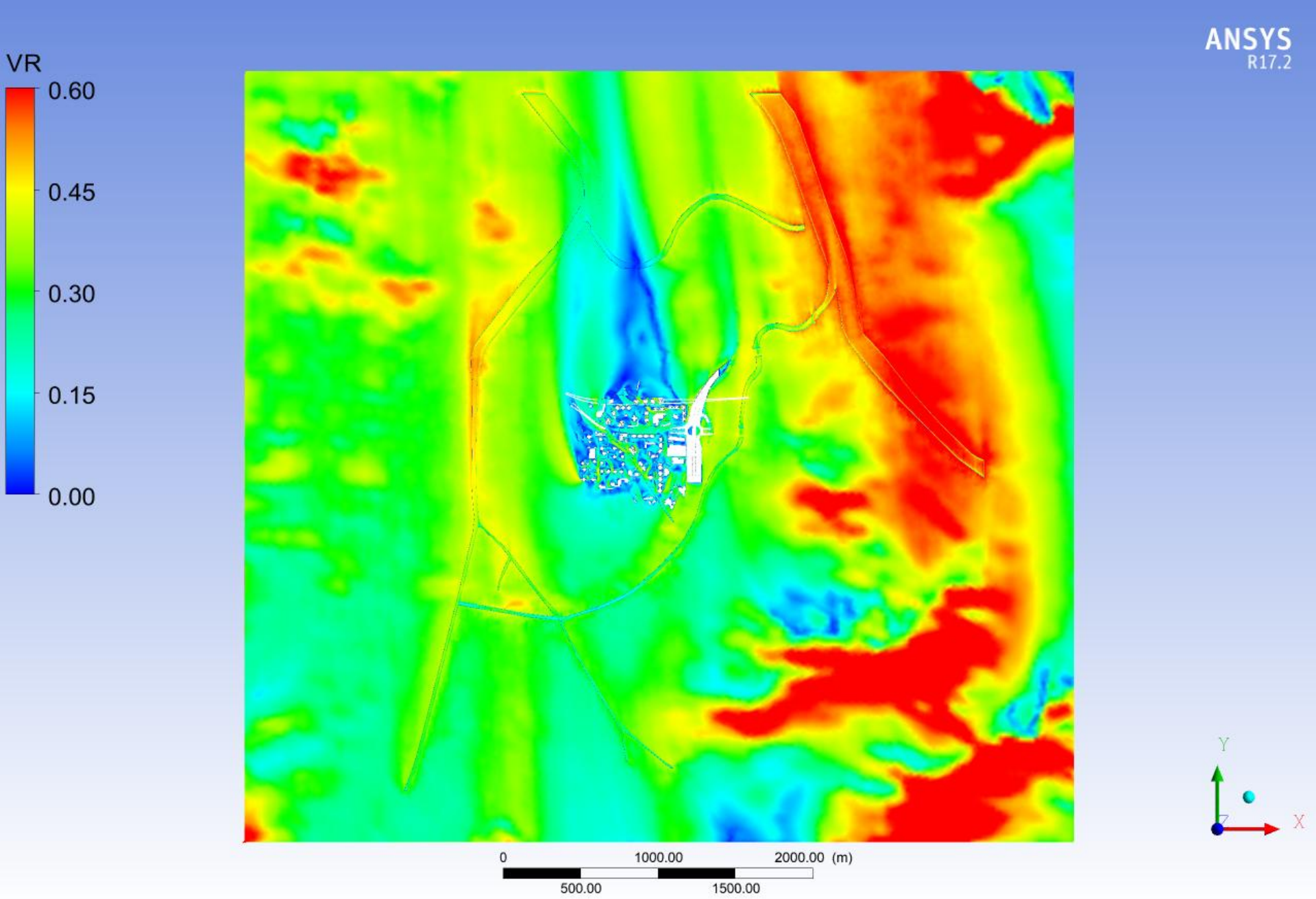
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under ESE Wind



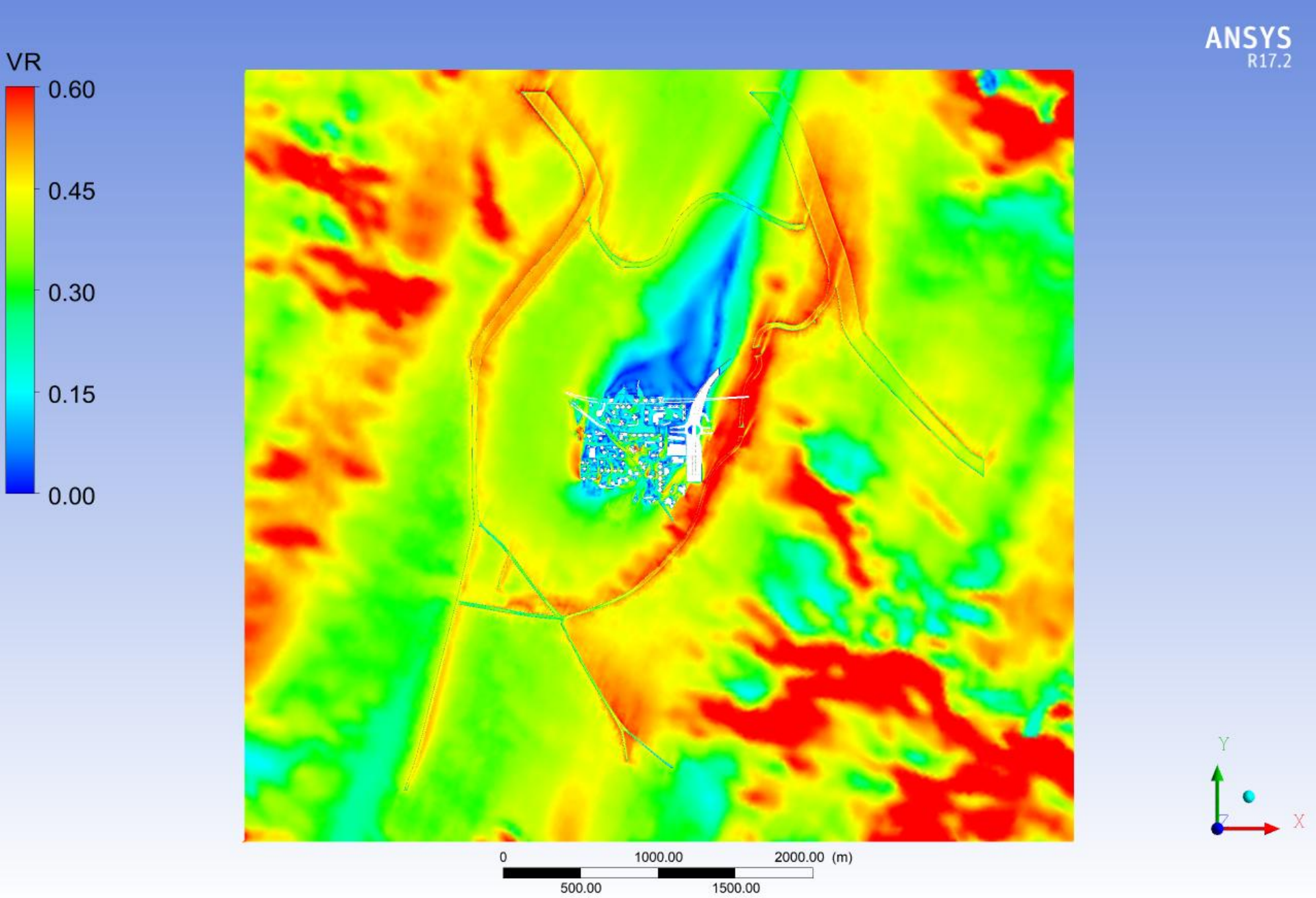
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SE Wind



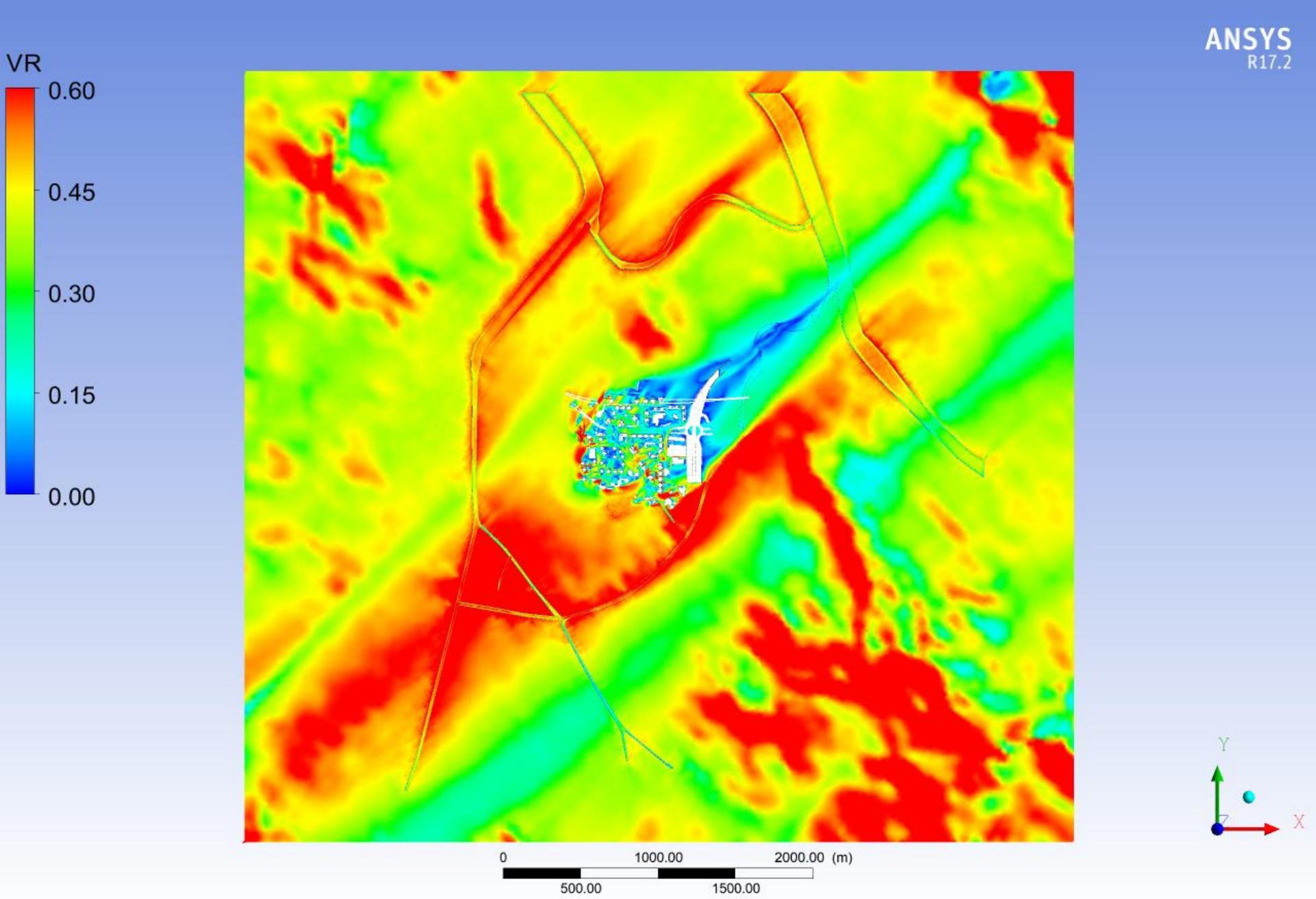
Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SSE Wind



Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under S Wind



Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SSW Wind



Proposed Scheme - Wind VR contour and vector plot at pedestrian level / podium level under SW Wind

Appendix 4

Detailed Wind Velocity Ratio Result for Tested Wind Directions

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
P01	0.23	0.31	0.20	0.14	0.11	0.03	0.14	0.11	0.12	0.11	0.15	0.11
P02	0.15	0.19	0.21	0.05	0.17	0.25	0.32	0.28	0.31	0.37	0.20	0.28
P03	0.43	0.71	0.44	0.13	0.16	0.29	0.40	0.31	0.30	0.35	0.33	0.29
P04	0.33	0.64	0.45	0.20	0.15	0.33	0.48	0.31	0.24	0.24	0.33	0.28
P05	0.21	0.37	0.23	0.27	0.10	0.06	0.26	0.06	0.41	0.52	0.22	0.27
P06	0.01	0.39	0.31	0.39	0.30	0.30	0.31	0.11	0.07	0.17	0.26	0.20
P07	0.01	0.15	0.20	0.11	0.08	0.18	0.22	0.03	0.08	0.15	0.12	0.11
P08	0.01	0.01	0.11	0.15	0.19	0.17	0.18	0.05	0.07	0.17	0.11	0.13
P09	0.01	0.05	0.04	0.08	0.06	0.03	0.04	0.01	0.02	0.06	0.04	0.04
P10	0.02	0.05	0.04	0.06	0.09	0.11	0.15	0.09	0.08	0.14	0.07	0.10
P11	0.01	0.03	0.02	0.04	0.03	0.06	0.09	0.01	0.16	0.21	0.05	0.10
P12	0.01	0.01	0.02	0.01	0.05	0.01	0.04	0.05	0.05	0.10	0.03	0.05
P13	0.04	0.32	0.18	0.20	0.13	0.18	0.21	0.25	0.22	0.35	0.19	0.23
P14	0.06	0.40	0.28	0.30	0.34	0.22	0.29	0.13	0.07	0.41	0.24	0.23
P15	0.02	0.40	0.36	0.31	0.30	0.15	0.09	0.12	0.29	0.48	0.24	0.26
P16	0.02	0.22	0.19	0.30	0.28	0.11	0.04	0.27	0.39	0.41	0.21	0.28
P17	0.06	0.37	0.34	0.34	0.38	0.23	0.27	0.26	0.33	0.25	0.29	0.29
P18	0.02	0.06	0.06	0.05	0.05	0.04	0.05	0.36	0.43	0.30	0.11	0.24
P19	0.03	0.04	0.05	0.06	0.08	0.13	0.14	0.34	0.38	0.36	0.12	0.26
P20	0.04	0.04	0.04	0.06	0.10	0.14	0.20	0.28	0.30	0.26	0.12	0.22
P21	0.07	0.04	0.05	0.14	0.09	0.07	0.10	0.25	0.24	0.27	0.12	0.19
P22	0.02	0.07	0.09	0.21	0.19	0.13	0.23	0.14	0.12	0.23	0.14	0.17
P23	0.01	0.09	0.02	0.30	0.27	0.23	0.42	0.21	0.11	0.21	0.19	0.23
P24	0.26	0.17	0.18	0.30	0.26	0.23	0.43	0.22	0.16	0.25	0.25	0.25
P25	0.15	0.11	0.06	0.23	0.18	0.20	0.43	0.23	0.12	0.22	0.19	0.22
P26	0.09	0.08	0.14	0.18	0.16	0.18	0.41	0.22	0.12	0.21	0.17	0.21
P27	0.16	0.03	0.11	0.12	0.12	0.13	0.40	0.22	0.16	0.20	0.15	0.20
P28	0.19	0.04	0.08	0.06	0.05	0.03	0.40	0.22	0.16	0.13	0.12	0.16
P29	0.16	0.06	0.01	0.20	0.13	0.10	0.36	0.23	0.16	0.14	0.15	0.19
P30	0.17	0.52	0.40	0.41	0.42	0.30	0.23	0.16	0.17	0.18	0.33	0.24
Average SVR	**0.10**	**0.20**	**0.16**	**0.18**	**0.17**	**0.15**	**0.24**	**0.18**	**0.19**	**0.25**	**0.17**	**0.20**

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
T01	0.09	0.10	0.09	0.19	0.20	0.20	0.21	0.07	0.14	0.28	0.15	0.18
T02	0.10	0.03	0.06	0.09	0.06	0.06	0.23	0.06	0.17	0.21	0.09	0.14
T03	0.07	0.03	0.07	0.15	0.23	0.19	0.16	0.09	0.14	0.22	0.13	0.16
T04	0.06	0.03	0.07	0.11	0.07	0.17	0.36	0.23	0.07	0.23	0.12	0.18
T05	0.16	0.04	0.08	0.08	0.15	0.17	0.32	0.19	0.31	0.24	0.15	0.23
T06	0.46	0.38	0.35	0.08	0.12	0.10	0.11	0.05	0.23	0.14	0.20	0.13
T07	0.29	0.34	0.12	0.11	0.08	0.02	0.12	0.08	0.16	0.14	0.14	0.11
T08	0.38	0.25	0.15	0.19	0.37	0.32	0.39	0.25	0.26	0.29	0.27	0.29
T09	0.28	0.28	0.10	0.09	0.06	0.05	0.07	0.05	0.15	0.17	0.12	0.10
T10	0.07	0.02	0.07	0.28	0.23	0.22	0.25	0.13	0.13	0.17	0.16	0.18
T11	0.02	0.04	0.04	0.34	0.25	0.20	0.25	0.18	0.24	0.38	0.18	0.26
T12	0.03	0.09	0.06	0.34	0.26	0.24	0.25	0.18	0.27	0.32	0.20	0.26
T13	0.23	0.12	0.16	0.37	0.30	0.25	0.35	0.19	0.25	0.19	0.26	0.26
T14	0.31	0.27	0.25	0.44	0.37	0.31	0.42	0.26	0.23	0.29	0.33	0.31
T15	0.26	0.29	0.05	0.45	0.42	0.34	0.44	0.28	0.21	0.22	0.31	0.31
T16	0.09	0.35	0.17	0.45	0.42	0.34	0.42	0.25	0.12	0.07	0.30	0.25
T17	0.05	0.36	0.30	0.32	0.35	0.22	0.19	0.11	0.03	0.13	0.23	0.16
T18	0.11	0.36	0.28	0.31	0.29	0.28	0.49	0.25	0.04	0.14	0.27	0.23
T19	0.05	0.03	0.05	0.06	0.13	0.08	0.15	0.07	0.14	0.14	0.08	0.12
T20	0.04	0.03	0.02	0.13	0.09	0.08	0.09	0.03	0.15	0.22	0.08	0.12
T21	0.07	0.06	0.07	0.32	0.27	0.21	0.35	0.04	0.20	0.31	0.19	0.23
T22	0.02	0.07	0.03	0.36	0.31	0.26	0.47	0.22	0.23	0.30	0.22	0.29
T23	0.04	0.11	0.03	0.38	0.32	0.27	0.46	0.22	0.28	0.30	0.24	0.31
T24	0.23	0.19	0.19	0.37	0.31	0.28	0.48	0.23	0.22	0.28	0.28	0.29
T25	0.16	0.17	0.06	0.32	0.26	0.25	0.48	0.23	0.20	0.26	0.24	0.27
T26	0.15	0.06	0.10	0.28	0.22	0.23	0.46	0.22	0.17	0.23	0.21	0.25
T27	0.18	0.03	0.12	0.22	0.13	0.22	0.45	0.22	0.16	0.16	0.19	0.21
T28	0.15	0.03	0.09	0.08	0.10	0.26	0.50	0.24	0.18	0.16	0.16	0.22
T29	0.20	0.04	0.03	0.50	0.38	0.31	0.45	0.11	0.08	0.19	0.25	0.24
T30	0.09	0.46	0.37	0.34	0.32	0.22	0.27	0.12	0.09	0.09	0.27	0.18
T31	0.03	0.01	0.04	0.02	0.02	0.05	0.05	0.05	0.10	0.08	0.04	0.06
T32	0.04	0.01	0.02	0.06	0.08	0.09	0.10	0.06	0.06	0.06	0.06	0.07
T33	0.01	0.03	0.04	0.09	0.13	0.10	0.14	0.04	0.06	0.18	0.07	0.10
T34	0.05	0.03	0.03	0.09	0.10	0.09	0.14	0.08	0.12	0.20	0.08	0.12
T35	0.04	0.02	0.01	0.11	0.11	0.09	0.12	0.12	0.26	0.20	0.10	0.16
T36	0.04	0.02	0.06	0.03	0.06	0.08	0.09	0.04	0.24	0.16	0.07	0.12
T37	0.05	0.00	0.04	0.08	0.02	0.01	0.08	0.08	0.25	0.15	0.07	0.12
T38	0.01	0.03	0.06	0.08	0.13	0.16	0.14	0.35	0.42	0.19	0.14	0.25
T39	0.04	0.03	0.08	0.07	0.04	0.13	0.21	0.30	0.33	0.20	0.12	0.21
T40	0.04	0.04	0.08	0.05	0.11	0.10	0.17	0.30	0.32	0.29	0.12	0.23
T41	0.03	0.03	0.00	0.04	0.05	0.05	0.08	0.11	0.10	0.17	0.05	0.10
T42	0.01	0.00	0.01	0.03	0.02	0.02	0.04	0.01	0.03	0.03	0.02	0.03
T43	0.01	0.02	0.02	0.06	0.02	0.06	0.06	0.18	0.20	0.20	0.07	0.13
T44	0.07	0.02	0.06	0.23	0.08	0.07	0.10	0.15	0.12	0.11	0.11	0.12
T45	0.02	0.05	0.05	0.09	0.19	0.13	0.18	0.28	0.13	0.17	0.12	0.18
T46	0.05	0.01	0.04	0.12	0.16	0.04	0.05	0.27	0.20	0.17	0.10	0.16
T47	0.05	0.02	0.05	0.05	0.18	0.03	0.01	0.30	0.21	0.19	0.09	0.17
T48	0.07	0.11	0.03	0.02	0.22	0.07	0.14	0.32	0.22	0.17	0.12	0.19
T49	0.07	0.02	0.02	0.20	0.19	0.12	0.10	0.30	0.34	0.20	0.15	0.23
T50	0.06	0.09	0.01	0.03	0.07	0.26	0.35	0.29	0.10	0.20	0.12	0.19
T51	0.04	0.08	0.02	0.02	0.16	0.10	0.16	0.22	0.08	0.13	0.09	0.13
T52	0.02	0.02	0.01	0.03	0.06	0.14	0.15	0.07	0.03	0.19	0.05	0.10
T53	0.05	0.05	0.05	0.10	0.08	0.12	0.15	0.11	0.17	0.38	0.09	0.18
T54	0.01	0.05	0.06	0.09	0.03	0.08	0.18	0.06	0.22	0.34	0.08	0.16
T55	0.04	0.03	0.05	0.11	0.04	0.10	0.13	0.07	0.10	0.26	0.08	0.12
T56	0.05	0.04	0.04	0.08	0.04	0.26	0.26	0.23	0.13	0.26	0.11	0.19
T57	0.04	0.15	0.09	0.20	0.22	0.29	0.35	0.28	0.32	0.10	0.21	0.25
T58	0.05	0.21	0.16	0.24	0.26	0.21	0.26	0.26	0.37	0.34	0.22	0.29
T59	0.01	0.16	0.15	0.04	0.04	0.20	0.19	0.02	0.34	0.33	0.12	0.19
T60	0.03	0.04	0.05	0.01	0.12	0.14	0.11	0.24	0.26	0.07	0.10	0.15
T61	0.02	0.04	0.05	0.01	0.08	0.16	0.17	0.13	0.18	0.11	0.08	0.13
T62	0.05	0.06	0.03	0.06	0.09	0.10	0.10	0.10	0.15	0.17	0.08	0.12
T63	0.02	0.01	0.02	0.01	0.05	0.13	0.13	0.08	0.04	0.05	0.05	0.07
T64	0.05	0.02	0.05	0.05	0.04	0.17	0.20	0.09	0.09	0.01	0.08	0.09
T65	0.04	0.03	0.03	0.06	0.07	0.06	0.04	0.09	0.11	0.05	0.06	0.07
T66	0.05	0.02	0.02	0.03	0.08	0.12	0.15	0.11	0.10	0.07	0.07	0.10
T67	0.01	0.01	0.02	0.02	0.05	0.29	0.34	0.14	0.13	0.15	0.10	0.16
T68	0.05	0.06	0.08	0.03	0.15	0.35	0.42	0.06	0.14	0.18	0.13	0.18
T69	0.04	0.02	0.06	0.01	0.09	0.34	0.37	0.10	0.11	0.18	0.11	0.16
T70	0.04	0.08	0.01	0.07	0.15	0.38	0.46	0.24	0.27	0.23	0.17	0.26
T71	0.02	0.09	0.02	0.10	0.15	0.33	0.23	0.03	0.02	0.08	0.11	0.11
T72	0.01	0.15	0.15	0.23	0.19	0.30	0.25	0.09	0.07	0.08	0.17	0.15
T73	0.04	0.19	0.22	0.26	0.25	0.21	0.25	0.21	0.28	0.24	0.22	0.24
T74	0.04	0.05	0.05	0.01	0.09	0.30	0.26	0.17	0.13	0.26	0.11	0.18
T75	0.07	0.04	0.03	0.03	0.08	0.28	0.19	0.09	0.13	0.18	0.09	0.14
T76	0.08	0.05	0.04	0.01	0.05	0.06	0.08	0.08	0.08	0.26	0.05	0.10
T77	0.01	0.03	0.00	0.07	0.07	0.18	0.01	0.13	0.18	0.09	0.07	0.11
T78	0.01	0.01	0.04	0.09	0.07	0.06	0.18	0.07	0.10	0.09	0.07	0.09
T79	0.03	0.01	0.01	0.09	0.05	0.11	0.08	0.12	0.20	0.03	0.07	0.10
T80	0.03	0.02	0.03	0.03	0.06	0.09	0.17	0.02	0.02	0.02	0.05	0.05
T81	0.03	0.03	0.06	0.06	0.12	0.17	0.29	0.15	0.18	0.18	0.11	0.17
T82	0.04	0.02	0.02	0.07	0.07	0.26	0.28	0.11	0.21	0.28	0.11	0.19
T83	0.04	0.04	0.01	0.05	0.09	0.15	0.13	0.16	0.28	0.28	0.10	0.19
T84	0.02	0.06	0.03	0.02	0.11	0.17	0.23	0.23	0.26	0.34	0.11	0.22
T85	0.06	0.10	0.19	0.21	0.05	0.10	0.09	0.09	0.17	0.25	0.13	0.14
T86	0.06	0.05	0.05	0.08	0.08	0.29	0.34	0.16	0.14	0.23	0.13	0.19
T87	0.08	0.06	0.14	0.11	0.10	0.25	0.26	0.17	0.29	0.39	0.15	0.24
T88	0.10	0.07	0.13	0.09	0.09	0.25	0.30	0.11	0.18	0.34	0.14	0.20
T89	0.08	0.06	0.11	0.10	0.04	0.03	0.04	0.21	0.26	0.22	0.10	0.16
T90	0.10	0.05	0.08	0.12	0.14	0.43	0.52	0.24	0.11	0.18	0.18	0.23

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
T91	0.05	0.02	0.09	0.05	0.04	0.14	0.14	0.19	0.16	0.04	0.09	0.12
T92	0.01	0.05	0.06	0.07	0.03	0.21	0.23	0.13	0.31	0.14	0.11	0.17
T93	0.03	0.21	0.15	0.08	0.07	0.30	0.32	0.13	0.30	0.28	0.16	0.22
T94	0.05	0.19	0.11	0.10	0.18	0.19	0.15	0.11	0.18	0.39	0.14	0.20
T95	0.08	0.04	0.07	0.09	0.21	0.48	0.51	0.27	0.36	0.20	0.21	0.30
T96	0.02	0.05	0.02	0.01	0.04	0.29	0.32	0.13	0.15	0.18	0.10	0.16
T97	0.02	0.04	0.05	0.05	0.01	0.15	0.16	0.03	0.11	0.13	0.06	0.09
T98	0.01	0.08	0.08	0.17	0.11	0.41	0.42	0.27	0.44	0.14	0.20	0.29
T99	0.03	0.08	0.02	0.12	0.05	0.29	0.34	0.24	0.37	0.44	0.16	0.29
T100	0.02	0.12	0.07	0.16	0.05	0.26	0.29	0.16	0.30	0.37	0.15	0.24
T101	0.05	0.08	0.08	0.22	0.04	0.25	0.29	0.18	0.35	0.50	0.17	0.29
T102	0.03	0.03	0.03	0.14	0.02	0.21	0.08	0.06	0.19	0.23	0.09	0.14
T103	0.03	0.13	0.06	0.15	0.06	0.25	0.24	0.12	0.32	0.32	0.14	0.22
T104	0.03	0.37	0.03	0.21	0.04	0.30	0.36	0.23	0.34	0.39	0.20	0.28
T105	0.04	0.41	0.26	0.14	0.01	0.39	0.46	0.26	0.26	0.28	0.23	0.26
T106	0.05	0.13	0.14	0.15	0.19	0.23	0.27	0.21	0.27	0.30	0.18	0.24
T107	0.05	0.24	0.15	0.15	0.07	0.32	0.39	0.30	0.26	0.35	0.20	0.28
T108	0.06	0.01	0.01	0.17	0.03	0.31	0.41	0.31	0.36	0.49	0.17	0.32
T109	0.04	0.09	0.04	0.05	0.05	0.11	0.17	0.28	0.36	0.38	0.12	0.24
T110	0.04	0.06	0.06	0.09	0.06	0.08	0.08	0.31	0.43	0.50	0.12	0.28
T111	0.04	0.05	0.08	0.10	0.06	0.08	0.09	0.34	0.40	0.37	0.13	0.25
T112	0.05	0.16	0.07	0.05	0.08	0.27	0.36	0.38	0.32	0.26	0.17	0.27
T113	0.05	0.05	0.08	0.08	0.10	0.32	0.39	0.30	0.18	0.21	0.15	0.23
T114	0.03	0.43	0.22	0.20	0.05	0.30	0.35	0.36	0.40	0.49	0.25	0.34
T115	0.01	0.03	0.05	0.03	0.09	0.24	0.30	0.29	0.21	0.11	0.12	0.19
T116	0.02	0.09	0.08	0.14	0.06	0.28	0.34	0.25	0.36	0.39	0.17	0.28
T117	0.01	0.02	0.04	0.03	0.01	0.04	0.05	0.03	0.05	0.24	0.03	0.08
T118	0.06	0.41	0.33	0.25	0.28	0.16	0.14	0.04	0.15	0.11	0.21	0.14
T119	0.06	0.37	0.27	0.33	0.27	0.16	0.25	0.18	0.20	0.40	0.24	0.25
T120	0.05	0.23	0.13	0.15	0.28	0.25	0.28	0.02	0.09	0.22	0.16	0.17
T121	0.14	0.13	0.20	0.34	0.37	0.35	0.48	0.12	0.25	0.28	0.27	0.29
T122	0.23	0.37	0.39	0.38	0.30	0.30	0.41	0.14	0.14	0.38	0.31	0.27
T123	0.21	0.28	0.19	0.29	0.07	0.05	0.28	0.09	0.38	0.53	0.21	0.27
T124	0.02	0.45	0.34	0.48	0.34	0.34	0.46	0.15	0.24	0.34	0.33	0.31
T125	0.03	0.21	0.18	0.31	0.27	0.27	0.31	0.12	0.19	0.35	0.22	0.25
T126	0.04	0.29	0.19	0.34	0.29	0.27	0.38	0.29	0.08	0.13	0.25	0.23
T127	0.06	0.40	0.29	0.34	0.37	0.26	0.38	0.17	0.18	0.35	0.28	0.28
T128	0.03	0.43	0.39	0.33	0.32	0.16	0.15	0.05	0.08	0.50	0.23	0.22
T129	0.03	0.16	0.09	0.31	0.26	0.10	0.05	0.30	0.39	0.44	0.20	0.29
T130	0.03	0.18	0.13	0.32	0.27	0.11	0.09	0.17	0.35	0.39	0.20	0.26
T131	0.05	0.26	0.15	0.31	0.31	0.19	0.22	0.27	0.36	0.34	0.24	0.30
T132	0.05	0.12	0.15	0.21	0.21	0.30	0.36	0.34	0.41	0.38	0.23	0.34
T133	0.05	0.14	0.14	0.24	0.24	0.33	0.39	0.33	0.38	0.37	0.24	0.34
T134	0.05	0.14	0.13	0.23	0.23	0.32	0.40	0.33	0.37	0.33	0.24	0.33
T135	0.04	0.13	0.10	0.22	0.20	0.20	0.29	0.30	0.34	0.18	0.20	0.26
T136	0.03	0.04	0.07	0.04	0.09	0.17	0.16	0.08	0.21	0.28	0.09	0.16
T137	0.03	0.04	0.04	0.05	0.09	0.17	0.18	0.12	0.15	0.26	0.09	0.16
T138	0.03	0.01	0.03	0.10	0.04	0.07	0.10	0.14	0.04	0.25	0.06	0.11
T139	0.18	0.38	0.16	0.22	0.26	0.22	0.32	0.16	0.09	0.21	0.22	0.20
T140	0.17	0.38	0.27	0.26	0.17	0.18	0.21	0.06	0.11	0.19	0.21	0.15
T141	0.17	0.42	0.32	0.25	0.13	0.30	0.45	0.31	0.32	0.34	0.29	0.31
T142	0.25	0.52	0.48	0.19	0.13	0.24	0.30	0.31	0.32	0.39	0.30	0.29
T143	0.38	0.63	0.40	0.10	0.16	0.14	0.17	0.30	0.36	0.46	0.28	0.28
T144	0.23	0.31	0.11	0.06	0.13	0.11	0.12	0.29	0.34	0.46	0.17	0.26
T145	0.18	0.28	0.25	0.16	0.12	0.07	0.11	0.09	0.10	0.14	0.16	0.11
T146	0.23	0.46	0.42	0.28	0.24	0.14	0.09	0.08	0.08	0.02	0.24	0.11
T147	0.10	0.15	0.09	0.25	0.26	0.29	0.34	0.19	0.13	0.10	0.20	0.20
T148	0.11	0.10	0.12	0.23	0.27	0.30	0.37	0.20	0.20	0.11	0.21	0.22
T149	0.11	0.15	0.12	0.18	0.20	0.21	0.23	0.11	0.14	0.20	0.16	0.17
T150	0.07	0.08	0.08	0.17	0.20	0.20	0.28	0.13	0.05	0.24	0.14	0.17

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
T151	0.23	0.22	0.12	0.37	0.22	0.29	0.35	0.22	0.13	0.14	0.25	0.22
T152	0.14	0.10	0.09	0.41	0.30	0.23	0.33	0.18	0.07	0.12	0.22	0.20
T153	0.02	0.06	0.10	0.44	0.34	0.32	0.34	0.15	0.05	0.14	0.22	0.21
T154	0.01	0.03	0.09	0.44	0.35	0.33	0.42	0.16	0.13	0.08	0.23	0.23
T155	0.07	0.11	0.06	0.16	0.15	0.28	0.32	0.28	0.13	0.08	0.17	0.19
T156	0.04	0.06	0.02	0.05	0.15	0.18	0.22	0.19	0.30	0.22	0.12	0.21
T157	0.11	0.28	0.20	0.30	0.16	0.21	0.45	0.26	0.08	0.14	0.23	0.21
T158	0.17	0.49	0.10	0.32	0.16	0.22	0.36	0.24	0.04	0.15	0.24	0.19
T159	0.15	0.54	0.10	0.46	0.31	0.21	0.27	0.15	0.05	0.18	0.27	0.20
T160	0.33	0.60	0.34	0.46	0.35	0.22	0.20	0.17	0.11	0.23	0.33	0.22
T161	0.18	0.34	0.28	0.24	0.06	0.06	0.07	0.12	0.01	0.10	0.16	0.08
T162	0.30	0.45	0.50	0.17	0.19	0.08	0.10	0.11	0.03	0.05	0.22	0.09
T163	0.13	0.18	0.18	0.17	0.12	0.12	0.17	0.11	0.03	0.06	0.14	0.10
T164	0.15	0.25	0.17	0.27	0.17	0.16	0.20	0.16	0.09	0.03	0.19	0.14
T165	0.08	0.32	0.27	0.21	0.15	0.07	0.05	0.03	0.28	0.38	0.17	0.18
T166	0.27	0.48	0.49	0.16	0.15	0.03	0.16	0.13	0.03	0.06	0.22	0.09
T167	0.26	0.35	0.30	0.21	0.11	0.08	0.22	0.10	0.05	0.10	0.19	0.11
T168	0.12	0.17	0.14	0.26	0.17	0.12	0.13	0.20	0.12	0.01	0.17	0.13
T169	0.44	0.62	0.37	0.11	0.07	0.08	0.16	0.08	0.12	0.06	0.22	0.10
T170	0.32	0.47	0.25	0.18	0.13	0.08	0.09	0.04	0.11	0.08	0.19	0.09
T171	0.20	0.05	0.04	0.26	0.21	0.05	0.20	0.13	0.09	0.08	0.15	0.13
T172	0.32	0.50	0.23	0.14	0.18	0.05	0.11	0.07	0.03	0.10	0.18	0.09
T173	0.08	0.06	0.12	0.07	0.01	0.01	0.10	0.10	0.04	0.14	0.07	0.07
T174	0.07	0.39	0.16	0.05	0.09	0.15	0.36	0.21	0.12	0.35	0.16	0.20
T175	0.12	0.24	0.16	0.21	0.09	0.06	0.20	0.21	0.10	0.08	0.16	0.13
T176	0.05	0.20	0.14	0.16	0.20	0.18	0.37	0.22	0.28	0.35	0.19	0.27
T177	0.23	0.56	0.30	0.31	0.13	0.13	0.30	0.06	0.10	0.05	0.24	0.13
T178	0.05	0.23	0.17	0.07	0.17	0.10	0.14	0.26	0.07	0.26	0.13	0.16
T179	0.11	0.10	0.09	0.29	0.10	0.05	0.25	0.28	0.22	0.34	0.17	0.23
T180	0.04	0.21	0.19	0.18	0.24	0.26	0.38	0.13	0.11	0.24	0.19	0.21
T181	0.07	0.40	0.25	0.09	0.02	0.07	0.20	0.12	0.21	0.20	0.15	0.15
T182	0.05	0.30	0.10	0.25	0.10	0.18	0.20	0.27	0.32	0.15	0.20	0.22
T183	0.07	0.24	0.11	0.09	0.23	0.28	0.27	0.17	0.10	0.27	0.16	0.20
T184	0.08	0.36	0.22	0.14	0.10	0.09	0.12	0.03	0.24	0.15	0.15	0.13
T185	0.04	0.20	0.03	0.07	0.10	0.24	0.23	0.11	0.13	0.17	0.12	0.15
T186	0.03	0.29	0.17	0.12	0.16	0.20	0.34	0.23	0.37	0.03	0.20	0.22
T187	0.03	0.28	0.15	0.07	0.15	0.21	0.24	0.27	0.42	0.17	0.18	0.24
T188	0.04	0.36	0.18	0.12	0.06	0.28	0.27	0.34	0.20	0.11	0.19	0.20
T189	0.02	0.04	0.02	0.13	0.10	0.21	0.26	0.17	0.04	0.31	0.11	0.17
T190	0.49	0.50	0.35	0.15	0.13	0.17	0.18	0.16	0.11	0.18	0.24	0.15
T191	0.30	0.22	0.08	0.04	0.10	0.13	0.08	0.11	0.17	0.29	0.13	0.15
Average LVR	**0.09**	**0.17**	**0.13**	**0.17**	**0.15**	**0.18**	**0.24**	**0.17**	**0.19**	**0.22**	**0.16**	**0.19**

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
S01	0.01	0.02	0.06	0.08	0.06	0.09	0.09	0.11	0.17	0.09	0.07	0.11
S02	0.01	0.03	0.03	0.02	0.03	0.05	0.04	0.06	0.07	0.06	0.04	0.05
S03	0.05	0.03	0.05	0.05	0.03	0.17	0.17	0.13	0.19	0.06	0.09	0.12
S04	0.02	0.05	0.01	0.06	0.10	0.15	0.18	0.11	0.19	0.08	0.09	0.13
S05	0.02	0.05	0.05	0.05	0.08	0.16	0.16	0.16	0.25	0.13	0.10	0.16
S06	0.04	0.02	0.01	0.06	0.05	0.24	0.29	0.05	0.10	0.23	0.09	0.14
S07	0.00	0.04	0.03	0.07	0.04	0.02	0.01	0.03	0.03	0.03	0.03	0.03
S08	0.05	0.14	0.08	0.16	0.20	0.28	0.34	0.11	0.07	0.17	0.16	0.17
S09	0.02	0.05	0.03	0.20	0.21	0.36	0.42	0.03	0.10	0.15	0.16	0.18
S10	0.01	0.06	0.05	0.04	0.02	0.02	0.02	0.08	0.10	0.08	0.04	0.06
S11	0.02	0.05	0.01	0.07	0.05	0.18	0.23	0.06	0.08	0.12	0.08	0.11
S12	0.03	0.04	0.04	0.04	0.05	0.09	0.11	0.08	0.06	0.22	0.06	0.10
S13	0.01	0.01	0.08	0.15	0.01	0.06	0.10	0.01	0.02	0.07	0.06	0.05
S14	0.05	0.04	0.03	0.02	0.11	0.14	0.11	0.13	0.10	0.16	0.07	0.12
S15	0.04	0.01	0.04	0.05	0.06	0.11	0.10	0.17	0.04	0.19	0.06	0.11
S16	0.03	0.02	0.07	0.16	0.02	0.29	0.22	0.05	0.04	0.17	0.10	0.12
S17	0.09	0.09	0.05	0.06	0.15	0.33	0.35	0.26	0.40	0.34	0.18	0.29
S18	0.12	0.05	0.07	0.14	0.17	0.32	0.26	0.20	0.24	0.24	0.17	0.23
S19	0.05	0.36	0.28	0.12	0.16	0.14	0.06	0.04	0.09	0.06	0.15	0.09
S20	0.03	0.40	0.37	0.27	0.21	0.09	0.06	0.26	0.51	0.61	0.25	0.34
S21	0.05	0.20	0.13	0.07	0.12	0.08	0.02	0.04	0.06	0.13	0.09	0.07
S22	0.02	0.37	0.28	0.17	0.12	0.04	0.03	0.22	0.51	0.72	0.19	0.32
S23	0.03	0.30	0.20	0.09	0.04	0.06	0.02	0.07	0.15	0.27	0.11	0.12
S24	0.06	0.35	0.27	0.24	0.25	0.05	0.14	0.26	0.22	0.26	0.21	0.21
S25	0.06	0.35	0.27	0.10	0.14	0.08	0.10	0.08	0.28	0.24	0.16	0.16
S26	0.05	0.32	0.15	0.20	0.21	0.17	0.19	0.08	0.20	0.26	0.18	0.19
S27	0.20	0.31	0.20	0.37	0.39	0.34	0.41	0.09	0.06	0.19	0.27	0.22
S28	0.15	0.35	0.17	0.31	0.40	0.40	0.46	0.16	0.08	0.07	0.28	0.22
S29	0.04	0.08	0.04	0.07	0.05	0.08	0.11	0.24	0.33	0.28	0.11	0.20
S30	0.05	0.25	0.20	0.28	0.28	0.20	0.17	0.16	0.17	0.28	0.20	0.21
S31	0.04	0.37	0.25	0.31	0.34	0.32	0.36	0.05	0.23	0.48	0.26	0.29
S32	0.01	0.05	0.07	0.04	0.04	0.07	0.21	0.34	0.49	0.52	0.13	0.31
S33	0.05	0.02	0.03	0.05	0.04	0.07	0.10	0.23	0.35	0.37	0.09	0.22
S34	0.02	0.04	0.03	0.08	0.10	0.16	0.23	0.07	0.34	0.30	0.11	0.20
S35	0.03	0.02	0.06	0.11	0.22	0.09	0.20	0.21	0.34	0.25	0.14	0.23
S36	0.03	0.03	0.02	0.07	0.06	0.09	0.11	0.11	0.32	0.24	0.09	0.17
S37	0.11	0.07	0.04	0.10	0.11	0.04	0.08	0.11	0.16	0.17	0.09	0.12
S38	0.02	0.09	0.06	0.12	0.13	0.15	0.14	0.11	0.18	0.17	0.11	0.15
S39	0.03	0.02	0.01	0.14	0.02	0.03	0.14	0.15	0.10	0.21	0.07	0.12
S40	0.05	0.10	0.10	0.05	0.09	0.08	0.13	0.09	0.41	0.48	0.11	0.23
S41	0.04	0.12	0.13	0.27	0.25	0.17	0.26	0.15	0.34	0.22	0.20	0.24
S42	0.04	0.06	0.07	0.48	0.48	0.28	0.19	0.16	0.18	0.11	0.24	0.23
S43	0.02	0.13	0.05	0.16	0.16	0.05	0.14	0.16	0.09	0.13	0.11	0.13
S44	0.03	0.10	0.09	0.13	0.14	0.11	0.17	0.15	0.13	0.23	0.12	0.16
S45	0.02	0.04	0.12	0.40	0.36	0.11	0.22	0.14	0.14	0.19	0.20	0.20
S46	0.03	0.06	0.07	0.02	0.03	0.07	0.09	0.02	0.09	0.16	0.05	0.08
S47	0.09	0.25	0.17	0.23	0.18	0.18	0.28	0.09	0.10	0.36	0.18	0.20
S48	0.13	0.40	0.37	0.13	0.13	0.17	0.28	0.19	0.06	0.08	0.20	0.14
S49	0.06	0.09	0.12	0.31	0.18	0.25	0.36	0.21	0.38	0.28	0.22	0.29
S50	0.08	0.02	0.17	0.40	0.30	0.12	0.09	0.13	0.43	0.43	0.21	0.29

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
S51	0.10	0.21	0.15	0.36	0.21	0.15	0.02	0.05	0.03	0.23	0.17	0.13
S52	0.05	0.22	0.13	0.41	0.42	0.39	0.62	0.36	0.12	0.18	0.30	0.32
S53	0.39	0.08	0.05	0.11	0.29	0.22	0.43	0.25	0.12	0.08	0.20	0.20
S54	0.02	0.17	0.16	0.18	0.12	0.06	0.11	0.05	0.02	0.01	0.11	0.06
S55	0.01	0.05	0.03	0.01	0.09	0.21	0.27	0.17	0.16	0.06	0.10	0.14
S56	0.04	0.10	0.07	0.30	0.25	0.24	0.31	0.25	0.08	0.05	0.19	0.19
S57	0.05	0.11	0.07	0.19	0.06	0.05	0.24	0.30	0.25	0.10	0.14	0.19
S58	0.06	0.10	0.07	0.33	0.36	0.24	0.23	0.11	0.06	0.07	0.19	0.16
S59	0.14	0.04	0.16	0.10	0.35	0.07	0.09	0.10	0.10	0.12	0.13	0.13
S60	0.60	0.14	0.17	0.14	0.16	0.14	0.24	0.24	0.24	0.15	0.22	0.20
S61	0.12	0.24	0.22	0.26	0.20	0.18	0.28	0.32	0.07	0.09	0.21	0.19
S62	0.35	0.16	0.06	0.26	0.20	0.19	0.36	0.28	0.16	0.06	0.22	0.20
S63	0.38	0.13	0.05	0.22	0.15	0.11	0.29	0.21	0.16	0.08	0.19	0.17
S64	0.09	0.18	0.19	0.47	0.41	0.42	0.62	0.27	0.01	0.33	0.31	0.31
S65	0.36	0.21	0.11	0.16	0.23	0.18	0.43	0.31	0.16	0.03	0.23	0.21
S66	0.36	0.38	0.07	0.21	0.20	0.05	0.23	0.15	0.03	0.07	0.19	0.12
S67	0.11	0.39	0.08	0.20	0.26	0.26	0.42	0.21	0.05	0.07	0.21	0.18
S68	0.33	0.13	0.03	0.04	0.03	0.05	0.04	0.10	0.28	0.37	0.11	0.17
S69	0.17	0.47	0.25	0.06	0.06	0.04	0.05	0.11	0.28	0.37	0.16	0.17
S70	0.23	0.41	0.15	0.15	0.14	0.06	0.18	0.17	0.08	0.19	0.17	0.14
S71	0.29	0.50	0.36	0.16	0.12	0.11	0.13	0.16	0.20	0.22	0.22	0.17
S72	0.08	0.27	0.14	0.11	0.07	0.07	0.12	0.07	0.11	0.13	0.12	0.10
S73	0.14	0.23	0.13	0.05	0.05	0.04	0.06	0.25	0.25	0.28	0.12	0.17
S74	0.06	0.03	0.02	0.04	0.02	0.13	0.15	0.02	0.02	0.22	0.05	0.09
S75	0.07	0.01	0.04	0.05	0.09	0.22	0.25	0.11	0.03	0.16	0.09	0.12
S76	0.01	0.03	0.03	0.06	0.08	0.23	0.26	0.15	0.15	0.23	0.10	0.17
S77	0.06	0.03	0.01	0.01	0.11	0.06	0.06	0.19	0.06	0.01	0.06	0.08
S78	0.02	0.02	0.01	0.04	0.01	0.17	0.18	0.28	0.45	0.39	0.11	0.27
S79	0.03	0.10	0.10	0.11	0.16	0.20	0.24	0.07	0.15	0.11	0.12	0.14
S80	0.05	0.44	0.38	0.39	0.38	0.11	0.23	0.36	0.52	0.52	0.33	0.39
S81	0.03	0.20	0.09	0.02	0.08	0.12	0.12	0.12	0.20	0.42	0.10	0.18
S82	0.02	0.06	0.08	0.02	0.04	0.10	0.04	0.05	0.13	0.13	0.06	0.08
S83	0.06	0.42	0.37	0.36	0.35	0.24	0.31	0.39	0.56	0.57	0.34	0.43
S84	0.04	0.31	0.28	0.25	0.25	0.19	0.23	0.37	0.53	0.56	0.27	0.38
S85	0.08	0.20	0.19	0.13	0.18	0.23	0.31	0.23	0.06	0.11	0.17	0.17
S86	0.20	0.08	0.15	0.08	0.14	0.13	0.16	0.15	0.26	0.30	0.14	0.19
S87	0.06	0.23	0.14	0.24	0.18	0.19	0.03	0.14	0.18	0.23	0.16	0.17
S88	0.04	0.03	0.11	0.12	0.09	0.06	0.10	0.04	0.25	0.31	0.10	0.16
S89	0.04	0.10	0.10	0.43	0.34	0.29	0.33	0.16	0.23	0.23	0.24	0.26
S90	0.17	0.09	0.04	0.20	0.22	0.21	0.20	0.18	0.05	0.26	0.15	0.18
S91	0.05	0.10	0.10	0.31	0.25	0.22	0.45	0.03	0.15	0.26	0.19	0.22
S92	0.04	0.03	0.06	0.07	0.04	0.12	0.16	0.29	0.31	0.31	0.11	0.22
S93	0.01	0.02	0.01	0.02	0.02	0.09	0.15	0.04	0.04	0.11	0.04	0.07
S94	0.05	0.03	0.04	0.13	0.15	0.03	0.14	0.26	0.22	0.27	0.11	0.19
S95	0.04	0.04	0.07	0.06	0.06	0.07	0.16	0.31	0.31	0.35	0.11	0.23

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
P01	0.22	0.32	0.13	0.13	0.13	0.08	0.16	0.03	0.16	0.15	0.15	0.12
P02	0.11	0.16	0.16	0.07	0.12	0.18	0.30	0.27	0.32	0.42	0.17	0.27
P03	0.41	0.70	0.37	0.18	0.14	0.27	0.41	0.30	0.30	0.40	0.32	0.30
P04	0.37	0.65	0.33	0.26	0.17	0.31	0.53	0.31	0.20	0.27	0.34	0.29
P05	0.26	0.42	0.20	0.27	0.11	0.05	0.28	0.13	0.39	0.59	0.24	0.29
P06	0.10	0.50	0.33	0.45	0.30	0.28	0.33	0.10	0.14	0.21	0.30	0.22
P07	0.03	0.23	0.19	0.18	0.05	0.18	0.26	0.04	0.05	0.12	0.14	0.11
P08	0.03	0.02	0.01	0.10	0.12	0.11	0.16	0.02	0.06	0.10	0.07	0.09
P09	0.02	0.06	0.04	0.09	0.07	0.04	0.05	0.01	0.02	0.07	0.05	0.04
P10	0.01	0.03	0.04	0.05	0.07	0.08	0.11	0.08	0.17	0.10	0.07	0.10
P11	0.01	0.05	0.05	0.05	0.06	0.09	0.08	0.02	0.19	0.27	0.06	0.12
P12	0.01	0.02	0.01	0.02	0.03	0.07	0.07	0.03	0.04	0.11	0.03	0.05
P13	0.02	0.32	0.26	0.21	0.10	0.15	0.32	0.27	0.18	0.37	0.20	0.24
P14	0.01	0.41	0.30	0.33	0.28	0.26	0.22	0.20	0.18	0.41	0.25	0.26
P15	0.02	0.41	0.32	0.38	0.30	0.17	0.11	0.10	0.32	0.51	0.25	0.28
P16	0.02	0.25	0.25	0.38	0.31	0.13	0.10	0.24	0.38	0.49	0.25	0.31
P17	0.02	0.37	0.29	0.36	0.37	0.27	0.26	0.25	0.33	0.34	0.29	0.31
P18	0.01	0.04	0.05	0.03	0.07	0.08	0.07	0.37	0.43	0.30	0.11	0.24
P19	0.04	0.01	0.06	0.01	0.15	0.12	0.05	0.33	0.35	0.35	0.11	0.24
P20	0.03	0.02	0.06	0.03	0.21	0.17	0.10	0.27	0.31	0.22	0.12	0.21
P21	0.02	0.01	0.00	0.02	0.01	0.01	0.01	0.01	0.01	0.04	0.01	0.02
P22	0.06	0.01	0.10	0.33	0.31	0.14	0.19	0.06	0.09	0.07	0.16	0.14
P23	0.07	0.09	0.14	0.25	0.25	0.23	0.40	0.19	0.13	0.33	0.20	0.24
P24	0.24	0.11	0.13	0.26	0.27	0.25	0.46	0.19	0.19	0.31	0.23	0.27
P25	0.13	0.11	0.08	0.14	0.19	0.18	0.46	0.22	0.15	0.23	0.17	0.22
P26	0.08	0.08	0.13	0.10	0.19	0.16	0.44	0.21	0.14	0.18	0.16	0.20
P27	0.16	0.01	0.12	0.04	0.16	0.13	0.42	0.19	0.11	0.18	0.14	0.18
P28	0.19	0.03	0.11	0.07	0.07	0.14	0.42	0.19	0.13	0.20	0.14	0.18
P29	0.19	0.04	0.04	0.17	0.08	0.15	0.40	0.21	0.08	0.19	0.15	0.18
P30	0.15	0.55	0.40	0.50	0.43	0.31	0.27	0.16	0.08	0.21	0.34	0.24
Average SVR	**0.10**	**0.20**	**0.16**	**0.18**	**0.17**	**0.16**	**0.25**	**0.17**	**0.19**	**0.26**	**0.17**	**0.20**

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
T01	0.06	0.15	0.05	0.20	0.21	0.20	0.19	0.05	0.14	0.31	0.14	0.18
T02	0.08	0.13	0.07	0.09	0.05	0.02	0.25	0.04	0.04	0.23	0.08	0.11
T03	0.05	0.04	0.08	0.16	0.20	0.18	0.16	0.06	0.16	0.28	0.12	0.17
T04	0.08	0.03	0.08	0.09	0.10	0.27	0.43	0.22	0.09	0.30	0.14	0.21
T05	0.24	0.03	0.09	0.04	0.14	0.14	0.29	0.21	0.25	0.23	0.14	0.20
T06	0.46	0.34	0.27	0.08	0.10	0.10	0.10	0.08	0.15	0.10	0.18	0.11
T07	0.30	0.31	0.15	0.08	0.08	0.03	0.13	0.05	0.11	0.12	0.13	0.09
T08	0.36	0.10	0.08	0.26	0.38	0.33	0.44	0.26	0.21	0.30	0.26	0.30
T09	0.29	0.24	0.08	0.09	0.06	0.06	0.10	0.05	0.12	0.15	0.12	0.10
T10	0.04	0.02	0.04	0.19	0.17	0.15	0.22	0.12	0.16	0.19	0.13	0.17
T11	0.01	0.04	0.05	0.10	0.10	0.09	0.16	0.07	0.16	0.25	0.09	0.14
T12	0.01	0.05	0.03	0.19	0.15	0.14	0.19	0.11	0.12	0.11	0.11	0.14
T13	0.24	0.10	0.07	0.34	0.30	0.26	0.39	0.21	0.27	0.20	0.25	0.27
T14	0.31	0.20	0.21	0.43	0.38	0.31	0.44	0.26	0.20	0.31	0.31	0.31
T15	0.27	0.26	0.27	0.46	0.43	0.35	0.49	0.30	0.13	0.18	0.34	0.30
T16	0.07	0.35	0.33	0.47	0.41	0.35	0.46	0.25	0.10	0.06	0.33	0.25
T17	0.05	0.42	0.32	0.27	0.37	0.28	0.15	0.11	0.03	0.05	0.23	0.14
T18	0.14	0.33	0.23	0.30	0.26	0.32	0.50	0.24	0.16	0.07	0.27	0.24
T19	0.07	0.01	0.07	0.03	0.07	0.08	0.11	0.05	0.04	0.29	0.06	0.10
T20	0.03	0.01	0.08	0.14	0.12	0.05	0.08	0.04	0.14	0.20	0.08	0.11
T21	0.08	0.01	0.10	0.35	0.33	0.31	0.35	0.07	0.17	0.24	0.21	0.23
T22	0.04	0.01	0.13	0.31	0.30	0.29	0.46	0.09	0.17	0.38	0.21	0.27
T23	0.03	0.04	0.08	0.33	0.31	0.28	0.45	0.20	0.21	0.32	0.22	0.29
T24	0.24	0.10	0.19	0.30	0.32	0.30	0.49	0.23	0.18	0.24	0.26	0.28
T25	0.14	0.27	0.04	0.24	0.31	0.30	0.48	0.22	0.14	0.21	0.23	0.25
T26	0.14	0.06	0.05	0.20	0.28	0.31	0.47	0.19	0.13	0.20	0.20	0.24
T27	0.20	0.06	0.06	0.10	0.22	0.31	0.47	0.18	0.14	0.12	0.18	0.21
T28	0.18	0.04	0.07	0.06	0.06	0.34	0.50	0.19	0.11	0.01	0.15	0.17
T29	0.17	0.07	0.07	0.45	0.37	0.32	0.45	0.14	0.06	0.14	0.25	0.23
T30	0.11	0.45	0.31	0.34	0.31	0.19	0.33	0.15	0.17	0.01	0.27	0.19
T31	0.04	0.02	0.02	0.04	0.05	0.06	0.08	0.06	0.06	0.10	0.05	0.07
T32	0.03	0.02	0.07	0.09	0.10	0.11	0.14	0.08	0.02	0.12	0.07	0.09
T33	0.07	0.02	0.08	0.02	0.07	0.08	0.05	0.06	0.09	0.15	0.06	0.08
T34	0.03	0.03	0.05	0.05	0.07	0.03	0.06	0.10	0.16	0.19	0.06	0.11
T35	0.05	0.02	0.04	0.14	0.14	0.08	0.15	0.23	0.28	0.21	0.12	0.19
T36	0.05	0.02	0.05	0.11	0.11	0.04	0.14	0.17	0.26	0.10	0.10	0.15
T37	0.01	0.02	0.04	0.05	0.10	0.02	0.15	0.23	0.29	0.09	0.09	0.16
T38	0.00	0.03	0.03	0.07	0.14	0.09	0.12	0.32	0.30	0.13	0.11	0.19
T39	0.05	0.03	0.04	0.08	0.08	0.14	0.14	0.28	0.32	0.15	0.12	0.19
T40	0.05	0.05	0.03	0.08	0.13	0.12	0.05	0.27	0.28	0.24	0.11	0.19
T41	0.06	0.01	0.05	0.30	0.28	0.08	0.08	0.10	0.09	0.04	0.14	0.12
T42	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.01	0.02	0.05	0.01	0.02
T43	0.01	0.01	0.01	0.05	0.06	0.02	0.06	0.08	0.04	0.09	0.04	0.06
T44	0.02	0.08	0.06	0.17	0.13	0.10	0.20	0.15	0.08	0.15	0.11	0.14
T45	0.03	0.10	0.07	0.08	0.20	0.22	0.33	0.26	0.15	0.25	0.15	0.22
T46	0.02	0.09	0.08	0.04	0.18	0.10	0.21	0.25	0.27	0.22	0.12	0.20
T47	0.02	0.09	0.06	0.06	0.18	0.14	0.28	0.26	0.29	0.14	0.14	0.21
T48	0.01	0.06	0.03	0.07	0.19	0.24	0.37	0.30	0.29	0.13	0.16	0.24
T49	0.01	0.10	0.02	0.14	0.19	0.16	0.27	0.25	0.29	0.17	0.15	0.22
T50	0.01	0.01	0.03	0.04	0.01	0.23	0.24	0.26	0.09	0.19	0.09	0.16
T51	0.01	0.06	0.02	0.03	0.16	0.20	0.30	0.23	0.12	0.17	0.11	0.18
T52	0.02	0.02	0.05	0.03	0.05	0.11	0.12	0.10	0.03	0.19	0.05	0.09
T53	0.03	0.03	0.05	0.06	0.08	0.18	0.19	0.15	0.15	0.42	0.09	0.19
T54	0.05	0.01	0.06	0.04	0.07	0.14	0.12	0.08	0.17	0.42	0.08	0.17
T55	0.03	0.03	0.07	0.05	0.07	0.09	0.12	0.08	0.14	0.38	0.07	0.15
T56	0.02	0.02	0.06	0.03	0.01	0.14	0.16	0.20	0.13	0.31	0.08	0.16
T57	0.03	0.17	0.08	0.15	0.24	0.28	0.35	0.30	0.32	0.08	0.20	0.25
T58	0.04	0.22	0.13	0.20	0.24	0.22	0.28	0.28	0.38	0.33	0.21	0.29
T59	0.03	0.19	0.11	0.10	0.05	0.23	0.27	0.10	0.34	0.28	0.15	0.21
T60	0.01	0.02	0.09	0.03	0.14	0.22	0.15	0.23	0.23	0.10	0.11	0.17
T61	0.01	0.01	0.05	0.01	0.06	0.10	0.12	0.09	0.11	0.11	0.06	0.09
T62	0.02	0.10	0.05	0.06	0.10	0.18	0.22	0.14	0.16	0.13	0.10	0.15
T63	0.01	0.03	0.05	0.02	0.05	0.14	0.16	0.05	0.06	0.08	0.06	0.08
T64	0.02	0.03	0.05	0.04	0.04	0.18	0.20	0.08	0.10	0.03	0.07	0.09
T65	0.04	0.01	0.04	0.05	0.10	0.07	0.15	0.07	0.10	0.15	0.07	0.10
T66	0.02	0.03	0.06	0.03	0.09	0.09	0.09	0.04	0.10	0.07	0.06	0.07
T67	0.06	0.01	0.05	0.05	0.10	0.32	0.36	0.16	0.12	0.16	0.12	0.18
T68	0.02	0.04	0.08	0.04	0.18	0.30	0.41	0.14	0.12	0.16	0.13	0.19
T69	0.06	0.04	0.06	0.07	0.13	0.29	0.35	0.09	0.09	0.18	0.12	0.16
T70	0.03	0.02	0.02	0.09	0.17	0.35	0.43	0.17	0.25	0.22	0.15	0.24
T71	0.04	0.06	0.01	0.03	0.19	0.27	0.31	0.08	0.14	0.04	0.11	0.14
T72	0.01	0.12	0.13	0.23	0.19	0.26	0.29	0.02	0.27	0.05	0.17	0.17
T73	0.05	0.18	0.18	0.26	0.25	0.20	0.24	0.21	0.27	0.25	0.21	0.24
T74	0.05	0.04	0.06	0.07	0.09	0.18	0.28	0.24	0.16	0.24	0.12	0.19
T75	0.06	0.03	0.06	0.05	0.08	0.17	0.22	0.10	0.09	0.20	0.09	0.13
T76	0.07	0.05	0.05	0.03	0.06	0.14	0.09	0.12	0.06	0.24	0.07	0.11
T77	0.05	0.05	0.04	0.04	0.06	0.08	0.04	0.10	0.12	0.04	0.06	0.07
T78	0.03	0.04	0.04	0.23	0.05	0.11	0.14	0.09	0.09	0.04	0.10	0.10
T79	0.02	0.03	0.03	0.18	0.06	0.04	0.08	0.09	0.15	0.07	0.08	0.10
T80	0.02	0.02	0.03	0.06	0.10	0.16	0.22	0.03	0.05	0.10	0.07	0.09
T81	0.02	0.04	0.04	0.11	0.14	0.23	0.29	0.13	0.18	0.06	0.12	0.16
T82	0.01	0.01	0.02	0.02	0.09	0.26	0.33	0.09	0.19	0.24	0.10	0.18
T83	0.02	0.01	0.02	0.10	0.11	0.11	0.17	0.16	0.27	0.32	0.10	0.20
T84	0.02	0.01	0.02	0.02	0.15	0.16	0.21	0.22	0.25	0.36	0.10	0.22
T85	0.06	0.12	0.15	0.23	0.01	0.10	0.10	0.10	0.16	0.26	0.12	0.14
T86	0.01	0.05	0.04	0.12	0.11	0.30	0.36	0.18	0.16	0.27	0.14	0.21
T87	0.05	0.07	0.11	0.09	0.09	0.22	0.25	0.20	0.30	0.40	0.14	0.25
T88	0.08	0.06	0.11	0.05	0.09	0.23	0.28	0.14	0.23	0.36	0.13	0.21
T89	0.07	0.02	0.09	0.13	0.01	0.10	0.05	0.13	0.18	0.22	0.09	0.13
T90	0.11	0.04	0.03	0.10	0.16	0.48	0.54	0.26	0.12	0.19	0.18	0.25

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
T91	0.05	0.02	0.08	0.10	0.04	0.18	0.17	0.16	0.08	0.05	0.09	0.11
T92	0.01	0.03	0.07	0.11	0.03	0.15	0.18	0.15	0.31	0.09	0.11	0.16
T93	0.02	0.21	0.16	0.03	0.03	0.22	0.27	0.12	0.26	0.27	0.13	0.19
T94	0.02	0.20	0.16	0.07	0.03	0.11	0.11	0.07	0.09	0.40	0.09	0.14
T95	0.09	0.02	0.09	0.12	0.26	0.48	0.51	0.29	0.33	0.15	0.22	0.30
T96	0.03	0.02	0.03	0.04	0.04	0.28	0.32	0.14	0.15	0.20	0.10	0.17
T97	0.02	0.01	0.03	0.04	0.02	0.13	0.10	0.07	0.16	0.13	0.06	0.10
T98	0.04	0.07	0.06	0.10	0.08	0.43	0.43	0.26	0.42	0.27	0.19	0.30
T99	0.02	0.09	0.04	0.12	0.07	0.28	0.33	0.27	0.36	0.47	0.16	0.30
T100	0.01	0.06	0.09	0.08	0.04	0.24	0.28	0.18	0.31	0.40	0.13	0.24
T101	0.03	0.05	0.10	0.21	0.07	0.21	0.23	0.19	0.36	0.52	0.16	0.28
T102	0.03	0.10	0.12	0.15	0.05	0.17	0.10	0.04	0.14	0.19	0.10	0.12
T103	0.04	0.11	0.16	0.11	0.05	0.23	0.23	0.08	0.28	0.23	0.14	0.18
T104	0.05	0.31	0.21	0.18	0.06	0.27	0.28	0.23	0.29	0.38	0.20	0.26
T105	0.05	0.44	0.30	0.14	0.03	0.35	0.43	0.26	0.26	0.30	0.23	0.26
T106	0.02	0.15	0.12	0.14	0.15	0.22	0.26	0.24	0.19	0.28	0.16	0.22
T107	0.02	0.19	0.13	0.25	0.10	0.32	0.37	0.32	0.25	0.36	0.21	0.29
T108	0.03	0.04	0.08	0.04	0.07	0.34	0.41	0.33	0.36	0.52	0.16	0.33
T109	0.02	0.05	0.04	0.04	0.05	0.13	0.13	0.27	0.34	0.40	0.11	0.24
T110	0.02	0.03	0.03	0.13	0.10	0.07	0.08	0.29	0.42	0.53	0.12	0.28
T111	0.02	0.06	0.06	0.14	0.09	0.10	0.10	0.32	0.40	0.43	0.14	0.27
T112	0.02	0.17	0.10	0.10	0.09	0.31	0.34	0.37	0.30	0.26	0.18	0.27
T113	0.03	0.07	0.07	0.05	0.16	0.31	0.37	0.30	0.14	0.18	0.15	0.22
T114	0.04	0.45	0.33	0.19	0.09	0.24	0.32	0.35	0.39	0.48	0.25	0.33
T115	0.01	0.05	0.02	0.04	0.13	0.18	0.26	0.28	0.19	0.09	0.11	0.18
T116	0.02	0.03	0.09	0.07	0.07	0.28	0.33	0.28	0.35	0.43	0.15	0.29
T117	0.01	0.02	0.02	0.06	0.03	0.06	0.01	0.05	0.04	0.30	0.04	0.09
T118	0.06	0.41	0.29	0.31	0.20	0.14	0.10	0.06	0.04	0.11	0.20	0.11
T119	0.07	0.38	0.28	0.34	0.26	0.23	0.14	0.23	0.19	0.41	0.25	0.26
T120	0.09	0.25	0.18	0.16	0.27	0.24	0.25	0.08	0.13	0.26	0.18	0.19
T121	0.21	0.14	0.12	0.35	0.39	0.35	0.48	0.14	0.20	0.27	0.27	0.28
T122	0.24	0.40	0.34	0.41	0.32	0.28	0.40	0.16	0.22	0.39	0.32	0.30
T123	0.24	0.38	0.16	0.26	0.09	0.04	0.28	0.12	0.36	0.55	0.22	0.27
T124	0.22	0.57	0.31	0.49	0.35	0.33	0.44	0.15	0.24	0.34	0.36	0.31
T125	0.09	0.27	0.03	0.32	0.28	0.29	0.31	0.13	0.20	0.30	0.22	0.25
T126	0.02	0.31	0.23	0.35	0.29	0.28	0.37	0.30	0.18	0.16	0.26	0.26
T127	0.02	0.39	0.30	0.35	0.33	0.29	0.32	0.25	0.24	0.27	0.28	0.28
T128	0.01	0.43	0.32	0.38	0.30	0.19	0.11	0.09	0.10	0.47	0.24	0.22
T129	0.02	0.16	0.19	0.39	0.32	0.13	0.10	0.26	0.37	0.48	0.23	0.31
T130	0.02	0.12	0.19	0.32	0.33	0.13	0.13	0.21	0.36	0.41	0.21	0.29
T131	0.03	0.26	0.14	0.25	0.33	0.19	0.21	0.28	0.34	0.32	0.23	0.29
T132	0.03	0.14	0.08	0.15	0.24	0.30	0.37	0.34	0.39	0.35	0.21	0.33
T133	0.04	0.13	0.08	0.17	0.26	0.33	0.41	0.34	0.38	0.36	0.22	0.34
T134	0.05	0.13	0.08	0.19	0.28	0.32	0.41	0.34	0.35	0.30	0.23	0.32
T135	0.05	0.12	0.08	0.17	0.26	0.32	0.41	0.32	0.35	0.20	0.22	0.30
T136	0.03	0.01	0.03	0.01	0.02	0.13	0.19	0.08	0.19	0.48	0.07	0.19
T137	0.02	0.01	0.03	0.07	0.02	0.16	0.18	0.05	0.13	0.33	0.07	0.14
T138	0.01	0.03	0.04	0.09	0.05	0.12	0.13	0.12	0.05	0.27	0.07	0.12
T139	0.15	0.34	0.17	0.22	0.24	0.23	0.32	0.20	0.20	0.21	0.23	0.23
T140	0.09	0.42	0.28	0.28	0.15	0.14	0.20	0.09	0.10	0.15	0.20	0.14
T141	0.28	0.47	0.14	0.26	0.14	0.29	0.43	0.29	0.25	0.33	0.27	0.29
T142	0.32	0.55	0.30	0.21	0.12	0.22	0.31	0.29	0.29	0.39	0.28	0.28
T143	0.37	0.61	0.32	0.12	0.12	0.13	0.16	0.29	0.34	0.45	0.26	0.27
T144	0.22	0.31	0.16	0.10	0.12	0.10	0.05	0.28	0.34	0.45	0.18	0.25
T145	0.16	0.29	0.12	0.15	0.15	0.10	0.09	0.12	0.10	0.14	0.15	0.12
T146	0.21	0.45	0.27	0.29	0.23	0.15	0.09	0.12	0.10	0.04	0.22	0.12
T147	0.03	0.16	0.05	0.22	0.27	0.30	0.33	0.14	0.13	0.11	0.18	0.19
T148	0.12	0.11	0.03	0.24	0.29	0.33	0.36	0.16	0.21	0.10	0.20	0.22
T149	0.13	0.15	0.04	0.17	0.21	0.22	0.22	0.08	0.17	0.22	0.15	0.18
T150	0.07	0.12	0.01	0.17	0.18	0.18	0.22	0.07	0.10	0.20	0.13	0.15

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
T151	0.21	0.21	0.13	0.30	0.28	0.23	0.30	0.22	0.20	0.23	0.24	0.24
T152	0.15	0.11	0.09	0.33	0.31	0.21	0.28	0.13	0.10	0.19	0.20	0.20
T153	0.13	0.09	0.03	0.35	0.32	0.29	0.25	0.07	0.09	0.16	0.19	0.18
T154	0.01	0.03	0.06	0.34	0.32	0.29	0.42	0.07	0.11	0.14	0.19	0.21
T155	0.12	0.10	0.06	0.09	0.12	0.30	0.38	0.32	0.12	0.05	0.16	0.19
T156	0.06	0.06	0.05	0.07	0.19	0.19	0.27	0.33	0.32	0.09	0.15	0.23
T157	0.05	0.28	0.24	0.28	0.21	0.24	0.41	0.22	0.13	0.10	0.23	0.21
T158	0.15	0.51	0.25	0.36	0.15	0.23	0.32	0.18	0.05	0.20	0.25	0.19
T159	0.18	0.62	0.39	0.47	0.27	0.22	0.23	0.13	0.04	0.12	0.31	0.17
T160	0.13	0.61	0.45	0.49	0.36	0.24	0.19	0.14	0.06	0.22	0.32	0.21
T161	0.18	0.34	0.24	0.23	0.11	0.04	0.16	0.03	0.07	0.07	0.17	0.09
T162	0.27	0.42	0.29	0.20	0.22	0.03	0.06	0.11	0.02	0.06	0.19	0.09
T163	0.15	0.23	0.15	0.21	0.20	0.13	0.14	0.12	0.06	0.04	0.16	0.11
T164	0.15	0.31	0.20	0.27	0.24	0.20	0.20	0.16	0.11	0.09	0.21	0.16
T165	0.05	0.33	0.24	0.18	0.20	0.05	0.05	0.06	0.30	0.36	0.17	0.19
T166	0.26	0.47	0.30	0.18	0.17	0.03	0.10	0.05	0.06	0.11	0.19	0.09
T167	0.26	0.35	0.24	0.20	0.18	0.06	0.19	0.01	0.06	0.08	0.18	0.10
T168	0.15	0.13	0.15	0.28	0.26	0.21	0.03	0.12	0.12	0.08	0.18	0.14
T169	0.44	0.66	0.33	0.13	0.13	0.09	0.18	0.10	0.01	0.08	0.23	0.09
T170	0.31	0.49	0.23	0.20	0.15	0.08	0.10	0.05	0.10	0.08	0.20	0.10
T171	0.25	0.11	0.02	0.28	0.18	0.08	0.11	0.04	0.08	0.11	0.14	0.11
T172	0.24	0.50	0.24	0.11	0.19	0.04	0.18	0.08	0.06	0.09	0.18	0.10
T173	0.09	0.09	0.02	0.11	0.09	0.02	0.15	0.12	0.07	0.11	0.08	0.10
T174	0.09	0.35	0.12	0.07	0.11	0.17	0.38	0.19	0.22	0.36	0.17	0.23
T175	0.03	0.18	0.14	0.21	0.10	0.05	0.18	0.18	0.04	0.06	0.13	0.11
T176	0.06	0.10	0.08	0.22	0.21	0.18	0.38	0.22	0.20	0.29	0.18	0.24
T177	0.22	0.64	0.35	0.30	0.10	0.15	0.29	0.06	0.11	0.04	0.25	0.13
T178	0.07	0.20	0.15	0.16	0.16	0.07	0.13	0.23	0.09	0.26	0.14	0.16
T179	0.08	0.27	0.18	0.31	0.14	0.02	0.20	0.23	0.15	0.34	0.19	0.21
T180	0.03	0.32	0.19	0.22	0.26	0.27	0.39	0.13	0.08	0.15	0.21	0.19
T181	0.14	0.34	0.19	0.05	0.03	0.08	0.17	0.10	0.14	0.15	0.13	0.11
T182	0.03	0.43	0.27	0.31	0.09	0.18	0.23	0.27	0.35	0.18	0.24	0.24
T183	0.02	0.20	0.13	0.11	0.23	0.28	0.27	0.20	0.12	0.08	0.16	0.17
T184	0.10	0.28	0.15	0.20	0.11	0.10	0.14	0.04	0.31	0.21	0.16	0.17
T185	0.05	0.23	0.10	0.06	0.11	0.27	0.26	0.19	0.14	0.11	0.14	0.16
T186	0.08	0.07	0.02	0.16	0.18	0.20	0.34	0.23	0.41	0.07	0.18	0.24
T187	0.06	0.21	0.08	0.10	0.10	0.21	0.28	0.28	0.45	0.13	0.18	0.25
T188	0.01	0.32	0.16	0.13	0.06	0.28	0.31	0.34	0.26	0.22	0.19	0.24
T189	0.07	0.05	0.06	0.07	0.09	0.23	0.26	0.16	0.04	0.33	0.11	0.17
T190	0.49	0.48	0.29	0.14	0.14	0.16	0.18	0.14	0.11	0.17	0.23	0.15
T191	0.30	0.12	0.08	0.09	0.07	0.18	0.04	0.12	0.14	0.26	0.12	0.14
Average LVR	**0.09**	**0.17**	**0.12**	**0.17**	**0.16**	**0.19**	**0.24**	**0.17**	**0.18**	**0.22**	**0.16**	**0.19**

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
S01	0.03	0.02	0.07	0.05	0.08	0.04	0.06	0.13	0.14	0.12	0.07	0.10
S02	0.02	0.03	0.03	0.01	0.03	0.08	0.08	0.08	0.13	0.11	0.05	0.09
S03	0.02	0.01	0.10	0.02	0.04	0.15	0.21	0.11	0.18	0.08	0.08	0.12
S04	0.04	0.03	0.06	0.06	0.12	0.17	0.20	0.09	0.18	0.09	0.10	0.13
S05	0.03	0.04	0.10	0.03	0.10	0.12	0.12	0.20	0.26	0.17	0.10	0.17
S06	0.05	0.03	0.01	0.04	0.06	0.19	0.23	0.06	0.12	0.23	0.08	0.14
S07	0.01	0.04	0.01	0.04	0.03	0.04	0.06	0.06	0.03	0.05	0.03	0.04
S08	0.06	0.14	0.07	0.18	0.24	0.25	0.30	0.13	0.07	0.18	0.16	0.17
S09	0.03	0.04	0.03	0.17	0.21	0.37	0.44	0.01	0.10	0.15	0.15	0.18
S10	0.01	0.07	0.02	0.04	0.07	0.01	0.02	0.07	0.07	0.11	0.04	0.06
S11	0.04	0.10	0.05	0.08	0.05	0.17	0.21	0.05	0.04	0.13	0.08	0.10
S12	0.05	0.05	0.08	0.03	0.06	0.13	0.10	0.05	0.06	0.26	0.06	0.10
S13	0.01	0.05	0.08	0.18	0.06	0.08	0.08	0.03	0.06	0.08	0.08	0.07
S14	0.03	0.04	0.02	0.02	0.11	0.20	0.18	0.12	0.12	0.13	0.08	0.13
S15	0.02	0.02	0.07	0.05	0.05	0.24	0.29	0.19	0.04	0.03	0.10	0.12
S16	0.01	0.02	0.08	0.10	0.04	0.25	0.28	0.09	0.06	0.21	0.10	0.14
S17	0.07	0.05	0.09	0.09	0.13	0.33	0.30	0.28	0.41	0.39	0.18	0.30
S18	0.12	0.07	0.01	0.09	0.18	0.30	0.28	0.21	0.26	0.27	0.15	0.24
S19	0.02	0.35	0.23	0.10	0.07	0.13	0.09	0.02	0.10	0.04	0.12	0.07
S20	0.02	0.39	0.32	0.35	0.19	0.11	0.09	0.23	0.50	0.63	0.26	0.34
S21	0.02	0.15	0.11	0.10	0.07	0.16	0.10	0.04	0.06	0.11	0.09	0.08
S22	0.02	0.37	0.26	0.17	0.14	0.01	0.01	0.18	0.51	0.72	0.19	0.31
S23	0.03	0.29	0.18	0.12	0.05	0.02	0.08	0.08	0.11	0.30	0.11	0.12
S24	0.03	0.38	0.25	0.32	0.15	0.04	0.14	0.23	0.20	0.31	0.21	0.21
S25	0.07	0.40	0.25	0.17	0.08	0.05	0.06	0.22	0.19	0.35	0.17	0.18
S26	0.03	0.31	0.22	0.22	0.22	0.14	0.20	0.12	0.16	0.26	0.19	0.19
S27	0.16	0.36	0.26	0.37	0.39	0.36	0.42	0.06	0.05	0.25	0.28	0.23
S28	0.12	0.32	0.18	0.33	0.42	0.44	0.51	0.15	0.06	0.06	0.28	0.23
S29	0.03	0.09	0.07	0.17	0.13	0.06	0.11	0.25	0.21	0.28	0.13	0.19
S30	0.02	0.19	0.11	0.18	0.17	0.14	0.16	0.27	0.10	0.34	0.15	0.20
S31	0.04	0.37	0.24	0.32	0.33	0.33	0.35	0.06	0.29	0.46	0.26	0.30
S32	0.01	0.09	0.05	0.07	0.07	0.06	0.12	0.35	0.44	0.56	0.13	0.30
S33	0.05	0.03	0.05	0.03	0.04	0.10	0.04	0.20	0.36	0.34	0.09	0.20
S34	0.03	0.04	0.03	0.08	0.06	0.15	0.22	0.05	0.30	0.26	0.10	0.18
S35	0.01	0.06	0.04	0.10	0.26	0.19	0.07	0.24	0.27	0.24	0.13	0.21
S36	0.05	0.03	0.03	0.08	0.09	0.03	0.05	0.14	0.32	0.21	0.09	0.16
S37	0.13	0.10	0.06	0.10	0.06	0.04	0.09	0.05	0.22	0.08	0.09	0.10
S38	0.10	0.10	0.07	0.10	0.10	0.14	0.13	0.11	0.16	0.17	0.11	0.14
S39	0.02	0.02	0.03	0.12	0.01	0.04	0.11	0.13	0.07	0.40	0.06	0.14
S40	0.03	0.09	0.08	0.06	0.07	0.11	0.15	0.20	0.43	0.44	0.12	0.25
S41	0.02	0.13	0.15	0.27	0.32	0.16	0.23	0.18	0.31	0.10	0.20	0.22
S42	0.04	0.07	0.20	0.48	0.46	0.29	0.18	0.14	0.18	0.14	0.25	0.23
S43	0.05	0.11	0.04	0.15	0.16	0.09	0.21	0.15	0.14	0.06	0.12	0.13
S44	0.02	0.02	0.05	0.15	0.16	0.07	0.27	0.15	0.16	0.21	0.12	0.17
S45	0.01	0.12	0.04	0.31	0.28	0.32	0.24	0.10	0.11	0.17	0.18	0.19
S46	0.01	0.05	0.03	0.06	0.06	0.18	0.12	0.06	0.07	0.07	0.07	0.08
S47	0.07	0.21	0.17	0.21	0.21	0.19	0.29	0.09	0.09	0.47	0.17	0.22
S48	0.12	0.35	0.29	0.17	0.12	0.19	0.28	0.14	0.11	0.20	0.19	0.17
S49	0.02	0.18	0.34	0.30	0.18	0.24	0.29	0.20	0.36	0.29	0.24	0.27
S50	0.06	0.29	0.38	0.38	0.27	0.10	0.15	0.13	0.42	0.39	0.26	0.28

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scheme											
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	Annual	Summer
S51	0.06	0.19	0.14	0.34	0.19	0.20	0.12	0.06	0.04	0.19	0.17	0.14
S52	0.10	0.22	0.08	0.36	0.45	0.40	0.63	0.35	0.13	0.17	0.30	0.32
S53	0.43	0.05	0.03	0.19	0.32	0.21	0.40	0.24	0.14	0.10	0.22	0.21
S54	0.05	0.19	0.10	0.14	0.16	0.01	0.11	0.08	0.04	0.02	0.10	0.07
S55	0.04	0.10	0.02	0.04	0.05	0.19	0.23	0.18	0.17	0.04	0.10	0.13
S56	0.03	0.06	0.14	0.22	0.24	0.22	0.32	0.22	0.02	0.04	0.17	0.16
S57	0.11	0.12	0.05	0.20	0.11	0.04	0.28	0.30	0.26	0.10	0.16	0.20
S58	0.05	0.11	0.08	0.30	0.37	0.25	0.26	0.12	0.06	0.11	0.19	0.18
S59	0.08	0.08	0.09	0.09	0.40	0.21	0.13	0.05	0.05	0.03	0.13	0.11
S60	0.61	0.16	0.26	0.09	0.19	0.10	0.20	0.25	0.26	0.05	0.22	0.17
S61	0.10	0.26	0.17	0.28	0.19	0.20	0.28	0.32	0.14	0.08	0.22	0.20
S62	0.32	0.22	0.14	0.28	0.20	0.21	0.37	0.28	0.14	0.15	0.24	0.22
S63	0.37	0.19	0.13	0.18	0.16	0.11	0.28	0.21	0.14	0.13	0.19	0.17
S64	0.08	0.13	0.12	0.45	0.44	0.41	0.65	0.22	0.05	0.27	0.29	0.31
S65	0.26	0.21	0.12	0.20	0.25	0.17	0.41	0.32	0.15	0.03	0.22	0.21
S66	0.35	0.28	0.08	0.23	0.21	0.06	0.27	0.12	0.06	0.14	0.19	0.14
S67	0.10	0.33	0.10	0.23	0.30	0.28	0.46	0.21	0.07	0.04	0.23	0.20
S68	0.27	0.14	0.02	0.04	0.08	0.08	0.09	0.08	0.18	0.32	0.10	0.14
S69	0.12	0.49	0.31	0.05	0.03	0.13	0.02	0.12	0.24	0.39	0.16	0.17
S70	0.26	0.42	0.25	0.10	0.16	0.10	0.06	0.10	0.09	0.21	0.17	0.12
S71	0.36	0.46	0.32	0.08	0.15	0.07	0.06	0.13	0.21	0.27	0.20	0.16
S72	0.13	0.29	0.14	0.06	0.13	0.08	0.06	0.04	0.15	0.11	0.12	0.09
S73	0.22	0.15	0.10	0.10	0.05	0.09	0.04	0.21	0.29	0.36	0.13	0.20
S74	0.04	0.04	0.02	0.02	0.09	0.05	0.05	0.02	0.05	0.16	0.04	0.07
S75	0.04	0.01	0.01	0.06	0.13	0.23	0.25	0.10	0.04	0.15	0.09	0.13
S76	0.01	0.01	0.03	0.07	0.10	0.21	0.27	0.09	0.07	0.28	0.09	0.15
S77	0.06	0.01	0.09	0.01	0.11	0.09	0.10	0.17	0.02	0.02	0.07	0.07
S78	0.02	0.01	0.04	0.01	0.01	0.02	0.17	0.30	0.44	0.36	0.10	0.24
S79	0.01	0.12	0.09	0.12	0.22	0.23	0.20	0.06	0.21	0.02	0.14	0.14
S80	0.02	0.45	0.34	0.39	0.42	0.20	0.04	0.40	0.51	0.56	0.32	0.39
S81	0.02	0.30	0.14	0.02	0.11	0.06	0.17	0.09	0.23	0.45	0.12	0.19
S82	0.04	0.12	0.06	0.08	0.06	0.05	0.16	0.01	0.16	0.07	0.08	0.09
S83	0.02	0.43	0.32	0.37	0.39	0.27	0.30	0.40	0.54	0.56	0.34	0.43
S84	0.01	0.33	0.24	0.26	0.26	0.21	0.23	0.35	0.51	0.55	0.26	0.38
S85	0.09	0.25	0.10	0.10	0.18	0.18	0.29	0.24	0.07	0.16	0.16	0.17
S86	0.16	0.11	0.12	0.11	0.04	0.05	0.18	0.18	0.25	0.33	0.13	0.19
S87	0.07	0.27	0.16	0.13	0.19	0.24	0.10	0.13	0.18	0.21	0.16	0.17
S88	0.08	0.11	0.09	0.27	0.09	0.05	0.11	0.05	0.29	0.40	0.14	0.20
S89	0.03	0.04	0.10	0.42	0.36	0.32	0.37	0.19	0.26	0.35	0.25	0.31
S90	0.17	0.16	0.08	0.21	0.20	0.20	0.24	0.20	0.07	0.35	0.17	0.21
S91	0.01	0.01	0.01	0.02	0.02	0.01	0.02	0.01	0.02	0.03	0.01	0.02
S92	0.05	0.05	0.05	0.03	0.10	0.11	0.10	0.27	0.29	0.23	0.11	0.19
S93	0.02	0.03	0.04	0.07	0.12	0.06	0.07	0.13	0.11	0.18	0.07	0.11
S94	0.03	0.03	0.02	0.02	0.20	0.14	0.03	0.24	0.17	0.20	0.09	0.16
S95	0.05	0.04	0.04	0.06	0.09	0.07	0.01	0.30	0.28	0.28	0.10	0.19

Appendix 5

Planned Development in the Surrounding Area

Phase IIb Development Site

關乎申請編號 A/YL/205 的擬議用途/發展的概括發展規範
Broad Development Parameters of the Applied Use/Development in respect of Application No. A/YL/205

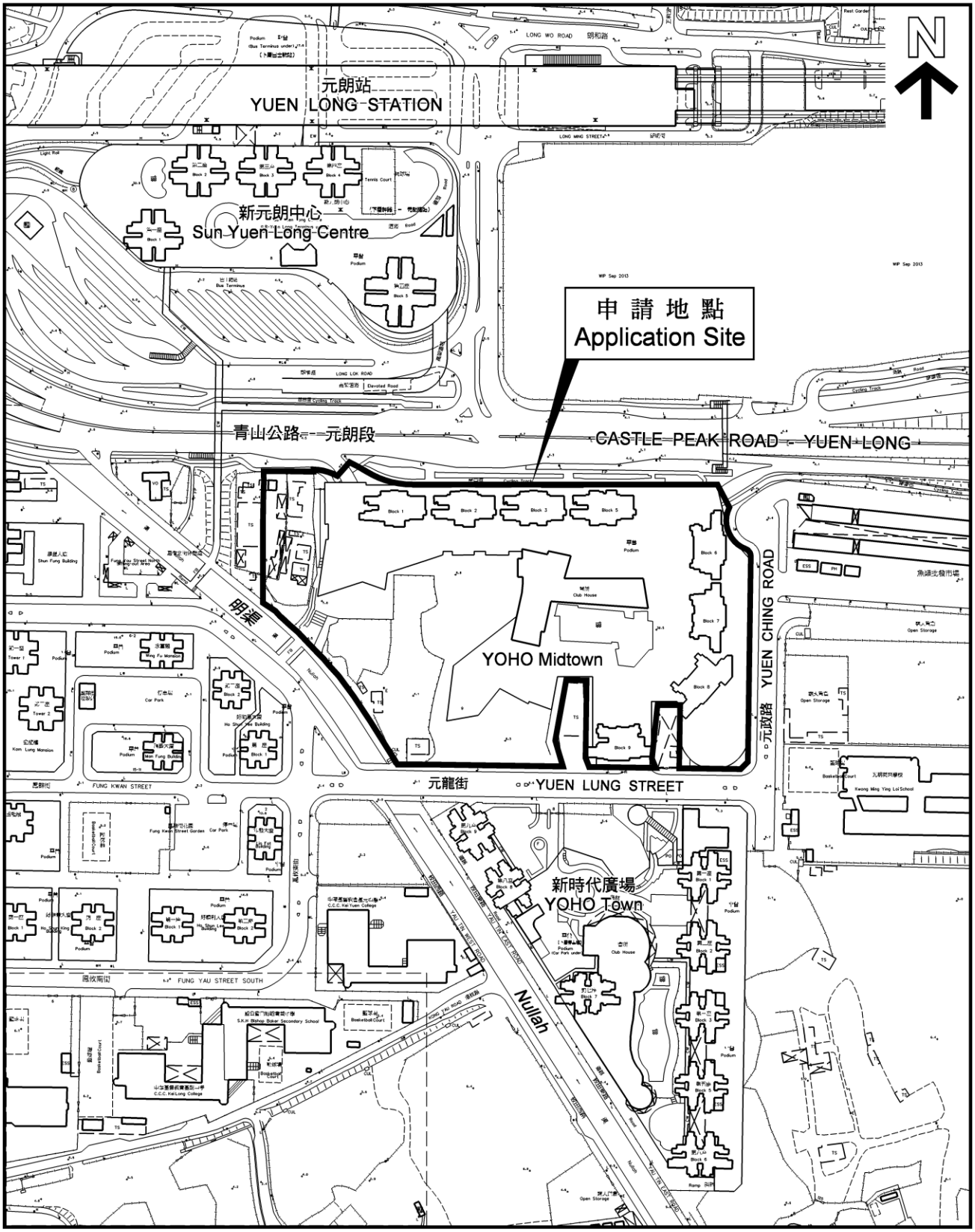
因應於 2014 年 11 月 10 日接獲的進一步資料而修訂的概括發展規範
Revised broad development parameters in view of the further information received on 10.11.2014

(a)	申請編號 Application no.	A/YL/205		
(b)	位置／地址 Location/Address	新界元朗元龍街 9 號丈量約份第 116 約地段第 419 號、422 號、454 號餘段、455 號 C 分段餘段、455 號 G 分段、455 號 H 分段餘段、457 號 C 分段、461 號餘段、462 號餘段(部分)、463 號餘段(部分) 、464 號餘段、及 470 號餘段、元朗市地段 504 及毗連的政府土地 Lots 419, 422, 454 RP, 455 S.C RP, 455 S.G, 455 S.H RP, 457 S.C, 461 RP, 462 RP (Part), 463 RP (Part), 464 RP, 470 RP and YLTL 504 in D.D. 116 and adjoining Government land, 9 Yuen Lung Street, Yuen Long, New Territories		
(c)	地盤面積 Site area	約 About 36,080.00 平方米 m^2 （包括政府土地約 Includes Government Land of about 1,501.00 平方米 m^2）		
(d)	圖則 Plan	元朗分區計劃大綱核准圖編號 S/YL/21 Approved Yuen Long Outline Zoning Plan No. S/YL/21		
(e)	地帶 Zoning	「綜合發展區」及「道路」 "Comprehensive Development Area" and "Road"		
(f)	申請用途／發展 Applied Use/ Development	擬議綜合商業/住宅發展(酒店及分層樓宇) Proposed Comprehensive Commercial/Residential Development (Hotel and Flats)		
(g)	總樓面面積及／或地積比率 Total floor area and/or plot ratio		平方米 m^2	地積比率 Plot ratio
		住用 Domestic	約 About 160,792.00	約 About 4.46
		包括 including		
		- 住宅 Flat	160,792.00	---
		非住用 Non-domestic	約 About 39,416.00	約 About 1.09
		包括 including		
		- 酒店 Hotel	12,207.00	---
		- 零售 Retail	21,709.00	---
		- 政府、機構或社區用途 Government, Institution or Community Use	2,400.00	---
		- 公共通道 Public Right of Way	3,100.00	---
(h)	幢數 No. of block	住用 Domestic	1	
		非住用 Non-domestic	1	
		綜合用途 Composite	不超過 Not Exceeding 10	
(i)	建築物高度／層數 Building height/	住用 Domestic	- 米 m 不超過 Not Exceeding 109.85 米(主水平基準以上)mPD 30 層 storey(s)	

	No. of storeys	非住用 Non-domestic	- 米 m 不超過 Not Exceeding 135.7 米(主水平基準以上)mPD 37 層 storey(s)
		綜合用途 Composite	- 米 m 不超過 Not Exceeding 172.75 米(主水平基準以上)mPD 45 層 storey(s) 包括 including 5 平台 Podium 1 空中花園/隔火層 Sky Garden/Fire refuge floor
(j)	上蓋面積 Site coverage	約 About 35 %	
(k)	單位數目 No. of units	2,494 住宅單位 Flats 324 酒店房間 Hotel Rooms	
(l)	休憩用地 Open Space	- 私人 Private	不少於 Not less than 25,000.00 平方米 m^2
		- 公眾 Public	- 平方米 m^2
(m)	停車位及上落客貨車位數目 No. of parking spaces and loading/ unloading spaces	- 私家車車位 Private Car Parking Spaces	629
		- 上落客貨車位 Loading/Unloading Spaces	44

* 有關資料是為方便市民大眾參考而提供。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。
The information is provided for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

A/YL/205


N
元朗站
YUEN LONG STATION
新元朗中心
Sun Yuen Long Centre
申請地點
Application Site
青山公路 - 元朗段
CASTLE PEAK ROAD - YUEN LONG
YOHO Midtown
YUEN CHING ROAD
元政路
元龍街
YUEN LUNG STREET
FUNG KWAN STREET
FUNG YAU STREET SOUTH
新時代廣場
YOHO Town
Nullah
LONG WO ROAD
LONG MING STREET
LONG LOK ROAD

申請編號 Application No. : A/YL/205

備註 Remarks

申請人在 2014 年 11 月 10 日提交進一步資料包括經修訂的總綱發展藍圖、平面圖及第 IIa 期和第 IIb 期的交通影響評估的修改圖;以及第 III 期的新交通技術評估和第 III 期的擬議車輛出入口，以回應部門的意見。

On 10.11.2014, the applicant submitted further information enclosing a revised Master Layout Plan and floor plans, revised drawings of traffic technical statement for Phases IIa and IIb and a new traffic technical statement together with a new proposed vehicular access for Phase III to address the departmental comments.

CASTLE PEAK ROAD - YUEN LONG

BUS LAY-BY

CDA ZONE BOUNDARY

LOT BOUNDARY

FOOTPATH

BICYCLE TRACK

VEHICULAR / PEDESTRIAN FOOTBRIDGE

4.50

4.25

4.47

'2'

'1'

'3'

PHASE II BOUNDARY

Existing Walkway

Existing Ramp

FLAT ROOF 135.70 (32)

FLAT ROOF 51.70

PHASE IIa

PHASE IIb

FLAT ROOF 10.30

T10 (26)

109.85

SLANTED METAL ROOF

PHASE I

140.50 T1 (33)

140.50 T2 (33)

140.50 T3 (33)

140.50 T5 (33)

FLAT ROOF 18.75

E.V.A.

LANDSCAPED PODIUM DECK 29.40

172.65 T6 (40)

FLAT ROOF

FLAT ROOF 34.55

FLAT ROOF 37.425

FLAT ROOF 39.00

LANDSCAPED PODIUM DECK 29.40

169.35 T7 (39)

OUTDOOR SWIMMING POOL 30.40

PROPOSED FOOTBRIDGE

PHASING BOUNDARY

PROPOSED VEHICULAR EVA / PEDESTRIAN CROSSING

FUNG YAU STREET EAST

PEDESTRIAN CROSSING

PHASE III

FLAT ROOF 110.30 T11 (28)

13.60

FLAT ROOF 110.30 T12 (28)

NULLAH

FLAT ROOF 18.75

FLAT ROOF 13.25

FLAT ROOF 13.25

E.V.A.

169.35 T8 (39)

YUEN CHING ROAD

LOT 403

LOT 392

166.05 T9 (38)

LOT BOUNDARY

PROPOSED VEHICULAR ENTRANCE FOR PHASE III

YUEN LUNG STREET

FOOTBRIDGE ~~CONNECTING TO KAI TEI~~ (BY KAI TEI)

5.75

FOOTPATH

Ho Shun Yee Building

Lin Fat

5.2

FUNG KWAN STREET

FUNG YAU STREET EAST

LEGEND:

CDA ZONE BOUNDARY

LOT BOUNDARY

PHASING BOUNDARY

N

0 5 10 15 20 25m

MASTER LAYOUT PLAN

SUN HUNG KAI ENGINEERING CO., LTD.
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

DATE/REVISION/AMENDMENTS

FILE h:\JOB\CDA12-Phase 2\S16\20120928\PH2a-MP

DRWN G.P.O.

CHKD G.P.O.

DATE SEP. 2012

SCALE

PROJECT
PROPOSED HOTEL / RESIDENTIAL DEVELOPMENT AT YUEN LONG CDA, AREA 12, N.T.

TITLE
MASTER LAYOUT PLAN

JOB NO.

DRAWING NO. P2a - 09

REV.

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CASTLE PEAK ROAD - YUEN LONG

BUS LAY-BY

CDA ZONE BOUNDARY

LOT BOUNDARY

VEHICULAR / PEDESTRIAN FOOTBRIDGE

FOOTPATH

BICYCLE TRACK

AMENITY PLANTING

PHASE II BOUNDARY

TEMPORARY WALKWAY ABOVE

COACH

LOADING/UNLOADING

ENTRANCE LOBBY

TAXI LAY-BY

PLANTER

COVERED WALKWAY ABOVE

BUILDING LINE ABOVE

PHASE IIa

ADJACENT GIC ZONE

5.04

E/M

LOBBY

PHASE IIb

PHASE I

HOTEL SERVICING ROUTING & PEDESTRIAN ACCESS

3000

7300

PHASE I BOUNDARY

PROPOSED VEHICULAR EVA / PEDESTRIAN CROSSING

FUNG YAU STREET EAST

PEDESTRIAN CROSSING

PHASE III

NULLAH

PHASE III BOUNDARY

Ho Shun Yee Building

LOT 403

LOT 392

7300

FOOTBRIDGE 1

SERVICE VEHICLE INGRESS/EGRESS

YUEN CHING ROAD

PROPOSED VEHICULAR ENTRANCE FOR PHASE III

YUEN LUNG STREET

FOOTBRIDGE 2 TO KAI TEI (BY KAI TEI)

VEHICLE INGRESS/EGRESS

FUNG KWAN STREET

FUNG YAU STREET EAST

Lin Fat

FOOTPATH

LEGEND:

CDA ZONE BOUNDARY

LOT BOUNDARY

PHASING BOUNDARY

申請編號 Application No. : A/YL/205

此頁摘自申請人提交的文件。

This page is extracted from applicant's submitted documents.

GROUND FLOOR PLAN AT LEV. 5.30

0 5 10 15 20 25m

N

SUN HUNG KAI ENGINEERING CO., LTD.

SUN HUNG KAI CENTRE, WANCHAI, HONGKONG

TEL. 28278111 FAX. 28272884

DATE/REVISION/AMENDMENTS

FILE	I:\i\CDA12-Phase 2\S16\20120928\Ph2a-GF
DRWN	G.P.O.
CHKD	G.P.O.
DATE	SEP. 2012
SCALE	

PROJECT: PROPOSED HOTEL / RESIDENTIAL DEVELOPMENT AT YUEN LONG CDA, AREA 12, N.T.

TITLE: GROUND FLOOR PLAN AT LEV. 5.30

JOB NO.

DRAWING NO. P2a - 1

REV.

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CDA ZONE BOUNDARY
LOT BOUNDARY

PHASE II BOUNDARY
TEMPORARY WALKWAY
10.30
PASSAGE
VOID
COVERED WALKWAY ABOVE
Existing Nullah
Existing Slope
PHASE IIa
ADJACENT GIC ZONE
10.30
COVERD LANDSCAPE AREA
PHASE IIb
VOID
PHASE I
VOID
KINDERGARTEN
PHASE I BOUNDARY
FOOTBRIDGE 1 CONNECTION TO G.I.C. SITE
PHASE III
GIC
10.03
E & M
LOT 403
LOT 392
RAMP
PHASE III BOUNDARY
FOOTBRIDGE 2 TO KAI TEI (BY KAI TEI)

N

0 5 10 15 20 25m

申請編號 Application No. : A/YL/205
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

LEGEND:
- CDA ZONE BOUNDARY
- LOT BOUNDARY
- PHASING BOUNDARY

MEZZ. FLOOR PLAN AT LEV. 9.75

SUN HUNG KAI ENGINEERING CO., LTD.
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

DATE/REVISION/AMENDMENTS

FILE E:\LP\CDA12-Phase 2\S16\20120928\PH2a-MF
DRWN G.P.O.
CHKD G.P.O.
DATE SEP. 2012
SCALE

PROJECT
PROPOSED HOTEL / RESIDENTIAL DEVELOPMENT AT YUEN LONG CDA, AREA 12, N.T.

TITLE
MEZZ. FLOOR PLAN AT LEV. 9.75

JOB NO.

DRAWING NO. P2a - 2

REV.

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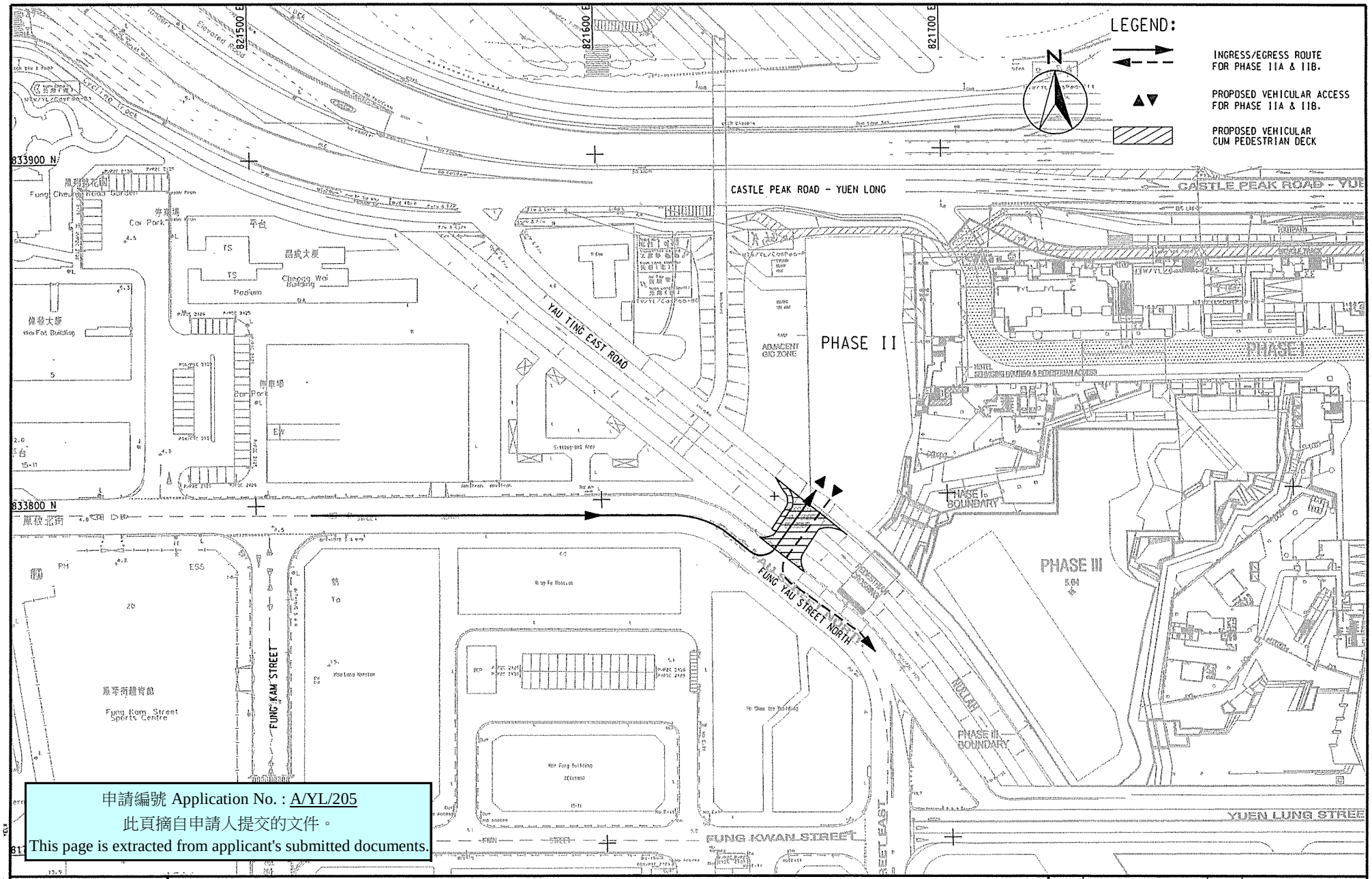

AECOM

SECTION 16 APPLICATION AMENDMENT TO THE APPROVED COMPREHENSIVE DEVELOPMENT TO INCLUDE A HOTEL DEVELOPMENT AND RESIDENTIAL TOWER AT AREA 12 YUEN LONG

PROPOSED VEHICULAR ACCESS AND ACCESS ROUTES

SCALE	A3 1 : 1000	DATE	AUG. 2014
CHECK	--	DRAWN	YELX
JOB No.	60282635	DRAWING No.	FIGURE 3.1
		REV	-

Plotting By: 2014/10/17 YELX

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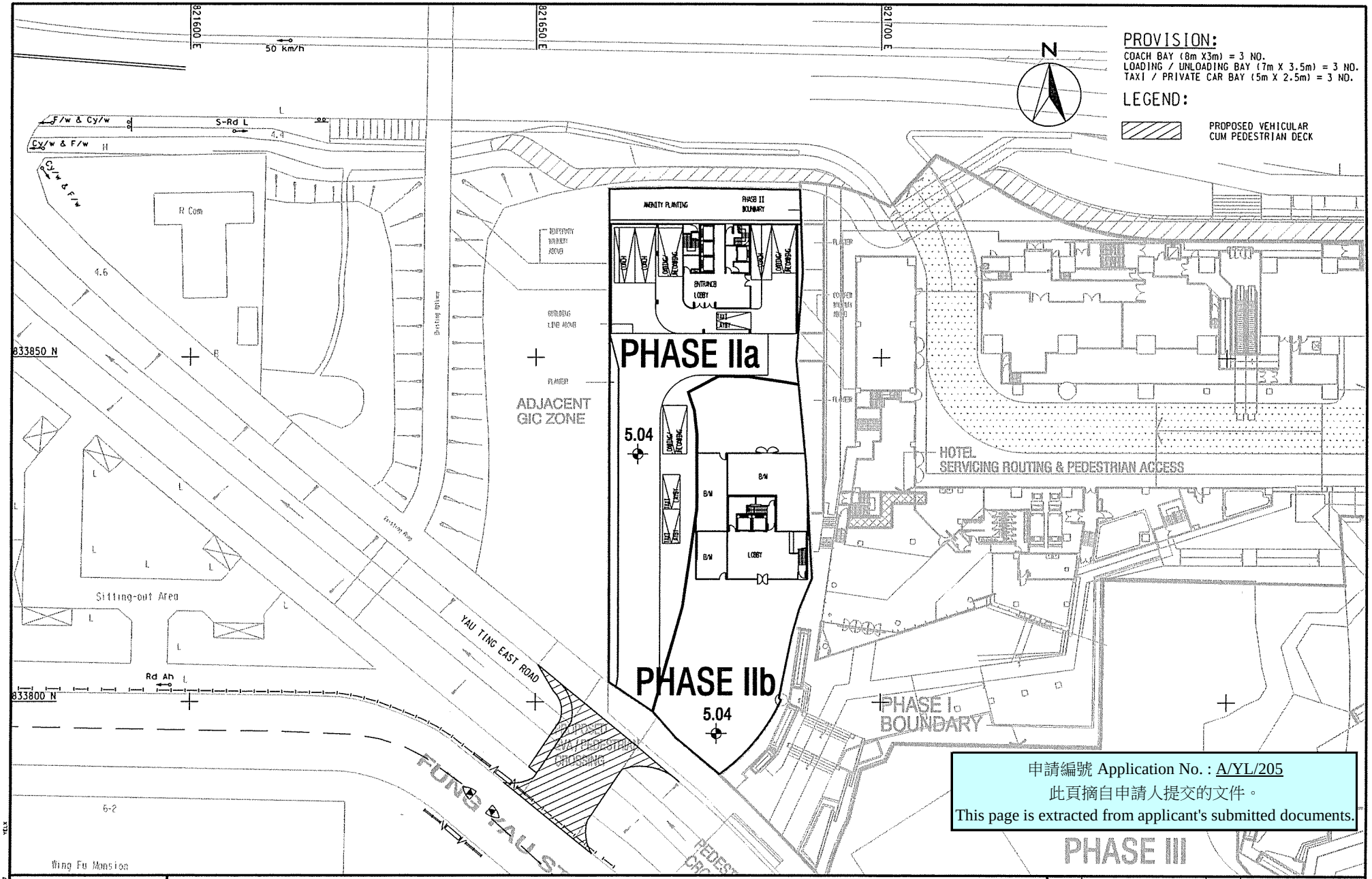

AECOM

SECTION 16 APPLICATION AMENDMENT TO THE APPROVED COMPREHENSIVE DEVELOPMENT TO INCLUDE A HOTEL DEVELOPMENT AND RESIDENTIAL TOWER AT AREA 12 YUEN LONG

PROPOSED GROUND FLOOR PLAN

SCALE	A3 1 : 500	DATE	AUG. 2014
CHECK	--	DRAWN	YELX
JOB No.	60282635	DRAWING No.	FIGURE 3.3
		REV	-

Plotting By: 2014/10/17 YELX

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申請編號 **Application No. : A/YL/205**

與申請地點／處所有關的先前申請

Previous Applications Covering the Application Site/Premises

申請編號 **Application No.**	擬議用途／發展 **Proposed Use/Development**	城市規劃委員會的決定(日期) **Decision of Town Planning Board (Date)**
A/YL/17	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (19.5.1995)
A/YL/25	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (6.9.1996)
A/YL/46	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (25.9.1998)
A/YL/65	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (14.4.2000)
A/YL/73	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (22.9.2000)
A/YL/84	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (17.8.2001)
A/YL/103	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (17.1.2003)
A/YL/112	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (19.9.2003)
A/YL/118	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (27.2.2004)
A/YL/122	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (13.8.2004)
A/YL/123	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (19.11.2004)
A/YL/128	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (28.1.2005)
A/YL/130	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (4.2.2005)
A/YL/132	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (29.7.2005)
A/YL/134	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (23.9.2005)

A/YL/134-1	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (28.4.2006)
A/YL/151	擬議綜合住宅/商業發展 Proposed Comprehensive Commercial/Residential Development	批給許可 Approved (2.11.2007)
A/YL/181	臨時商店及服務行業(地產代理及雜貨店) (為期 6 年) Temporary Shop and Services (Real Estate Agency and Grocery Store) for a Period of 6 Years	拒絕 Rejected (11.11.2011)

申請編號 **Application No. : A/YL/205**

申請人提交的圖則、繪圖及報告書
Plans, Drawings and Reports Submitted by Applicant

	中文 Chinese	英文 English
圖則及繪圖 Plans and Drawings		
總綱發展藍圖／~~布局設計圖~~ Master layout plan(s)/~~Layout plan(s)~~	☐	☑
樓宇位置圖 Block plan(s)	☐	☐
樓宇平面圖 Floor plan(s)	☐	☑
截視圖 Sectional plan(s)	☐	☐
立視圖 Elevation(s)	☐	☐
顯示擬議發展的合成照片 Photomontage(s) showing the proposed development	☐	☐
園境設計總圖／園境設計圖 Master landscape plan(s)/Landscape plan(s)	☐	☐
其他（請註明）Others (please specify)	☐	☑
第 IIa 期和第 IIb 期的交通技術評估的修改圖 Revised drawings in Traffic Technical Statement of Phases IIa and IIb		
報告書 Reports		
規劃研究 Planning studies	☐	☐
環境影響評估（噪音、空氣及／或水的污染）Environmental impact assessment (noise, air and/or water pollutions)	☐	☐
就車輛的交通影響評估 Traffic impact assessment (on vehicles)	☐	☐
就行人的交通影響評估 Traffic impact assessment (on pedestrians)	☐	☐
視覺影響評估 Visual impact assessment	☐	☐
景觀影響評估 Landscape impact assessment	☐	☐
樹木調查 Tree Survey	☐	☐
土力影響評估 Geotechnical impact assessment	☐	☐
排水影響評估 Drainage impact assessment	☐	☐
排污影響評估 Sewerage impact assessment	☐	☐
風險評估 Risk Assessment	☐	☐
其他（請註明）Others (please specify) 交通技術評估 Traffic Technical Statement	☐	☑

Phase IIb + III Development Site

Broad Development Parameters of the Applied Use/Development in respect of Application No. A/YL/298
關乎申請編號 A/YL/298 的擬議用途/發展的概括發展規範

Application No. 申請編號	A/YL/298		
Location/address 位置／地址	Yuen Long Town Lot 504, Lots 461 RP, 462 S.B, 463 S.B, 464 RP and 495 RP in D.D. 116 and adjoining Government Land, Yuen Lung Street, Yuen Long, New Territories 新界元朗元龍街元朗市地段第 504 號、丈量約份第 116 約地段第 461 號餘段、第 462 號 B 分段、第 463 號 B 分段、第 464 號餘段及第 495 號餘段和毗連政府土地		
Site area 地盤面積	Overall Development 整體發展 About 約 36,070 sq. m 平方米 (Includes Government Land of about 包括政府土地約 5,440 sq. m 平方米)		
	Phase III Development 第三期發展 About 約 5,260 sq. m 平方米 (Includes Government Land of about 包括政府土地約 5,260 sq. m 平方米)		
Plan 圖則	Approved Yuen Long Outline Zoning Plan No. S/YL/25 元朗分區計劃大綱核准圖編號 S/YL/25		
Zoning 地帶	"Comprehensive Development Area" and area shown as 'Road' 「綜合發展區」及顯示為「道路」的地方		
Applied use/ development 申請用途/發展	Proposed Comprehensive Residential, Commercial and Social Welfare Facility Development with Minor Relaxation of Plot Ratio Restriction for Phase III Development for Proposed Subsidised Sale Flats and Social Welfare Facility (Amendments to an Approved Master Layout Plan) 擬議綜合住宅、商業及社會福利設施發展，並略為放寬第三期發展的地積比率限制以作擬議資助出售房屋及社會福利設施（修訂已核准的總綱發展藍圖）		
Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq. m 平方米	Plot ratio 地積比率
	Overall Development 整體發展		
	Domestic 住用	Not more than 不多於 169,159	Not more than 不多於 4.69
	Non-domestic 非住用	About 約 40,816	About 約 1.13
	Phase III Development 第三期發展		
	Domestic 住用	Not more than 不多於 34,190	Not more than 不多於 6.5
	Non-domestic 非住用	About 約 2,400	About 約 0.46
No. of block 幢數	Overall Development 整體發展		
	Domestic 住用	1	
	Non-domestic 非住用	1	
	Composite	9	

	綜合用途		
	Phase III Development 第三期發展		
	Domestic 住用	-	
	Non-domestic 非住用	-	
	Composite 綜合用途	1	
Building height/No. of storeys 建築物高度／層數	Overall Development 整體發展		
	Domestic 住用	-	m 米
		Not more than 不多於 109.85	mPD 米(主水平基準上)
		30	Storey(s) 層
	Non-domestic 非住用	-	m 米
		Not more than 不多於 135.7	mPD 米(主水平基準上)
		37	Storey(s) 層
	Composite 綜合用途	-	m 米
		Not more than 不多於 172.65	mPD 米(主水平基準上)
		45	Storey(s) 層
	Phase III Development 第三期發展		
	Domestic 住用	-	m 米
		-	mPD 米(主水平基準上)
		-	Storey(s) 層
	Non-domestic 非住用	-	m 米
		-	mPD 米(主水平基準上)
		-	Storey(s) 層
	Composite 綜合用途	-	m 米
		Not more than 不多於 137	mPD 米(主水平基準上)
		40	Storey(s) 層
Site coverage 上蓋面積	Overall Development 整體發展 About 約 69.45 %		
	Phase III Development 第三期發展 Below 15m 15 米以下： Not more than 不多於 60 % Above 15m 15 米以上： Not more than 不多於 33.3 %		
No. of units 單位數目	Overall Development 整體發展 Not more than 不多於 2,766 Flats 住宅單位 Not more than 不多於 324 Hotel Rooms 酒店房間		
	Phase III Development 第三期發展 Not more than 不多於 720 Flats 住宅單位		
Open space 休憩用地	Overall Development 整體發展		
	Private 私人	Not less than 不少於 25,000	sq. m 平方米

	Public 公眾	-	sq. m 平方米
	Phase III Development 第三期發展		
	Private 私人	Not less than 不少於 2,016	sq. m 平方米
	Public 公眾	-	sq. m 平方米
No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Overall Development 整體發展		
	Total no. of vehicle spaces 停車位總數		821
	Private Car Parking Spaces 私家車車位		622
	Motorcycle Parking Spaces 電單車車位		7
	Residential Bicycle Parking Spaces 住宅單車泊車位		56
	Public Vehicle Parking Spaces 公眾車輛泊車位		70
	Public Bicycle Parking Spaces 公眾單車泊車位		64
	Parking Spaces for Government, Institution or Community Use(s) 供政府、機構或社區用途的泊車位		2
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		48
	Light Goods Vehicle Spaces 輕型貨車車位		3
	Heavy Goods Vehicle Spaces 重型貨車車位		10
	Vehicle Spaces for Retail Use 供零售用途的車位		22
	Vehicle Spaces for Hotel Use 供酒店用途的車位		9
	Vehicle Spaces for Government, Institution or Community Use(s) 供政府、機構或社區用途的車位		4
	Phase III Development 第三期發展		
	Total no. of vehicle spaces 停車位總數		282
	Private Car Parking Spaces 私家車車位		85
	Motorcycle Parking Spaces 電單車車位		7
	Residential Bicycle Parking Spaces 住宅單車泊車位		56
	Public Vehicle Parking Spaces 公眾車輛泊車位		70
	Public Bicycle Parking Spaces 公眾單車泊車位		64
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		5
	Light Goods Vehicle Spaces 輕型貨車車位		3
	Heavy Goods Vehicle Spaces 重型貨車車位		2

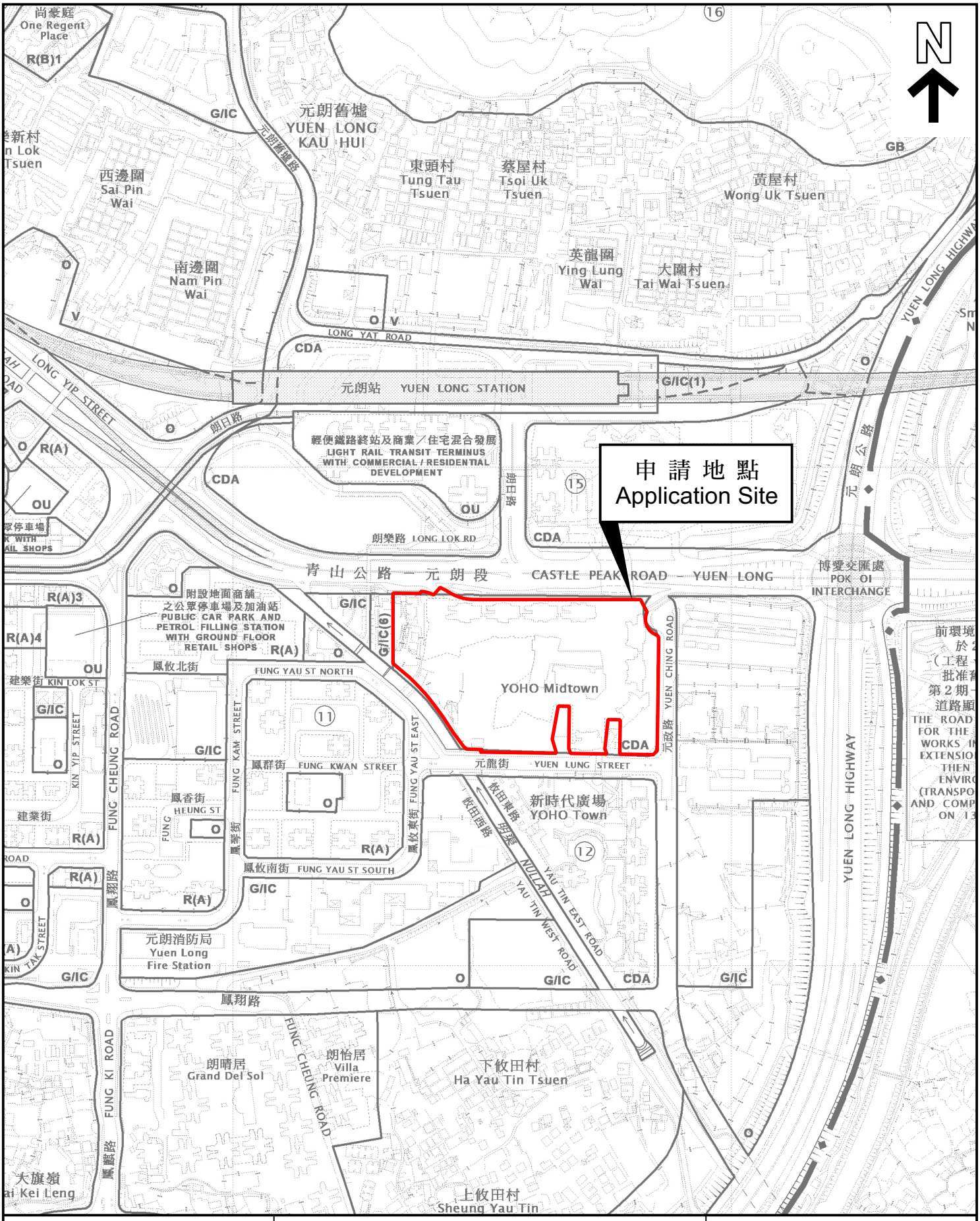
Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☑
Sectional plan(s) 截視圖	☐	☑
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☑
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☑
Others (please specify) 其他（請註明）	☐	☑
Location Plan 位置圖		
Site and Surrounding Context Plan 申請地點及周邊狀況圖		
Urban Design Concept Illustration Plan 城市設計概念圖		
Greenery Area Plan 綠化面積示意圖		
Open Space Area Plan 休憩用地示意圖		
Reports 報告書		
Planning Statement / Justifications 規劃綱領 / 理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☑
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☑
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☑
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☑
Sewerage impact assessment 排污影響評估	☐	☑
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Landscape Design and Tree Preservation Proposal 園境設計及樹木保育建議		
Air Ventilation Assessment 空氣流通評估		
Water Supply Impact Assessment 供水影響評估		

Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。



位置圖 LOCATION PLAN

本摘要圖於2022年11月3日擬備，
所根據的資料為於2021年12月7日
核准的分區計劃大綱圖編號 S/YL/25
EXTRACT PLAN PREPARED ON 3.11.2022
BASED ON OUTLINE ZONING PLAN No.
S/YL/25 APPROVED ON 7.12.2021

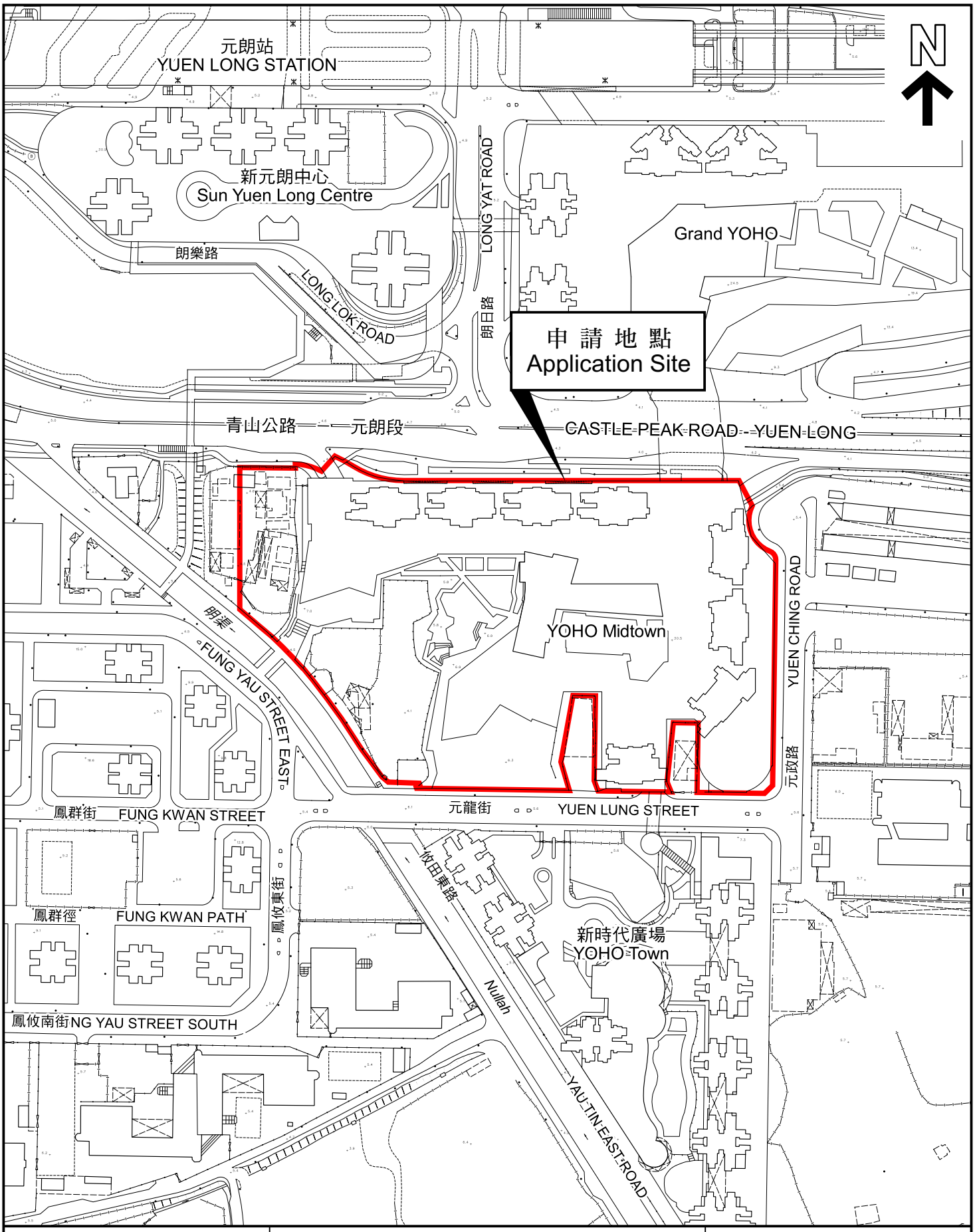
SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 米 METRES

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.

A/YL/298



平面圖 SITE PLAN

本摘要圖於2022年11月3日擬備，
所根據的資料為測量圖編號
6-NW-10C、10D、15A及15B

EXTRACT PLAN PREPARED ON 3.11.2022
BASED ON SURVEY SHEETS No.
6-NW-10C, 10D, 15A & 15B

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.

A/YL/298

EXECUTIVE SUMMARY

Purpose of Submission

This planning application is submitted to the Town Planning Board (TPB) for proposed amendments to Phase III of Approved "Comprehensive Development area" ("CDA") Development (under Application No. A/YL/205) and minor relaxation of plot ratio restriction in support of Proposed Subsidized Sale Flats (SSF) Development with social welfare facility (hereafter referred to as the "Proposed SSF Development") in the CDA" zone in Area 12 south of Castle Peak Road, Yuen Long (hereafter referred to as the "Application Site") under Section 16 of the Town Planning Ordinance (the Ordinance) (CAP. 131).

As announced by the Development Bureau in 2021, a land parcel within the subject "CDA" zone near the junction of Yuen Lung Street and Yau Tin East Road (i.e. area designated as Phase III under the approved MLP of Application No. A/YL/205) would be resumed by the Government for SSF development. As such, the subject S16 planning application is submitted to seek planning permission from the TPB to facilitate SSF development in Phase III within the Application Site.

According to the submission requirement of the subject "CDA" zone under the Notes of the OZP, and adopting the same phased development approach as the Approved CDA Development under Application No. A/YL/205, the subject planning application covers the majority of "CDA" zone including the completed Phase I development (i.e. existing YOHO Midtown), the approved hotel and flat development in Phases IIa and IIb under the approved planning application no. A/YL/205 and the subject Proposed SSF Development in Phase III. While the Application Site includes all phases within the subject "CDA" zone, it should be noted that **the Subject Matter of this planning application is the Proposed SSF Development within the Phase III Development Site only. No change is proposed for Phases I and II developments**.

Indicative Development Proposal

While no change is proposed to Phases I, IIa and IIb developments, the Phase III Development Site, with an area of about 5,260m^2, is proposed with a total plot ratio of 6.96 (i.e. including a domestic plot ratio of 6.5 and a non-domestic plot ratio of 0.46 for G/IC provision) for 1 tower of SSF development with a maximum building height of not more than 137mPD and 720 residential units. G/IC facilities including a 32-place Small Group Home for Mildly Mentally Handicapped Children and a District Elderly Community Centre are also provided as required by the Social Welfare Department.

Planning Justification and Merits

The Proposed Development is supportable on the following grounds:-

- Proposed SSF Development is in line with the Government policy to increase public housing supply through intensifying the development density of public housing sites where technically feasible;
- Proposed SSF Development is compatible with the surrounding development settings in terms of use, development density and building height;
- Design of the Proposed SSF Development fosters harmonious integration with adjoining developments;

- Proposed SSF Development provides additional planning gains as compared with the Phase III development under the Approved CDA Development;

- Proposed SSF Development is technically feasible and will not impose insurmountable impacts to the surrounding from various technical aspects; and

- Proposed SSF Development will not constitute any change to the planning intention and nature of the proposed development compared to the approved scheme.

In light of the justifications presented in this Planning Statement, the TPB is cordially invited to consider the application favourably.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧異時，應以英文原文為準。)

申請目的

申請人現根據城市規劃條例第 16 條，向城市規劃委員會(下稱城規會)遞交規劃申請，擬議對位於第 12 區緊貼青山公路南面的「綜合發展區」內（下稱「申請地點」）已批准的綜合發展(申請編號 A/YL/205)作出修訂及略為放寬地積比率限制，作擬議資助出售房屋發展及社會福利設施（下稱「擬議資助出售房屋發展」）。

發展局於 2021 年公佈，一組鄰近於元龍街與尤田東路交界並位屬於第 12 區「綜合發展區」地帶內的私人土地（即已批准申請編號 A/YL/205 的總綱發展藍圖中劃為第三期用地）將由政府收回用作擬議資助出售房屋發展。因此，為推行擬議的資助出售房屋發展，申請人需遞交本規劃申請以尋求城規會的規劃許可。

根據大綱圖的註釋內所列明為於「綜合發展區」地帶的規劃申請的要求，以及採取與已批准的綜合發展項目相同的分階段發展模式，是次規劃申請涵蓋大致整個第 12 區「綜合發展區」地帶，包括第一期（即已建的 YOHO Midtown）、第二期甲和乙部分獲批的酒店和住宅發展及本規劃申請涉及的第三期發展的擬議資助出售房屋發展。**雖然申請地點涵蓋第 12 區「綜合發展區」地帶內的共三期發展用地，但值得留意的是本規劃申請的主題僅是第三期發展用地內的擬議資助出售房屋發展，並沒有對第一期和第二期發展作任何改動。**

發展計劃概覽

本申請沒有對第一期、第二期甲和乙部分發展作任何改動、第三期發展地盤佔地約 5,260 平方米，涉及一座不多於主水平基準以上 137 米(至主樓頂) 的資助出售房屋大廈，提供 720 個住宅單位，擬議的總地積比率為 6.96，當中包括 6.5 的住用地積比率以及 0.46 的非住用地積比率(用作政府、機構或社區設施)。此外，為了回應社會福利署的要求，擬議資助出售房屋發展將會提供兩項政府、機構或社區設施，分別是一間設有 32 個宿位的輕度弱智兒童之家和一間地區長者社區中心。

發展理據及規劃增益

以下為支持本規劃申請的發展理據及規劃增益:

- 擬議資助出售房屋發展政府合乎現行政府的政策，在相關技術層面許可下，透過提高發展密度以增加公營房屋供應。
- 擬議資助出售房屋發展的用途、發展密度及建築物高度與週邊發展環境兼容；

- 擬議資助出售房屋發展的佈局設計已精心考慮融合周邊發展；
- 擬議資助出售房屋發展比獲批的綜合發展項目提供了額外的規劃收益；
- 本申請已考慮各方面的技術評估。而評估亦證明本申請在技術上可行；以及
- 與已核准的計劃相比，本申請沒有改變原先的規劃意向及擬議發展性質。

基於以上的發展理據，現懇請城規會能對是次規劃申請予以贊同。

S16 Planning Application for Proposed Amendments to Phase III of Approved "CDA" Development South of Castle Peak Road, Area 12, Yuen Long (under Application No.A/YL/205) and Minor Relaxation of Plot Ratio Restriction in Support of Proposed Subsidized Sale Flats (SSF) Development with Social Welfare Facility

Development Parameters	Proposed Subsidized Sale Flats in Phase III [1]
Development Site Area (i.e. Phase III)	About 5,260m^2
Total GFA	Not more than about 36,590m^2
Total Plot Ratio	About 6.96
Maximum Site Coverage	Below 15m: Not more than 60% Above 15m: Not more than 33.3%
Maximum Building Height (to the main roof)	Not more than 137.0mPD
Total No. of Storeys [2]	36 residential storeys + 1 storey of recreational facilities (for residents only) podium garden + 2 storeys of GIC + 1 entrance lobby / E&M floor over 2 storeys of basement car park
Domestic Portion	
Domestic GFA	Not more than 34,190m^2
Domestic Plot Ratio	Not more than 6.5
No. of Towers	1
No. of Units	Not more than 720
Average Flat Size	About 47.5m^2
Anticipated Population [3]	2,016
Private Open Space [4]	Not less than 2,016m^2
Non-domestic Portion (GIC Facilities) [5]	
Non-domestic GFA [6] - 32-Place Small Group Home for Mildly Mentally Handicapped Children - District Elderly Community Centre	About 2,400m^2 About 1,200m^2 About 1,200m^2
Non-domestic Plot Ratio	About 0.46
Recreational Facilities (For Residents Only)	
Recreational Facilities GFA [7]	About 513m^2
Car Parking Provision	
Private Residential Parking Spaces - Residents - Visitors - Motorcycle - Bicycle	 80 5 7 56
Public Parking Spaces - Public Vehicle Park - Public Bicycle Park	 70 64
Loading/Unloading - HGV - LGV	 2 3

(a) Proposed number of storeys of each block

Towers	No. of Storeys above Ground	
Phase I YOHO Midtown Tower 1	33 residential storeys +	5 storeys high podium and a mezzanine for kindergarten
Phase I YOHO Midtown Tower 2	33 residential storeys +	
Phase I YOHO Midtown Tower 3	33 residential storeys +	
Phase I YOHO Midtown Tower 5*	33 residential storeys +	
Phase I YOHO Midtown Tower 6	40 residential storeys +	
Phase I YOHO Midtown Tower 7	39 residential storeys +	
Phase I YOHO Midtown Tower 8	39 residential storeys +	
Phase I YOHO Midtown Tower 9	38 residential storeys +	
Phase IIa Hotel Tower	32 hotel storeys + 1 refuge floor + 4 storeys for E&M, BOH footbridge connection, lobby and EVA	
Phase IIb Residential Tower	26 residential storeys + 1 refuge floor + 1 sky garden floor + 1 floor for covered landscaped area + 1 lobby/E&M floor	
Phase III (Proposed SSF Tower)	36 residential storeys + 1 storey of recreational facilities (for residents only) / podium garden + 2 storeys of GIC + 1 entrance lobby / E&M floor	

** T4 is omitted*

(b) Proposed building height of each block

Towers	No. of Storeys above Ground
Phase I YOHO Midtown Tower 1	not more than 140.5mPD
Phase I YOHO Midtown Tower 2	not more than 140.5mPD
Phase I YOHO Midtown Tower 3	not more than 140.5mPD
Phase I YOHO Midtown Tower 5*	not more than 140.5mPD
Phase I YOHO Midtown Tower 6	not more than 172.65mPD
Phase I YOHO Midtown Tower 7	not more than 169.35mPD
Phase I YOHO Midtown Tower 8	not more than 169.35mPD
Phase I YOHO Midtown Tower 9	not more than 166.05mPD
Phase IIa Hotel Tower	not more than 135.7mPD
Phase IIb Residential Tower	not more than 109.85mPD
Phase III (Proposed SSF Tower)	not more than 137.0mPD

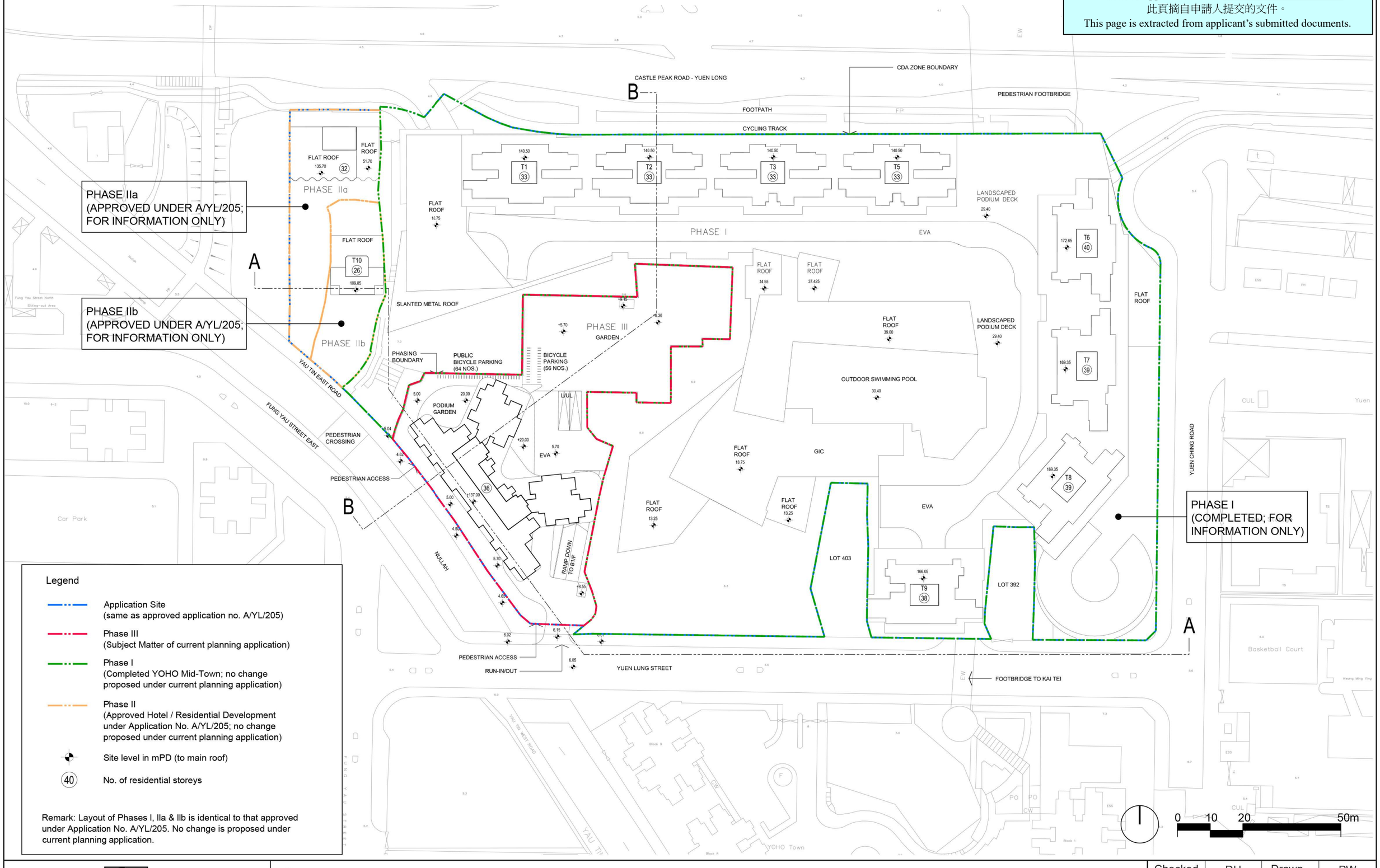
** T4 is omitted*

(c) Use(s) of different floors

Towers*	Floors	Proposed Uses
Phase I YOHO Midtown Tower 1 – 9*	G/F – 3/F	L/UL / E&M / Drop Off Facilities / Shops / Kindergarten / Carpark / Clubhouse
	5/F	Clubhouse / Landscaped Area
	6/F – 38/F (T1-T5) 6/F – 45/F (T6) 6/F – 44/F (T7-T8) 6/F – 43/F (T9)	Residential Flats
Phase IIa Hotel Tower	G/F – 2/F	EVA / Entrance Lobby / Passage / E&M / Back of House
	3/F – 12/F#	Guestrooms
	13/F	Refuge Floor
	15/F – 39/F#	Guestrooms
Phase IIb Residential Tower	G/F	Entrance Lobby / E&M
	1/F	Covered Landscaped Area
	2/F	Sky Garden
	3/F	Refuge Floor
	5/F – 32/F#	Residential Flats
Phase III Proposed SSF Tower	B/2	Car Park / Driveway / E&M
	B/1	Car Park / L/UL / Driveway / E&M
	G/F	Residential Entrance Lobby / Lobby to GIC Facilities / E&M (including TX) & Back of House / Driveway & EVA / L/UL / Landscaped Area
	1/F & 2/F	GIC Facilities / E&M
	3/F	Recreational Facilities (For Residents Only) / Podium Garden / E&M
	4/F to 39/F	Residential Flats

**T4 is omitted*

 # 4/F, 14/F and 24/F are omitted



Legend

- Application Site (same as approved application no. A/YL/205)
- Phase III (Subject Matter of current planning application)
- Phase I (Completed YOHO Mid-Town; no change proposed under current planning application)
- Phase II (Approved Hotel / Residential Development under Application No. A/YL/205; no change proposed under current planning application)
- Site level in mPD (to main roof)
- (40) No. of residential storeys

Remark: Layout of Phases I, IIa & IIb is identical to that approved under Application No. A/YL/205. No change is proposed under current planning application.

P&T GROUP

Title

Indicative Master Layout Plan (Overall)

Checked	DH	Drawn	PW
Rev	0	Date	Oct 2022
Scale N/A		Figure 4.1	

CASTLE PEAK ROAD - YUEN LONG

CDA ZONE BOUNDARY

PEDESTRIAN FOOTBRIDGE

FOOTPATH

CYCLING TRACK

PHASE IIa

PHASE IIb

PHASE I

PHASE III
GARDEN

PUBLIC BICYCLE PARKING (64 NOS.)

BICYCLE PARKING (56 NOS.)

PODIUM GARDEN

L/UL

EVA

RAMP DOWN TO B1/F

YAU TIN EAST ROAD

FUNG YAU STREET EAST

PEDESTRIAN CROSSING

PEDESTRIAN ACCESS

NULLAH

LOT 403

LOT 392

PEDESTRIAN ACCESS

RUN-IN/OUT

YUEN LUNG STREET

FOOTBRIDGE TO KAI TEI

YUEN CHING ROAD

Open Storage

Basketball Court

YAU TIN WEST ROAD

YOHO Town

Legend

- Application Site (same as approved application no. A/YL/205)
- Phase III (Subject Matter of current planning application)
- Phase I (Completed YOHO Mid-Town; no change proposed under current planning application)
- Phase II (Approved Hotel / Residential Development under Application No. A/YL/205; no change proposed under current planning application)
- Site level in mPD (to main roof)
- (40) No. of residential storeys
- Residential
- Landscape Area
- Driveway and EVA
- Parking and L/UL

Remark: Layout of Phases I, IIa & IIb is identical to that approved under Application No. A/YL/205. No change is proposed under current planning application.

0 10 20 50m

P&T GROUP

Title

Indicative Master Layout Plan (Phase III Development)

Checked	DH	Drawn	PW
Rev	0	Date	Oct 2022
Scale N/A		Figure 4.2	

PHASE IIb

YAU TIN EAST ROAD

FUNG YAU STREET EAST

PEDESTRIAN CROSSING

PEDESTRIAN ACCESS

PUBLIC BICYCLE PARKING (64 NOS.)

BICYCLE PARKING (56 NOS.)

GARDEN

PODIUM GARDEN

L/UL

EVA

RAMP DOWN TO B1/F

NULLAH

PHASE I

LOT 403

YUEN LUNG STREET

PEDESTRIAN ACCESS

RUN-IN/OUT

+9.15
+6.30
+5.70
5.00
20.00
+20.00
5.70
4.62
36
5.00
+137.00
4.50
5.70
+8.55
4.65
6.15
6.02
6.07
6.05

Legend

- Application Site (same as approved application no. A/YL/205)
- Phase III (Subject Matter of current planning application)
- Phase I (Completed YOHO Mid-Town; no change proposed under current planning application)
- Phase II (Approved Hotel / Residential Development under Application No. A/YL/205; no change proposed under current planning application)
- Site level in mPD (to main roof)
- (40) No. of residential storeys
- Residential
- Landscape Area
- Driveway and EVA
- Parking and L/UL

Remark: Layout of Phases I, IIa & IIb is identical to that approved under Application No. A/YL/205. No change is proposed under current planning application.

0 5 10 20m

P&T GROUP

Title

Indicative Master Layout Plan (Phase III Development – Blow Up Plan)

Checked	DH	Drawn	PW
Rev	0	Date	Oct 2022
Scale N/A		Figure 4.3	

申請編號 Application No. : A / YL / 298
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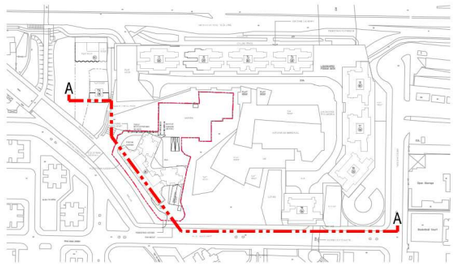
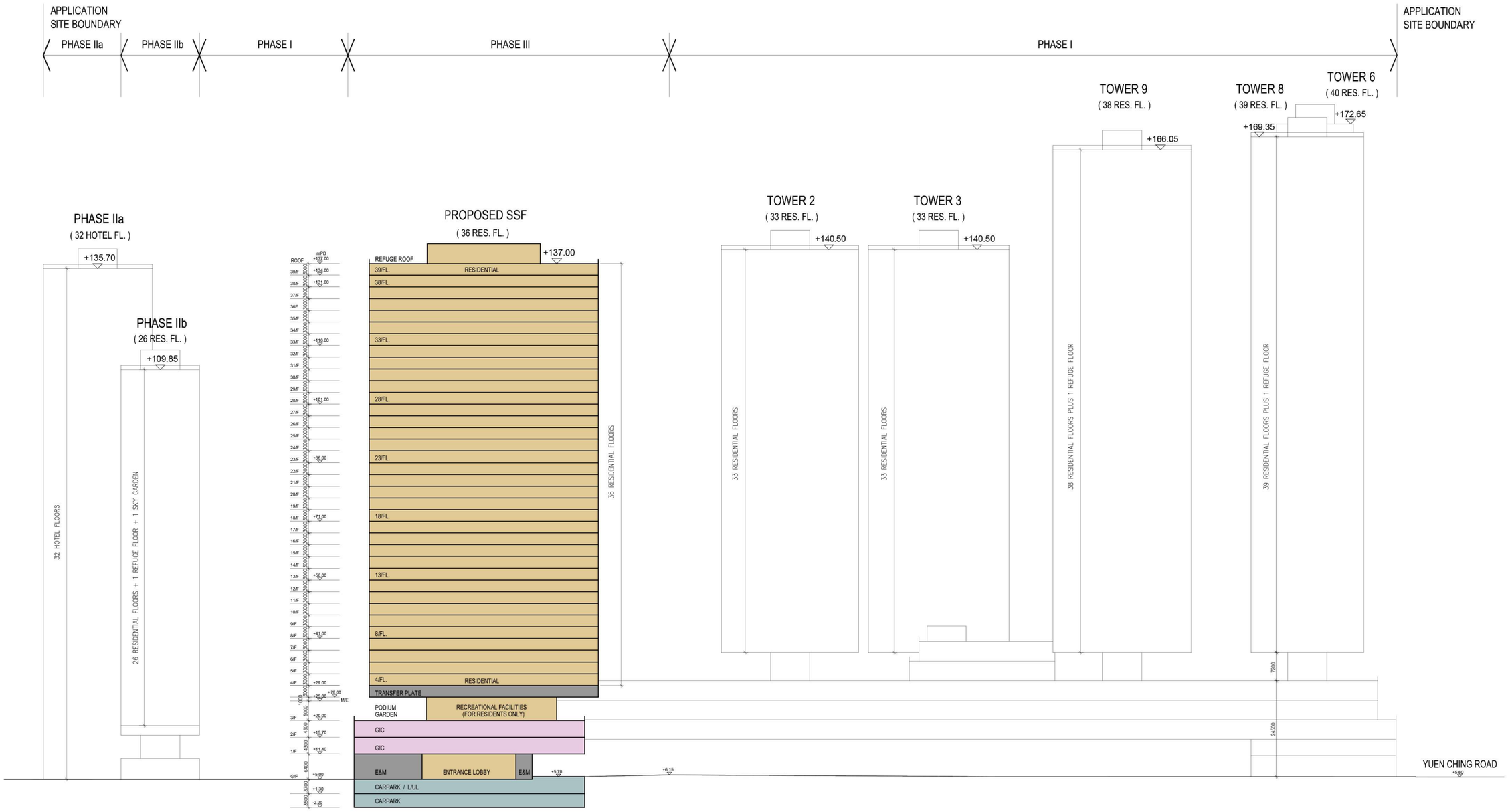
This page is extracted from applicant's submitted documents.

Legend

- Residential
- GIC Facilities
- E&M & BOH
- Parking and L/UL



Key Plan



P&T GROUP

Title

Indicative Section AA Plan

Checked	DH	Drawn	PW
Rev	0	Date	Oct 2022
Scale N/A		Figure 4.10	

AECOM

Title

Indicative Landscape Master Plan (Overall)

Checked	DH	Drawn	PW
Rev	0	Date	Oct 2022
Scale	N/A	Figure	5.1

申請編號 Application No. : A / YL / 298
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

ISO A3 420mm x 297mm
Approved:
Checked:
Designer:
Project Management Initials:

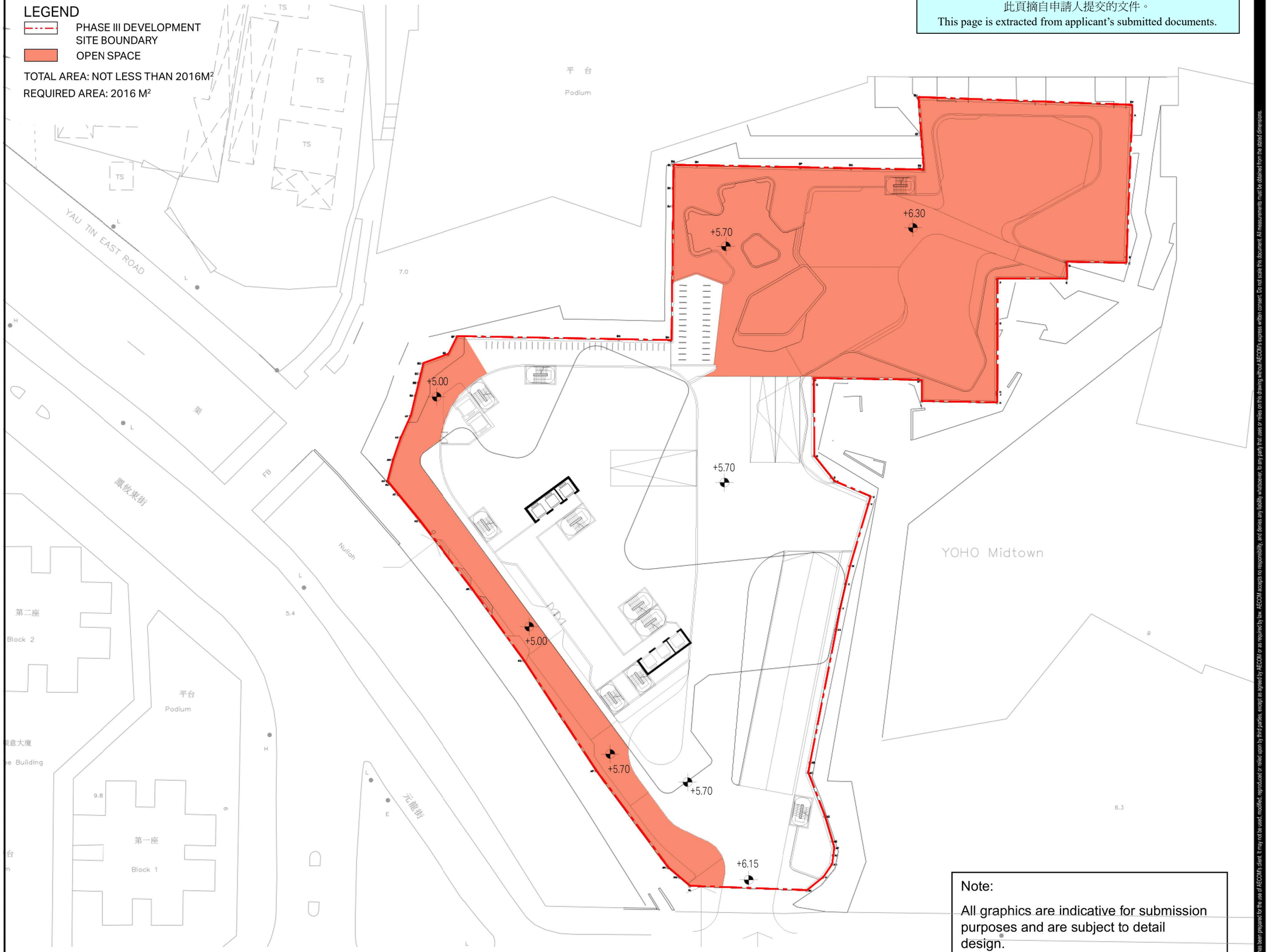
LEGEND

PHASE III DEVELOPMENT SITE BOUNDARY

OPEN SPACE

TOTAL AREA: NOT LESS THAN 2016M²

REQUIRED AREA: 2016 M²



Note:

All graphics are indicative for submission purposes and are subject to detail design.

AECOM

PROJECT
項目

Proposed Amendments to Phase III of Approved "CDA" Development South of Castle Peak Road, Area 12, Yuen Long (under Application No. A/YL/205) and Minor Relaxation of Plot Ratio Restriction in Support of Proposed Subsidized Sale Flats (SSF) Development with Social Welfare Facility

CLIENT
業主

HONG KONG HOUSING SOCIETY
香港房屋協會

CONSULTANT
工程顧問公司

AECOM Asia Company Ltd.
www.aecom.com

ISSUE/REVISION
修訂

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

STATUS
階段

SCALE 比例
1: 500@A3

DIMENSION UNIT 尺寸單位

KEY PLAN
索引圖

PROJECT NO. 項目編號

AGREEMENT NO. 協議編號

SHEET TITLE
圖紙名稱

OPEN SPACE CALCULATION PLAN

SHEET NUMBER
圖紙編號

AEC-HS-S16-L201

申請編號 Application No.： A / YL / 298
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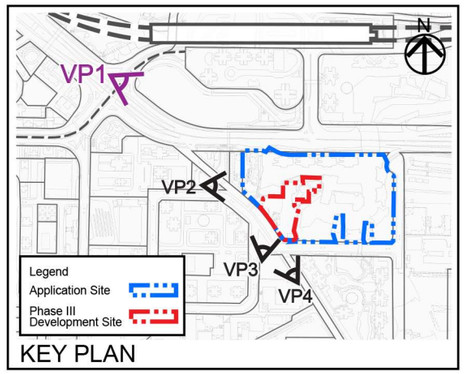
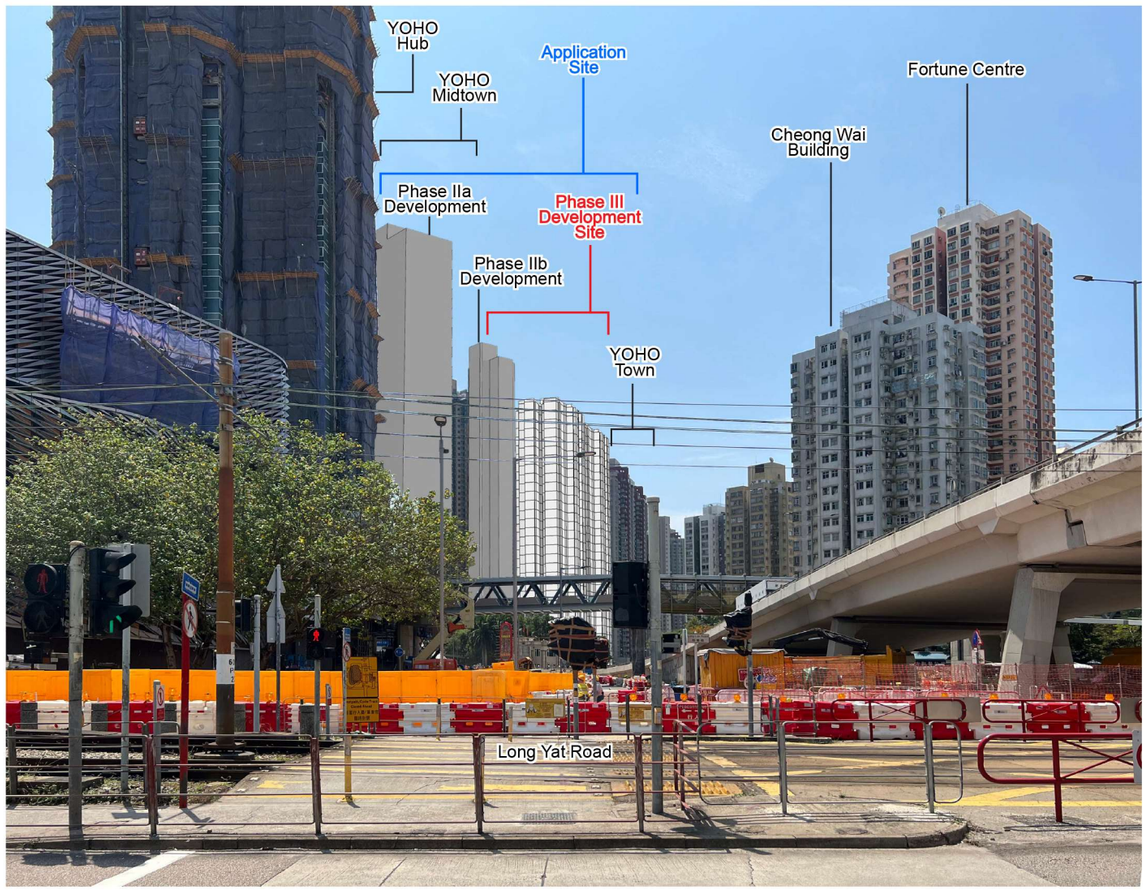
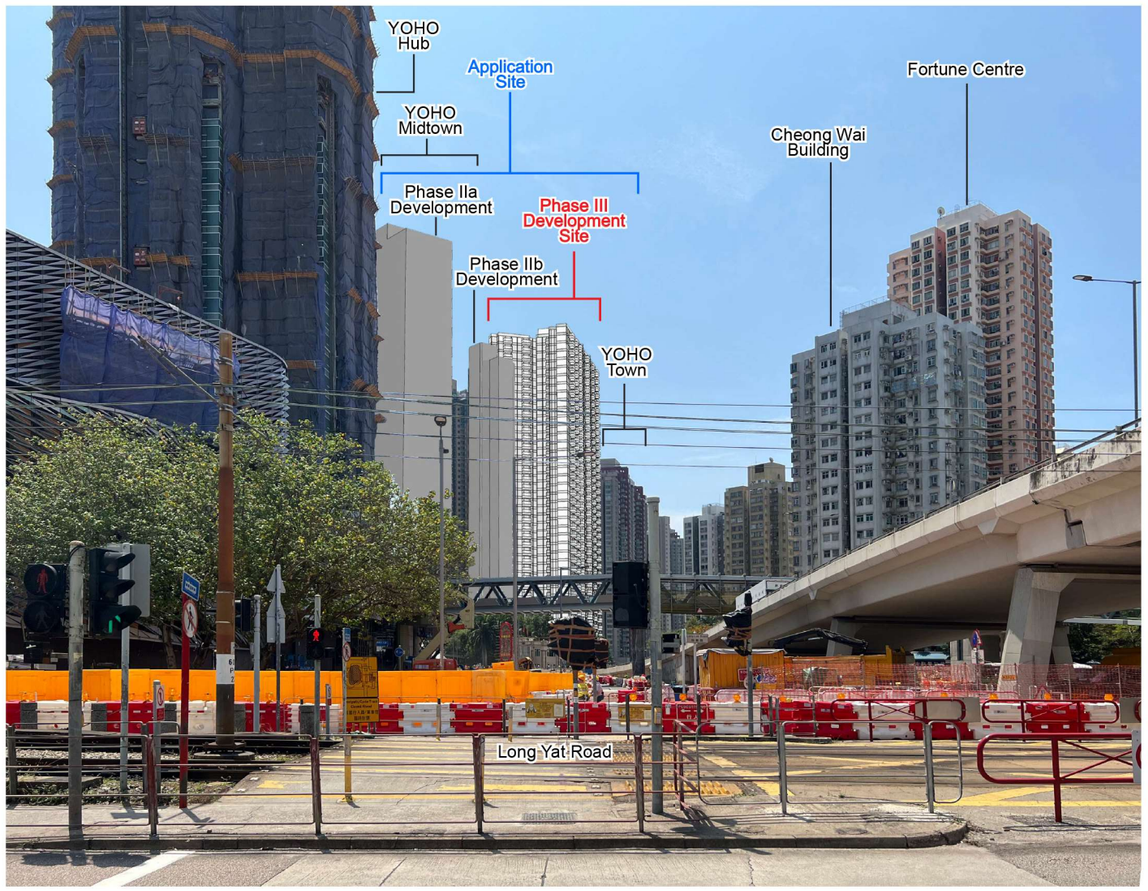


KEY PLAN



Baseline Condition (With Approved CDA Development)



Proposed Scheme

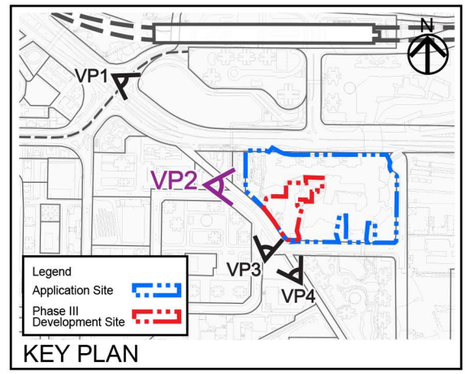
llewelyn davies

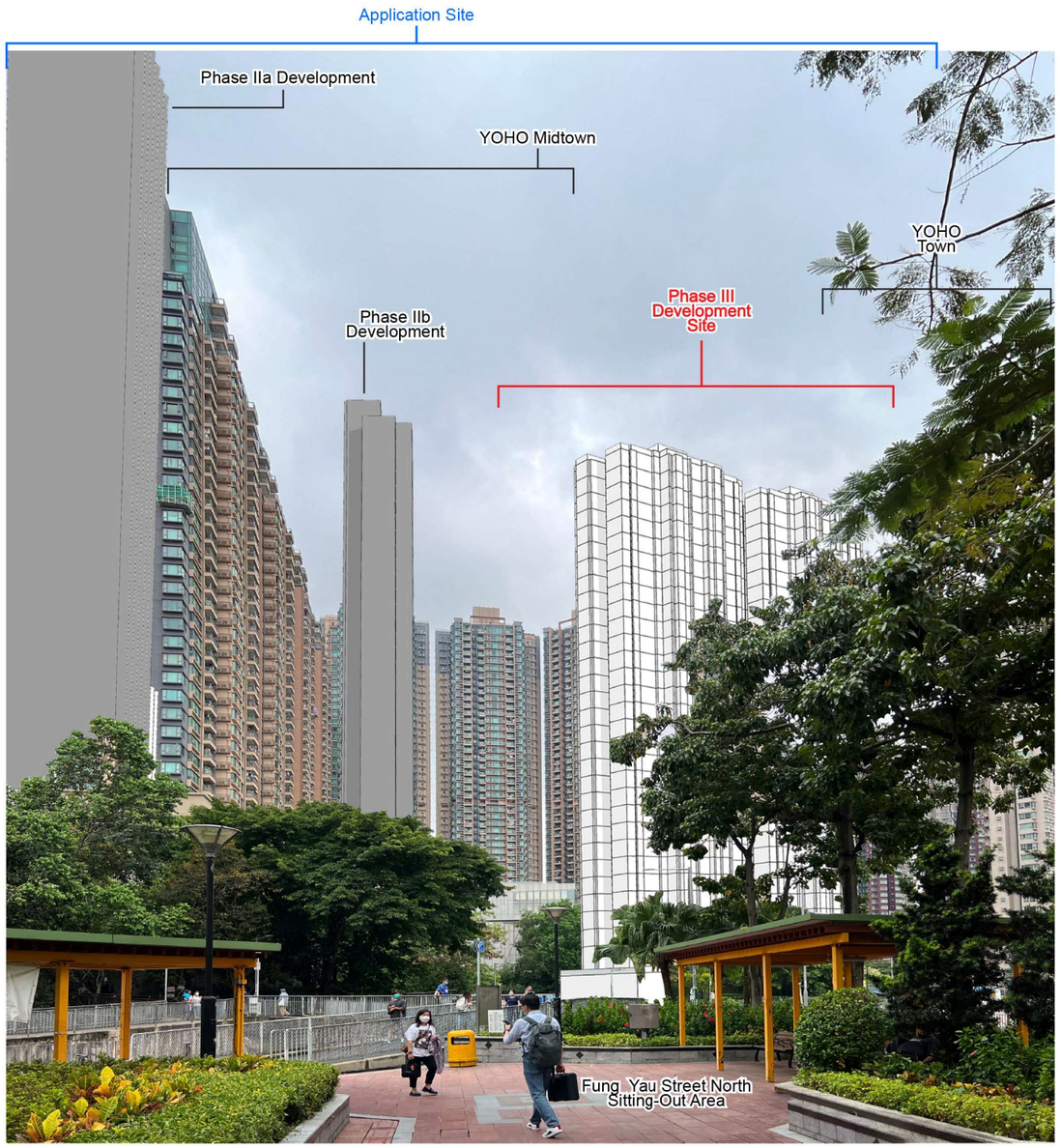
Title

Photomontage View from VP1: Eastbound Castle Peak Road

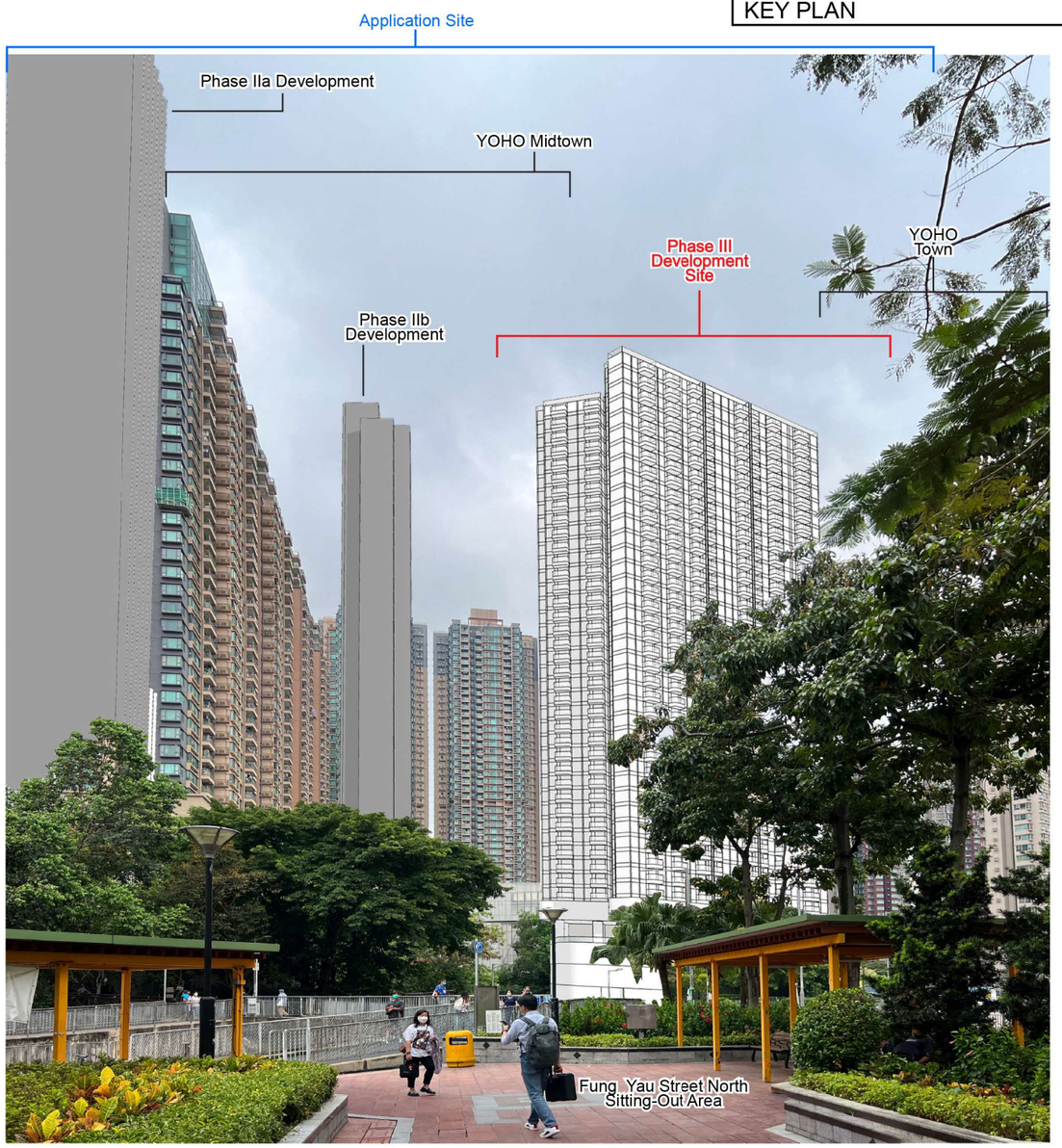
Checked	DH	Drawn	PW
Rev	0	Date	Oct 2022
Scale N/A		Figure 5.1	

申請編號 Application No. : A / YL / 298
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.





Baseline Condition (With Approved CDA Development)



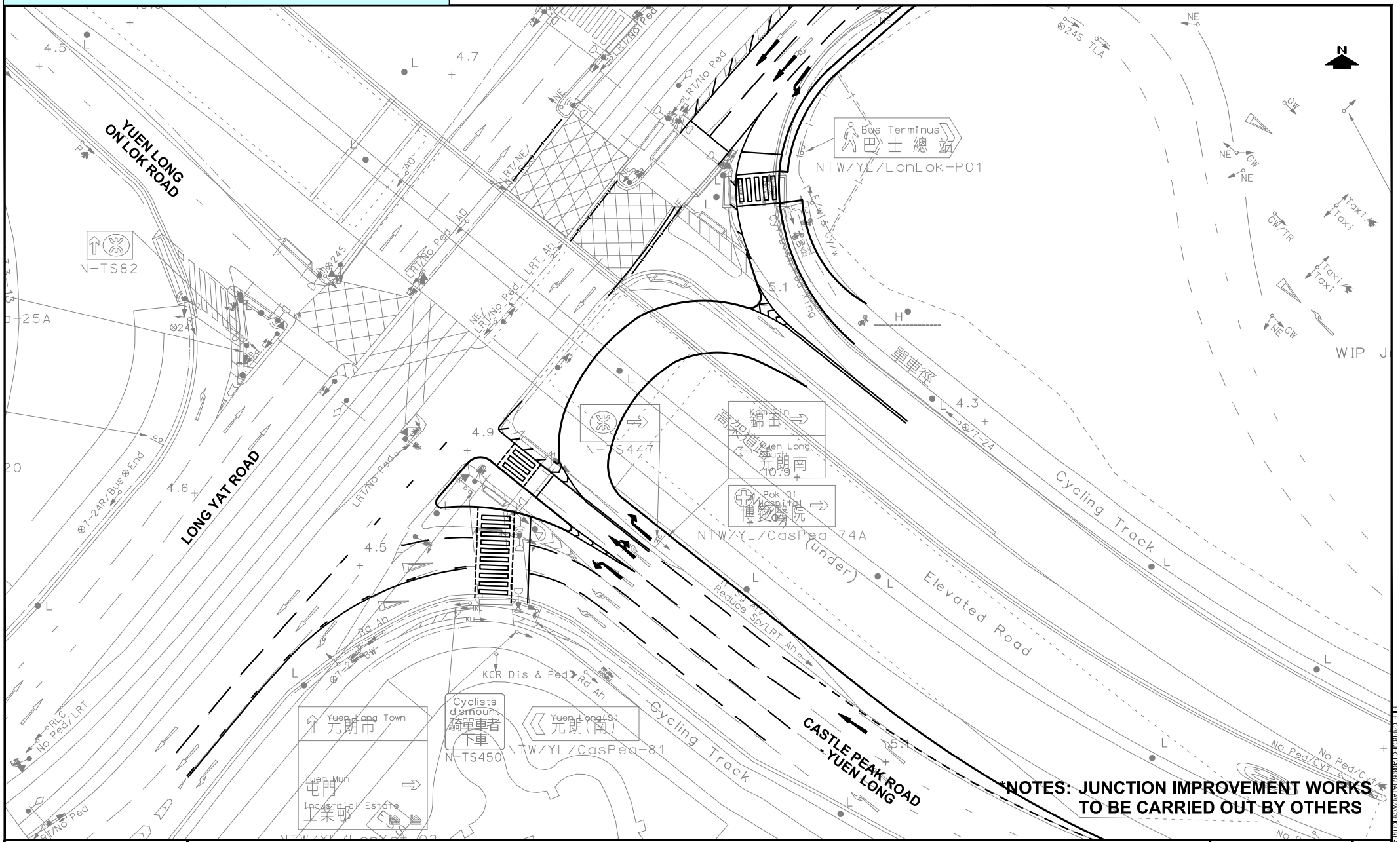
Proposed Scheme

llewelyn davies

Title

Photomontage View from VP2: Fung Yau Street North Sitting Out Area

Checked	DH	Drawn	PW
Rev	0	Date	Oct 2022
Scale N/A		Figure 5.2	



PROJECT NO. 40808	PROJECT TITLE: PROPOSED AMENDMENTS TO PHASE III OF APPROVED "CDA" DEVELOPMENT SOUTH OF CASTLE PEAK ROAD, AREA 12, YUEN LONG (UNDER APPLICATION NO. A/YL/205) AND MINOR RELAXATION OF PLOT RATIO RESTRICTION IN SUPPORT OF PROPOSED SUBSIDIZED SALE FLATS (SSF) DEVELOPMENT WITH SOCIAL WELFARE FACILITY	DRAWING NO. FIGURE 4.1	REV. -
DESIGNED SLN / DRAWN CLL / CHECKED SLN; DATE SEP 2022; SCALE 1:600	DRAWING TITLE: JUNCTION IMPROVEMENT SCHEME - CASTLE PEAK ROAD – YUEN LONG/ YUEN LONG ON LOK ROAD/LONG YAT ROAD (JUNCTION NO. J1)	LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\40808\DATA\DWG\FIGURE4.1.DWG PLOT SCALE: 1 = 1

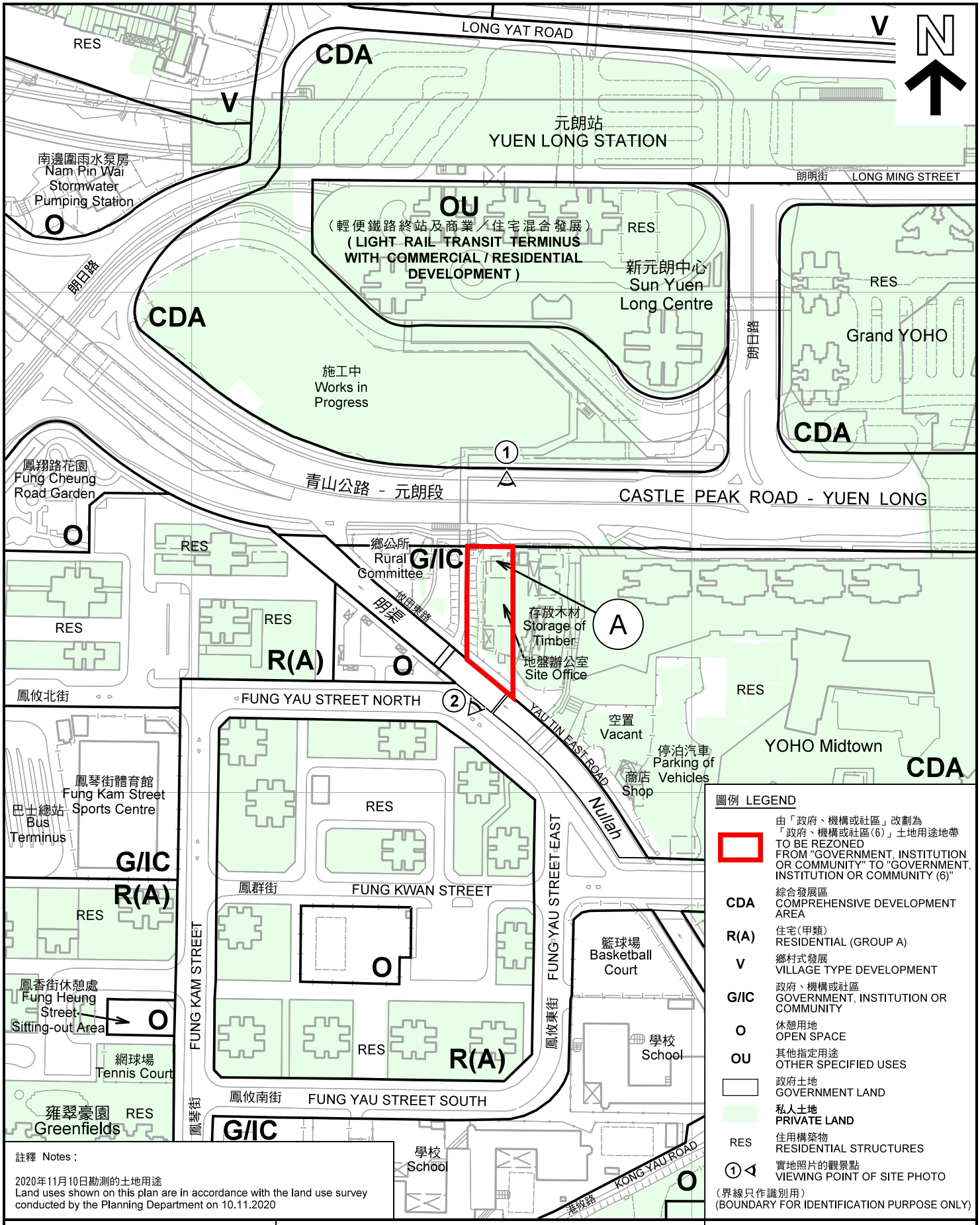
Planned Youth Hostel Development

RURAL AND NEW TOWN PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

RNTPC Paper No. 1/21

For Consideration by the
Rural and New Town Planning Committee on 8.1.2021

PROPOSED AMENDMENTS TO THE
APPROVED YUEN LONG OUTLINE ZONING PLAN NO. S/YL/23



圖例 LEGEND

	由「政府、機構或社區」改劃為「政府、機構或社區(6)」土地用途地帶 TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "GOVERNMENT, INSTITUTION OR COMMUNITY (6)"
CDA	綜合發展區 COMPREHENSIVE DEVELOPMENT AREA
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
V	鄉村式發展 VILLAGE TYPE DEVELOPMENT
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
	政府土地 GOVERNMENT LAND
	私人土地 PRIVATE LAND
RES	住用構築物 RESIDENTIAL STRUCTURES
①◁	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

（界線只作識別用）
(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

註釋 Notes :

2020年11月10日勘測的土地用途
Land uses shown on this plan are in accordance with the land use survey conducted by the Planning Department on 10.11.2020

本摘要圖於2020年12月30日擬備，所根據的資料為測量圖編號 6-NW-10C、10D、15A 及 15B
EXTRACT PLAN PREPARED ON 30.12.2020 BASED ON SURVEY SHEETS No. 6-NW-10C, 10D, 15A & 15B

平面圖 - 項目A
SITE PLAN - ITEM A

元朗分區計劃大綱核准圖編號 S/YL/23 的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED YUEN LONG OUTLINE ZONING PLAN No. S/YL/23

SCALE 1 : 2 500 比例尺
米 METRES 50 0 50 100 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/YLW1/20/79

圖 PLAN
2a

N

20m SETBACK LINE

DIAGRAMMATIC SECTION A

DIAGRAMMATIC SECTION B

ADJOINING LOT

5m SETBACK LINE

1 2 3 3a 4 5 6 7 8 9 9a

5000 2800 3560 5525 5750 5750 5750 5750 5925 3450 50

B.L.

A B C C1 D E F

550 6400 700 2220 1950 4350

FOOTPATH

SWITCH ROOM (CABLE TRENCH ABOVE)

P1 P2

FLUSHING PUMP ROOM

LIFT PIT

FIREMAN'S LIFT LOBBY

SUMP PUMP ROOM

UP 27R

P9 P10

SPRINKLER & F.S. PUMP ROOM

LIFT LOBBY

(3.0 x 8.0 x 3.3mH.)

LIGHT BUSES FOR CoC HOME

LIGHT BUSES (FOR DE)

DRIVEWAY WAY

-0.26

5000

R7500

(3.5 x 9.0 x 3.8mH.)

SMALL COACH PARKING

GREY WATER RECYCLING PLANT ROOM

SPRINKLER TANK

P8

A

UNEXCAVATED

P3 P4 P5 P6 P7

IRRIGATION PUMP ROOM

UP 26R

CEDD'S LIFT AREA

RAMP UP TO G/F (1:8)

6000

ADJOINING FOOTBRIDGE FOOTING

EXISTING FOOTBRIDGE

Basement Floor Plan

◈ DESIGNATED LIFT FOR EXCLUSIVE USE OF THE CoC HOME.

◇ STAND-BY LIFT FOR THE CoC HOME.

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

MLA ARCHITECTS (HK) LTD 馬樂建築師事務所(香港)有限公司

SK-101 (Scale 1:200)

N

20m SETBACK LINE

5m SETBACK LINE

DIAGRAMMATIC SECTION A

DIAGRAMMATIC SECTION B

D SK-124

ADJOINING LOT

1 2 3 3a 4 5 6 7 8 9 9a

5000 2800 3560 5525 5750 5750 5750 5750 5925 3450 50

7500

A B C C1 D E F

550 6400 700 2220 1950 4350

B.L.

KITCHEN (SHARED USE WITH SCCC & CoC HOME)

FOOD STORE

DUMB WAITER

EMR

RS & MRC

REFUSE CHUTE

P.D. BELOW STAIRCASE

FS & SPR. INLET

DN 27R

UP 28R

UP 24R

4.95

LAUNDRY (SHARED USE WITH SCCC, DE & CoC HOME)

CABLE DUCT

4.39

FIRE SERVICE ACCESS POINT 5.2m < 18.0m

2000

2000

BLDG. LINE ABOVE

FALL

4.24

RAMP DOWN (1:80)

6000

7007

4.46

TRANSFORMER RM.

RECEPTION

ENTRANCE LOBBY

SCHOOL BUS (48-SEATERS) (FOR SCCC)

(3.5 x 12.0 x 4.7mH.)

EMERGENCY VEHICULAR ACCESS

AMBULANCE LAY-BY

FOOTPATH

4.80

UP 32R

4.100

COVERED AREA

CIRCULATION OF GOODS DELIVERY

HGV & L/U

BLDG. LINE ABOVE

7400MIN.

CLEAR ZONE FOR MANEUVERING

(3.0 x 9.0 x 3.6mH.)

DN 4R

UP 32R

DN. 26R

COVERED AREA
AREA = 200.948 sq.m.

LANDSCAPE AREA
AREA = 35.860 sq.m.
(FOR ALL USERS)

6000

RAMP DOWN TO B/F (1:8)

RAMP DOWN (1:8)

CEDD'S LIFT AREA

1500

BLDG. LINE ABOVE

ADJOINING FOOTBRIDGE FOOTING

EXISTING FOOTBRIDGE

YAU TIN EAST STREET

C SK-123

B SK-122

A SK-121

Ground Floor Plan

◈ DESIGNATED LIFT FOR EXCLUSIVE USE OF THE CoC HOME.

◇ STAND-BY LIFT FOR THE CoC HOME.

EMERGENCY VEHICULAR ACCESS

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

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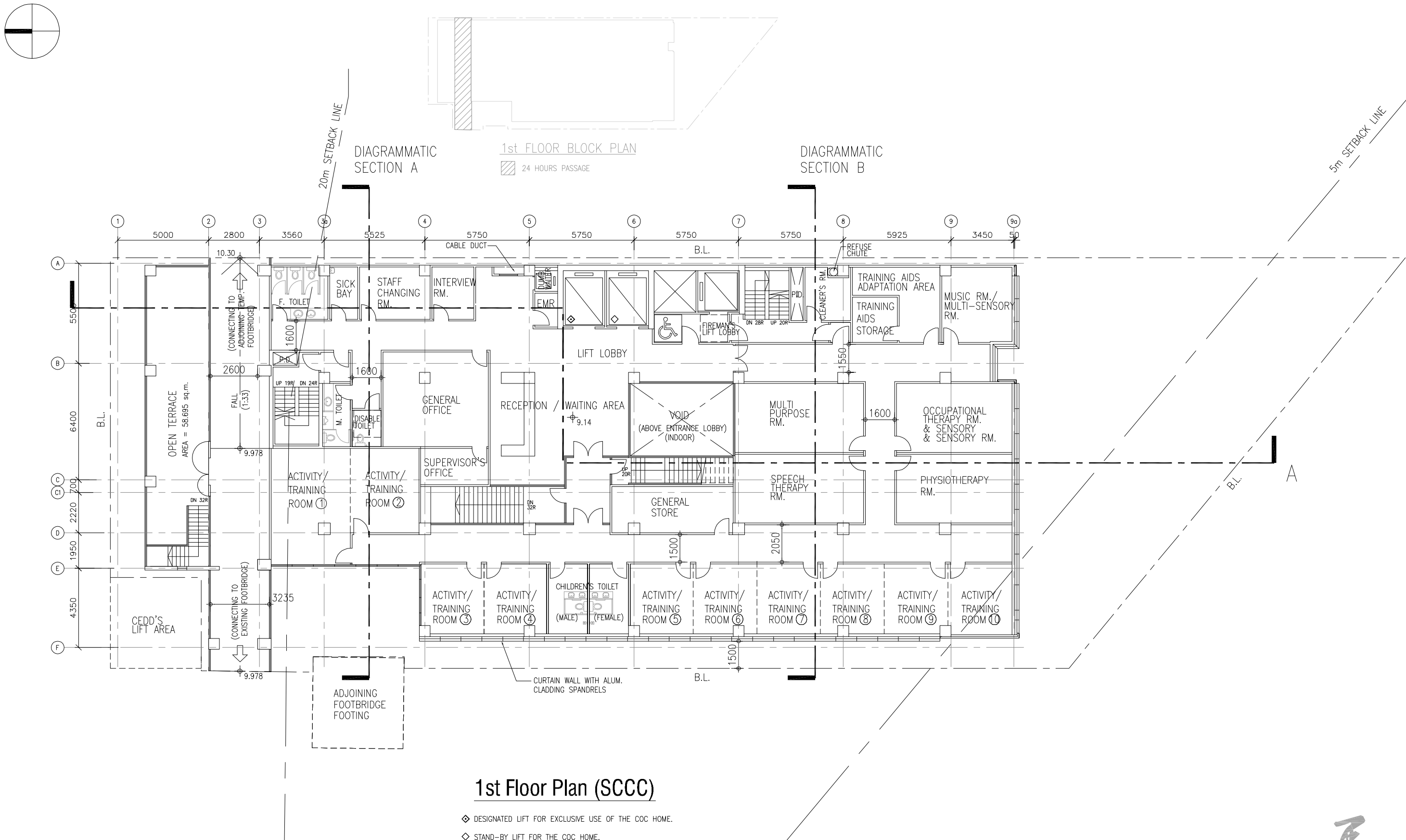
SK-102 (Scale 1:200)



1st Floor Plan (SCCC)

◈ DESIGNATED LIFT FOR EXCLUSIVE USE OF THE COC HOME.

◇ STAND-BY LIFT FOR THE COC HOME.

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

MLA ARCHITECTS (HK) LTD 馬樂建築師事務所(香港)有限公司

SK-103 (Scale 1:200)

N

DIAGRAMMATIC SECTION A

DIAGRAMMATIC SECTION B

20m SETBACK LINE

5m SETBACK LINE

B.L.

CABLE DUCT

REFUSE CHUTE

DINNING/ACTIVITY ROOM/MEAL PROVISION AREA

DUMB WAITER

EMR

TOILET DISABLE

P.D.

UP 22R

DN 19R

TBE

CELLULAR OFFICE (DE)

INTERVIEW (DE)

RECEPTION

LIFT LOBBY

12.64

WHEELCHAIR PARKING

FIREMAN'S LIFT LOBBY

DN 19R

UP 22R

P.D.

CLEANER'S RM.

D.LAV. (CoC)

D.LAV. (CoC)

INTERVIEW (CoC)

S.G.ACTIVITY (CoC)

GENERAL STORE 1 (CoC)

REHABILITATION AREA (CoC)

COMMON ROOM

DE(60-PLACE)

MALE TOILET

DN 20R

UP 22R

GENERAL STORE 2 (CoC)

1500

NURSE DUTY RM.

o.w.

o.w.

FEMALE TOILET

DISABLE TOILET

PHYSIOTHERAPIST/ TRAINING ROOM (DE)

R.STORE (CoC)

MULTI-SENSORY (DE)

G.STORE (DE)

CEDD'S LIFT AREA

ALUM. CLADDING

1600

CURTAIN WALL WITH ALUM. CLADDING SPANDRELS

B.L.

ADJOINING FOOTBRIDGE FOOTING

B.L.

A

YAU TIN EAST STREET

2nd Floor Plan (DE & CoC Area)

◈ DESIGNATED LIFT FOR EXCLUSIVE USE OF THE CoC HOME.

◇ STAND-BY LIFT FOR THE CoC HOME.

o.w. OPENABLE WINDOW.

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

MLA ARCHITECTS (HK) LTD 馬樂建築師事務所(香港)有限公司

SK-104 (Scale 1:200)

N

20m SETBACK LINE

DIAGRAMMATIC SECTION A

DIAGRAMMATIC SECTION B

5m SETBACK LINE

B.L.

CABLE DUCT

REFUSE CHUTE

PLANTER

PANTRY

DUMB WAITER

DINING/MULTI-PURPOSE ROOM

P.D.

FIREMAN'S LIFT LOBBY

LIFT LOBBY

16.49

CLEANER'S RM.

3-BED DORMITORY

UP 18R DN 18R

DISABLED TOILET

BATH

4-BED DORMITORY

E-O-L RM.

MEDICAL CONSULTATION CORNER

E.M.R.

MEDICAL CONSULTATION ROOM

5-BED DORMITORY

SOILED UTILITY

DN 22R

5775

12600

6475

4125

1475

2400

1550

4750

1425

1450

1500

ALUM. CLADDING

ROOF GARDEN

AREA = 469.701 sq.m.

ALUM. CAPPING ON CURTAIN WALL BELOW

5800

5750

5150

34750

ADJOINING FOOTBRIDGE FOOTING

ALUM. CAPPING ON R.C. PARAPET

A

3rd FLOOR PLAN (CoC HOME)

TOTAL NOS. OF BED PER FLOOR =24 NOS.

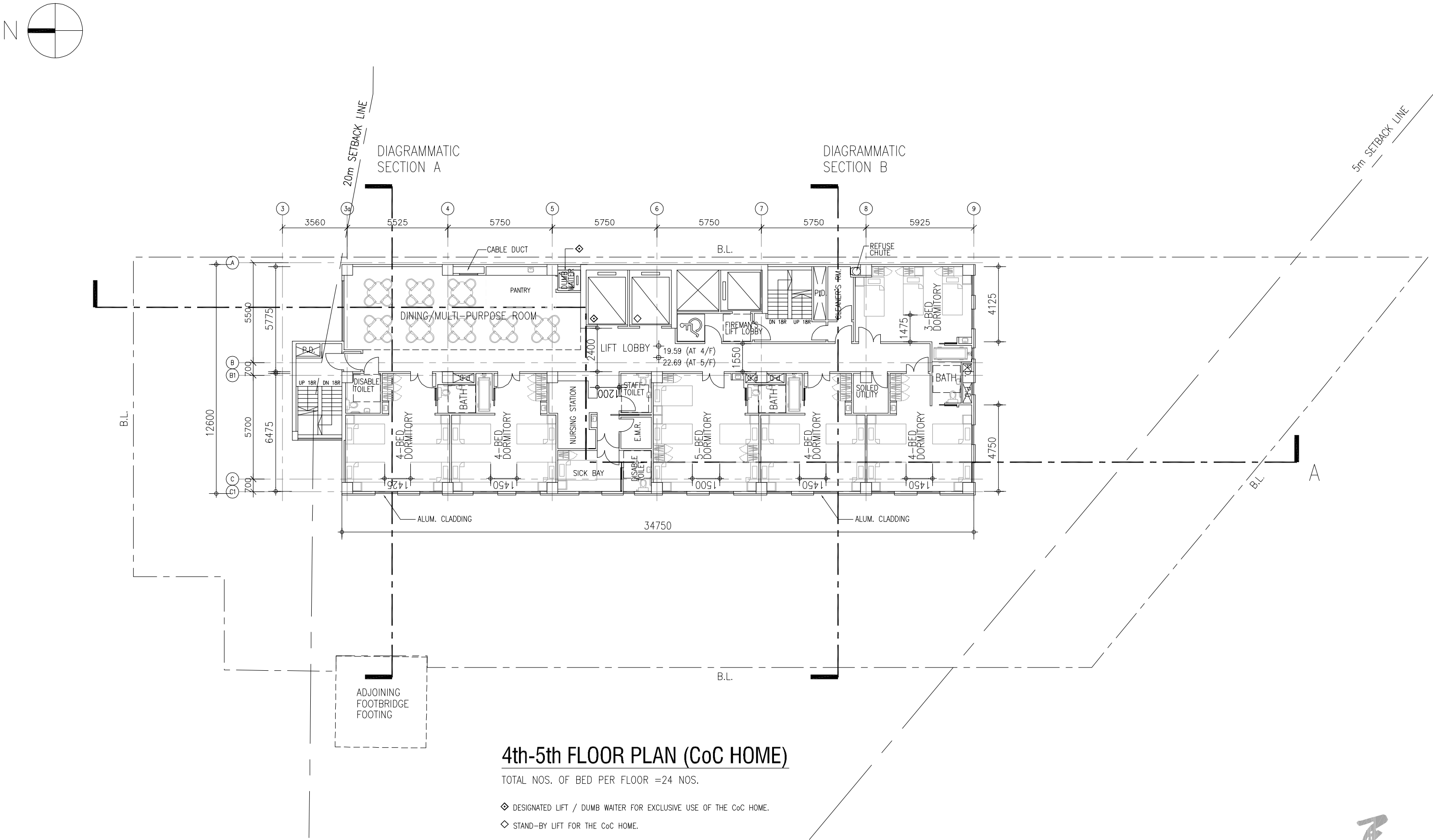
◈ DESIGNATED LIFT / DUMB WAITER FOR EXCLUSIVE USE OF THE CoC HOME.

◇ STAND-BY LIFT FOR THE CoC HOME.

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

MLA ARCHITECTS (HK) LTD 馬樂建築師事務所(香港)有限公司

SK-105 (Scale 1:200)



4th-5th FLOOR PLAN (CoC HOME)

TOTAL NOS. OF BED PER FLOOR =24 NOS.

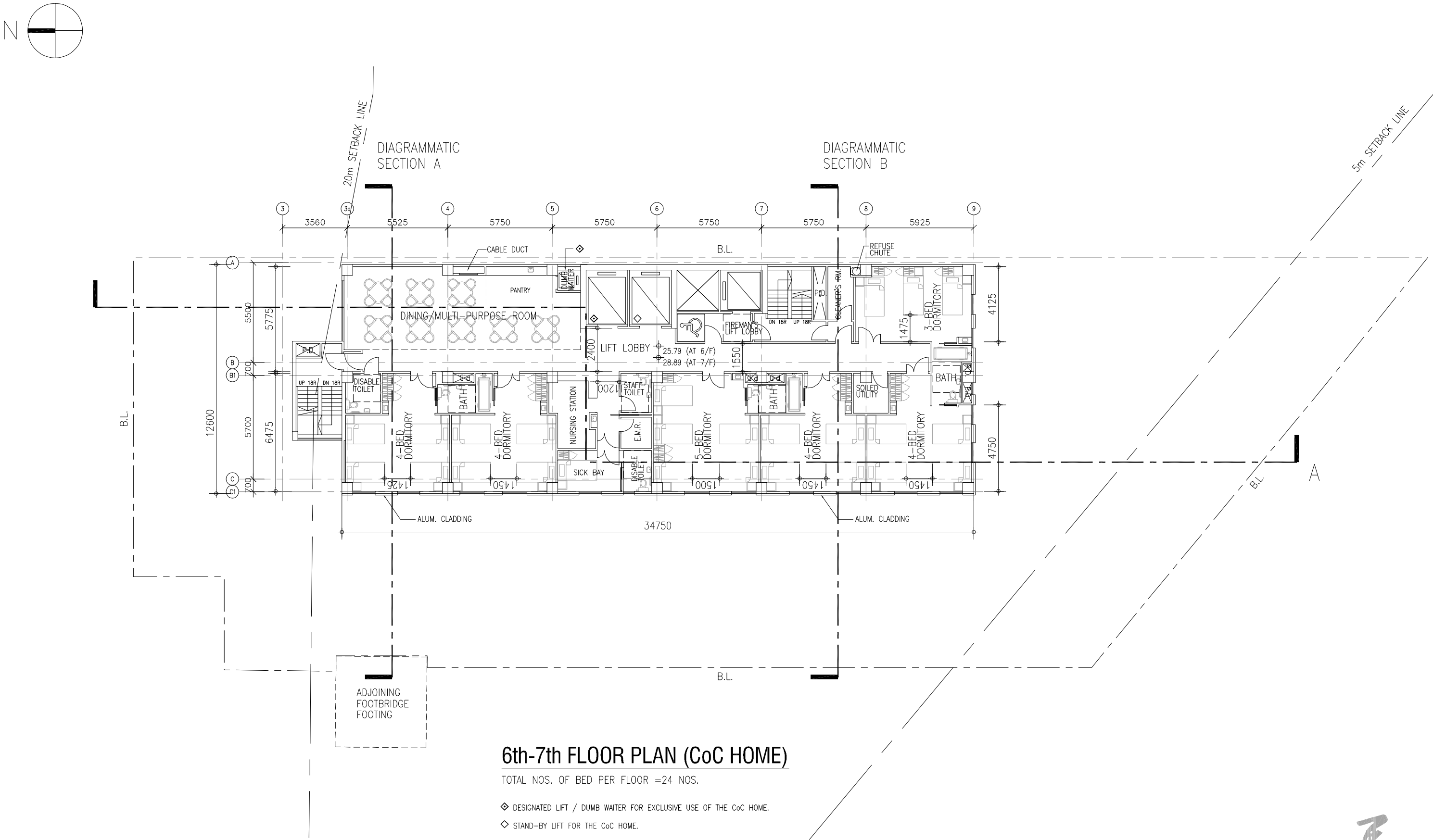
◈ DESIGNATED LIFT / DUMB WAITER FOR EXCLUSIVE USE OF THE CoC HOME.

◇ STAND-BY LIFT FOR THE CoC HOME.

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

ARCHITECTS (HK) LTD
馬樂建築師事務所(香港)有限公司

SK-106 (Scale 1:200)



6th-7th FLOOR PLAN (CoC HOME)

TOTAL NOS. OF BED PER FLOOR =24 NOS.

◈ DESIGNATED LIFT / DUMB WAITER FOR EXCLUSIVE USE OF THE CoC HOME.

◇ STAND-BY LIFT FOR THE CoC HOME.

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

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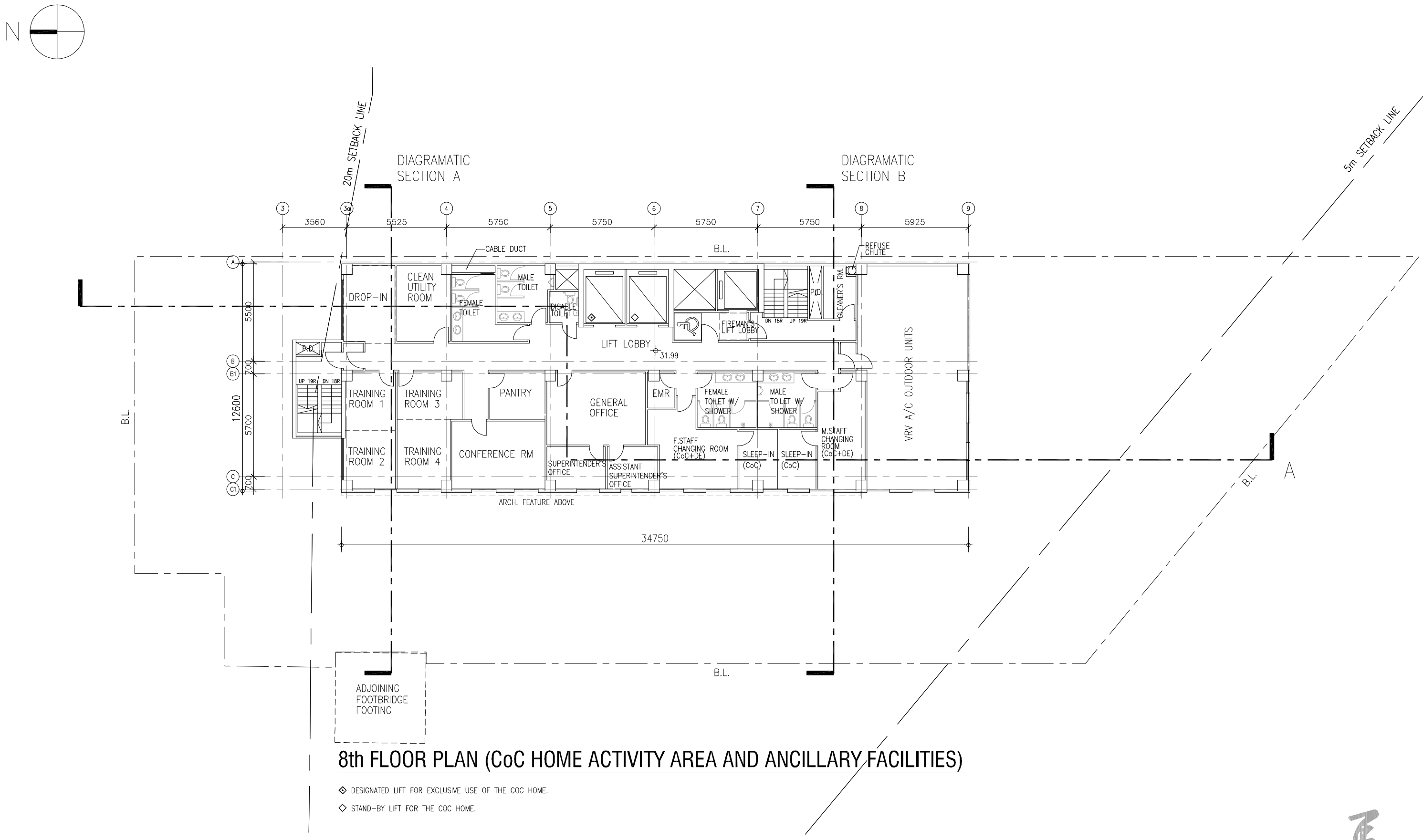
SK-107 (Scale 1:200)



8th FLOOR PLAN (CoC HOME ACTIVITY AREA AND ANCILLARY FACILITIES)

◈ DESIGNATED LIFT FOR EXCLUSIVE USE OF THE COC HOME.

◇ STAND-BY LIFT FOR THE COC HOME.

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

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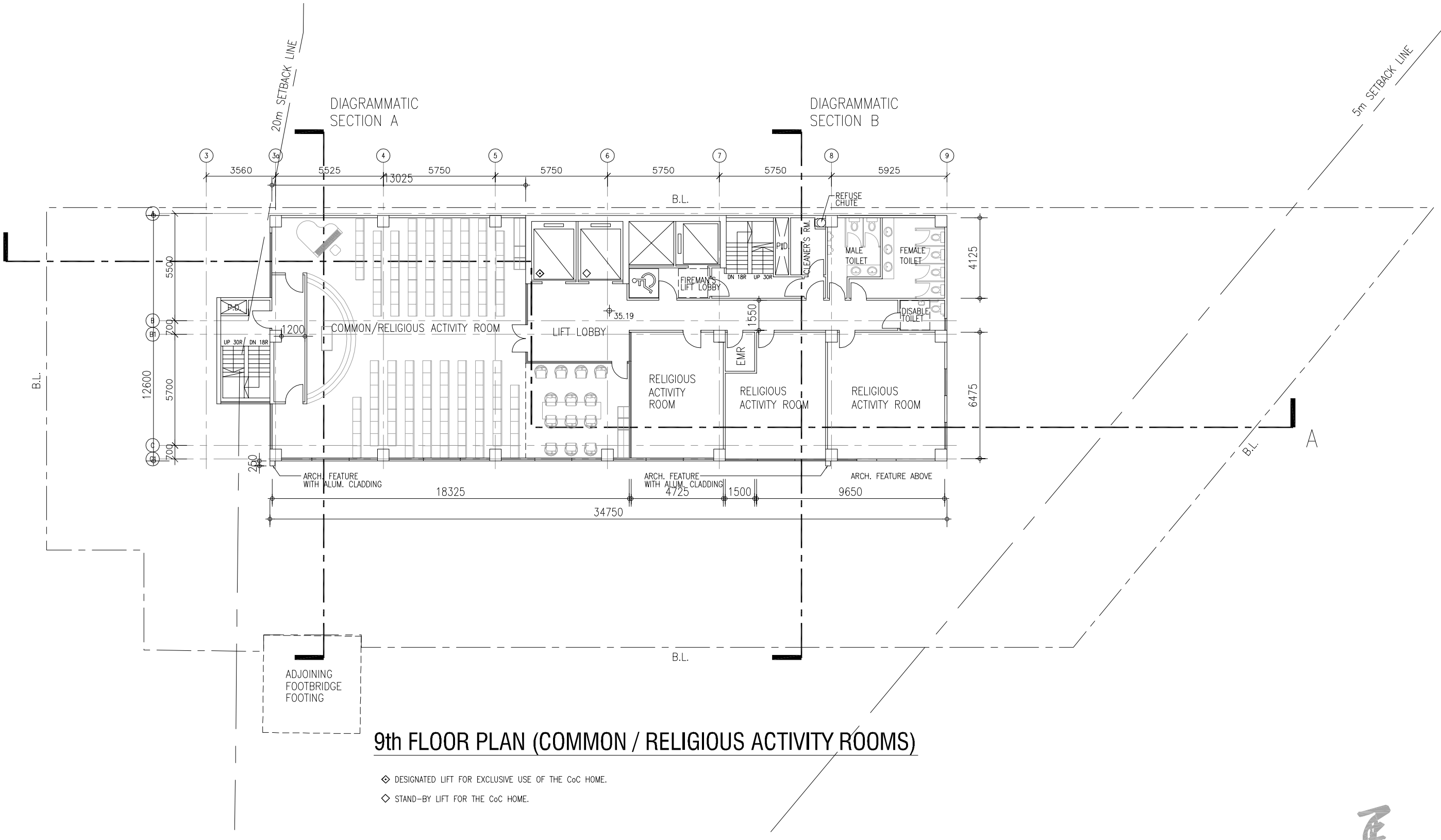
SK-108 (Scale 1:200)



9th FLOOR PLAN (COMMON / RELIGIOUS ACTIVITY ROOMS)

◈ DESIGNATED LIFT FOR EXCLUSIVE USE OF THE CoC HOME.

◇ STAND-BY LIFT FOR THE CoC HOME.

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

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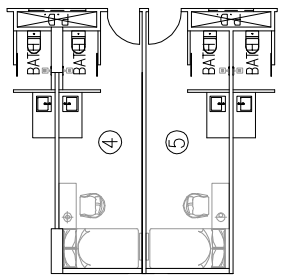
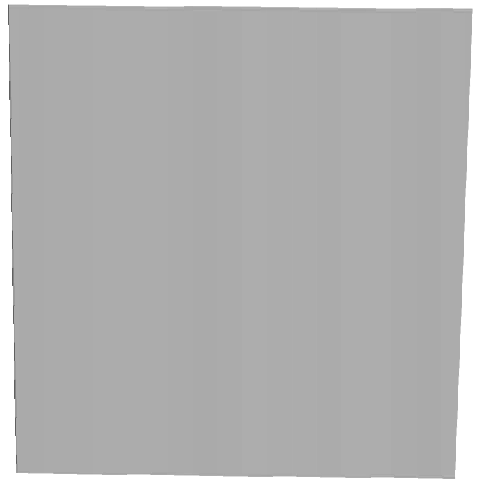
SK-109(Scale 1:200)



ALTERNATIVE FURNITURE PLAN



11th FLOOR PLAN (YOUTH HOSTEL)

TOTAL NOS. OF SINGLE ROOM PER FLOOR =17 NOS.
TOTAL NOS. OF DOUBLE ROOM PER FLOOR =1 NO.

NOFA FOR SINGLE RM. =10.0s.m. to 12.7s.m.
(EXCLUDING SHOWER)
NOFA FOR DOUBLE RM. =15.1s.m.
(EXCLUDING SHOWER)

SECTION X (N.T.S.)
TYPICAL WINDOW SECTION FOR YOUTH HOSTEL ON 11/F TO 20/F

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

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SK-111 (Scale 1:200)

N

14th FLOOR PART PLAN

13th FLOOR PART PLAN

12th-14th FLOOR PLAN (YOUTH HOSTEL)

TOTAL NOS. OF SINGLE ROOM PER FLOOR =17 NOS. (x 3 STOREYS =51 NOS.)
TOTAL NOS. OF DOUBLE ROOM PER FLOOR =1 NO. (x 3 STOREYS =3 NOS.)

NOFA FOR SINGLE RM. =10.0s.m. to 12.7s.m.
(EXCLUDING SHOWER)

NOFA FOR DOUBLE RM. =15.1s.m.
(EXCLUDING SHOWER)

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

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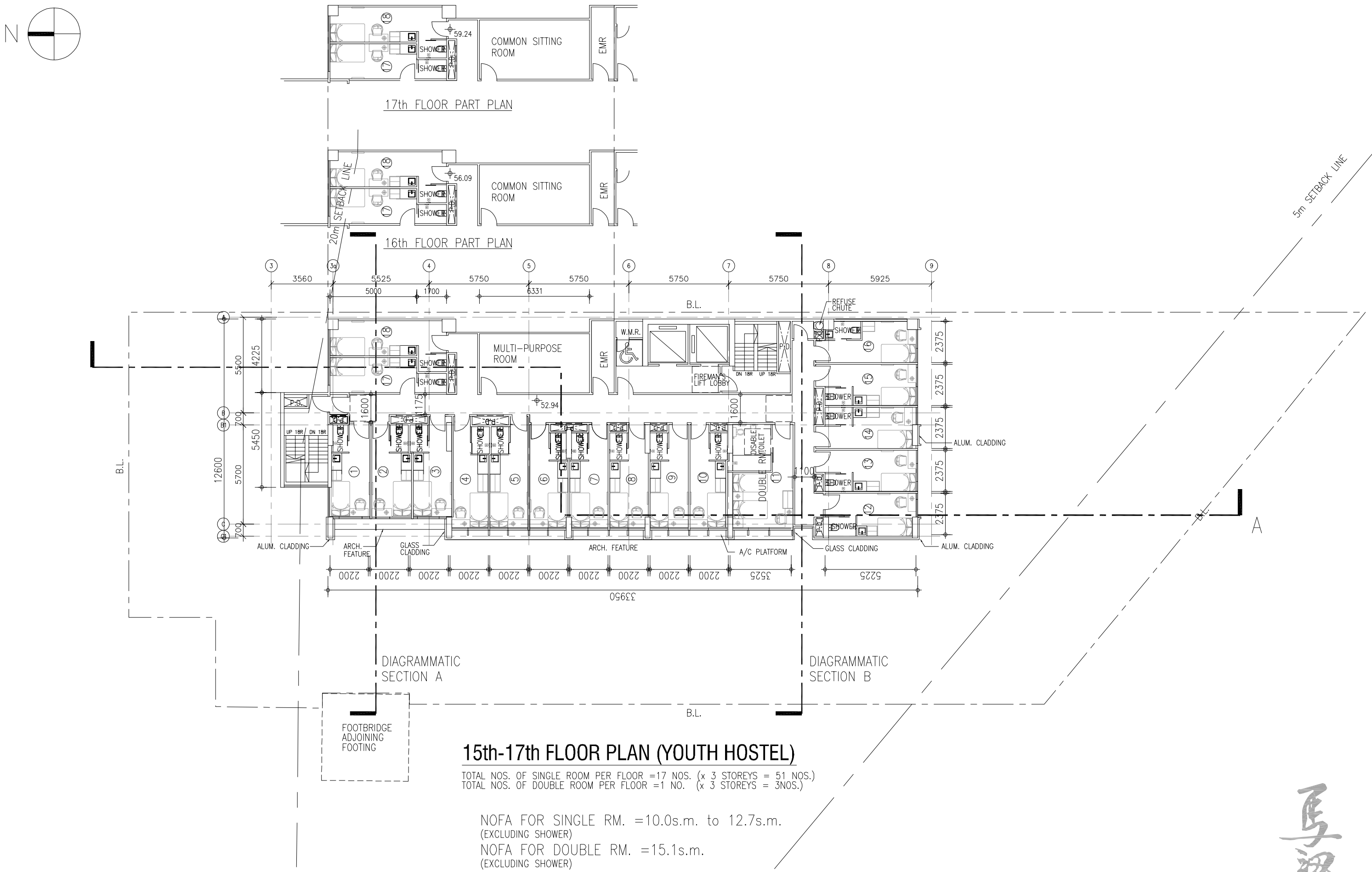
SK-112 (Scale 1:200)



15th-17th FLOOR PLAN (YOUTH HOSTEL)

TOTAL NOS. OF SINGLE ROOM PER FLOOR =17 NOS. (x 3 STOREYS = 51 NOS.)
TOTAL NOS. OF DOUBLE ROOM PER FLOOR =1 NO. (x 3 STOREYS = 3NOS.)

NOFA FOR SINGLE RM. =10.0s.m. to 12.7s.m.
(EXCLUDING SHOWER)
NOFA FOR DOUBLE RM. =15.1s.m.
(EXCLUDING SHOWER)

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

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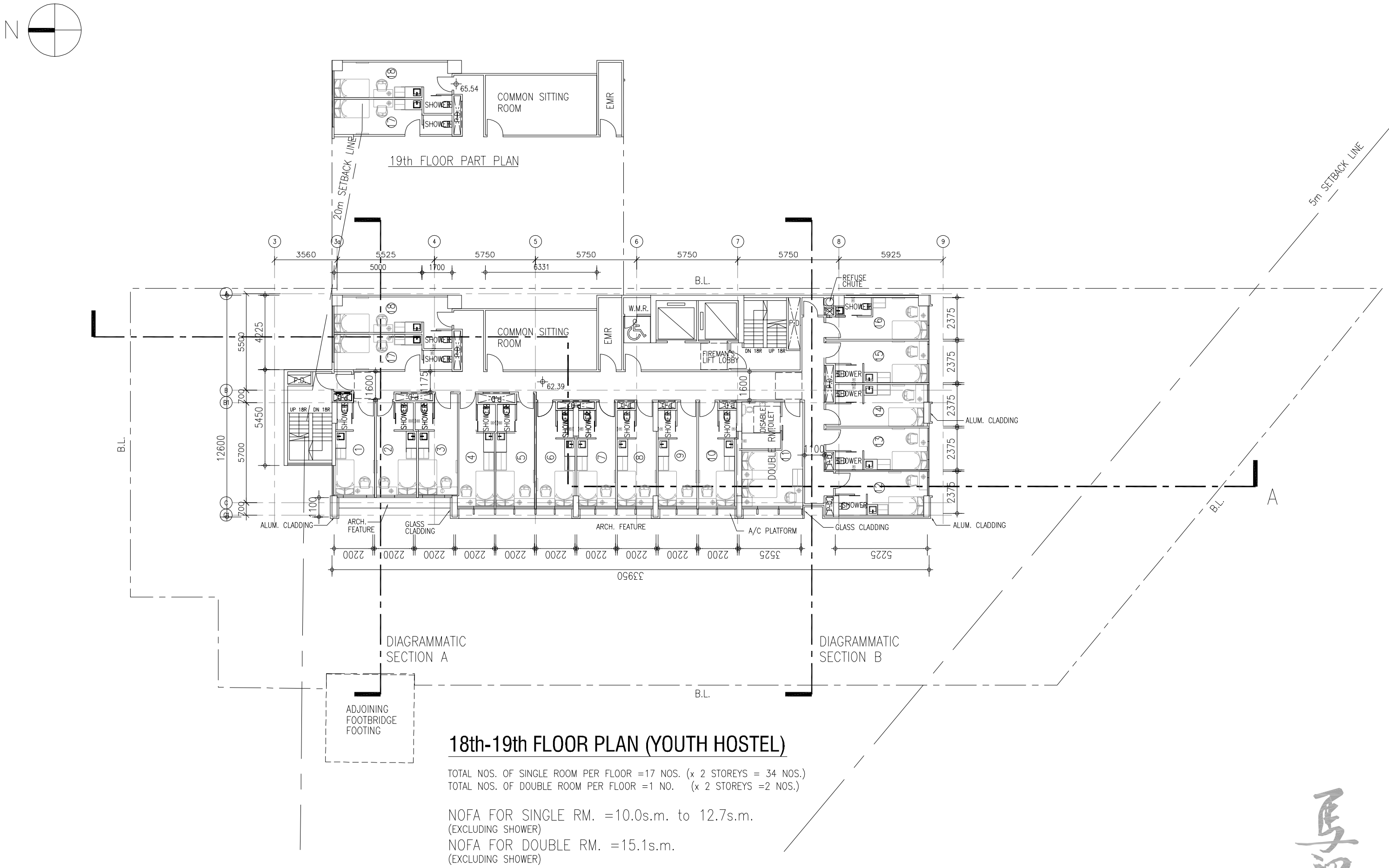
SK-113 (Scale 1:200)



18th-19th FLOOR PLAN (YOUTH HOSTEL)

TOTAL NOS. OF SINGLE ROOM PER FLOOR =17 NOS. (x 2 STOREYS = 34 NOS.)
TOTAL NOS. OF DOUBLE ROOM PER FLOOR =1 NO. (x 2 STOREYS =2 NOS.)

NOFA FOR SINGLE RM. =10.0s.m. to 12.7s.m.
(EXCLUDING SHOWER)
NOFA FOR DOUBLE RM. =15.1s.m.
(EXCLUDING SHOWER)

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

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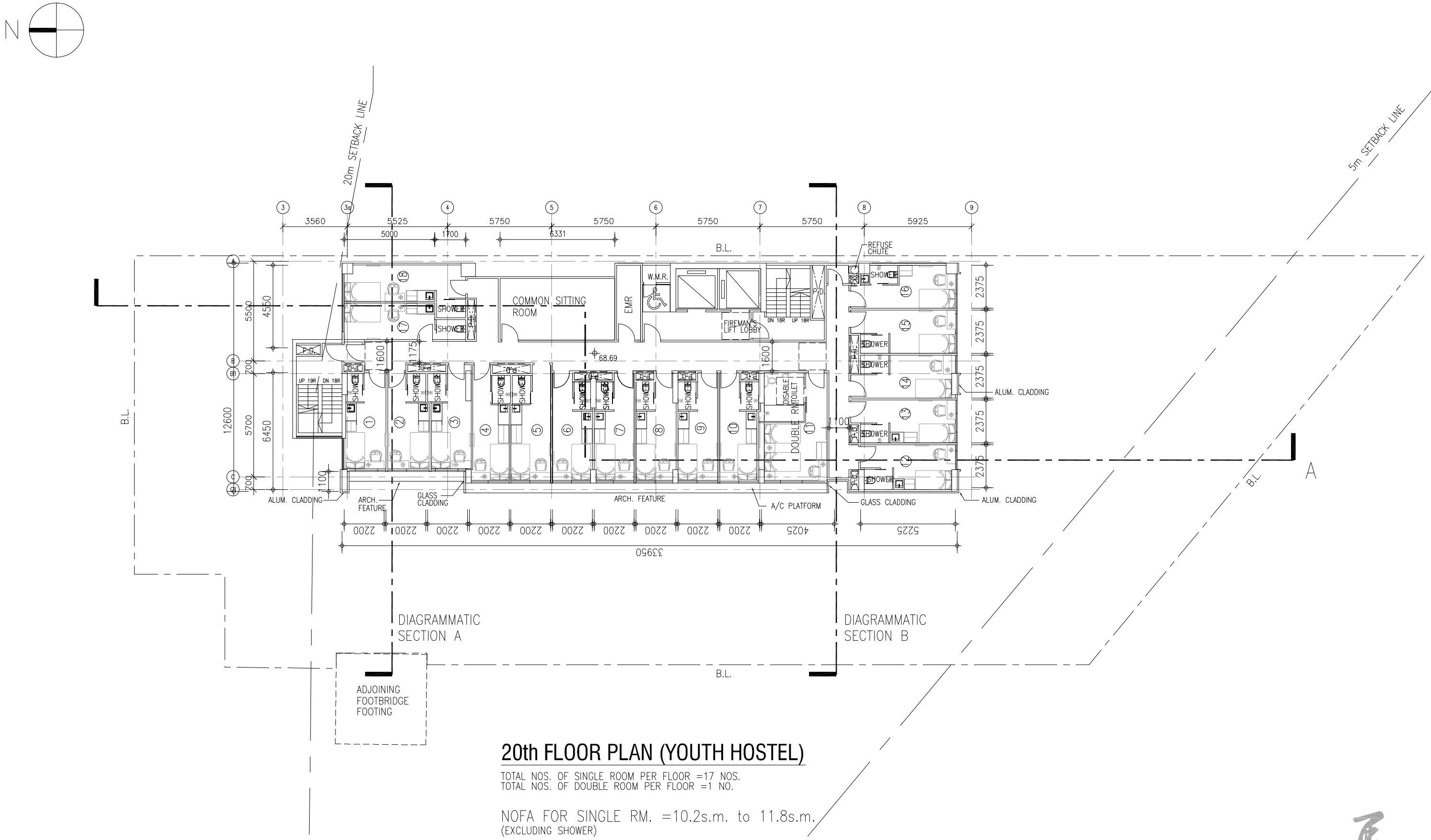
SK-114 (Scale 1:200)



20th FLOOR PLAN (YOUTH HOSTEL)

TOTAL NOS. OF SINGLE ROOM PER FLOOR =17 NOS.
TOTAL NOS. OF DOUBLE ROOM PER FLOOR =1 NO.

NOFA FOR SINGLE RM. =10.2s.m. to 11.8s.m.
(EXCLUDING SHOWER)
NOFA FOR DOUBLE RM. =15.1s.m.
(EXCLUDING SHOWER)

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

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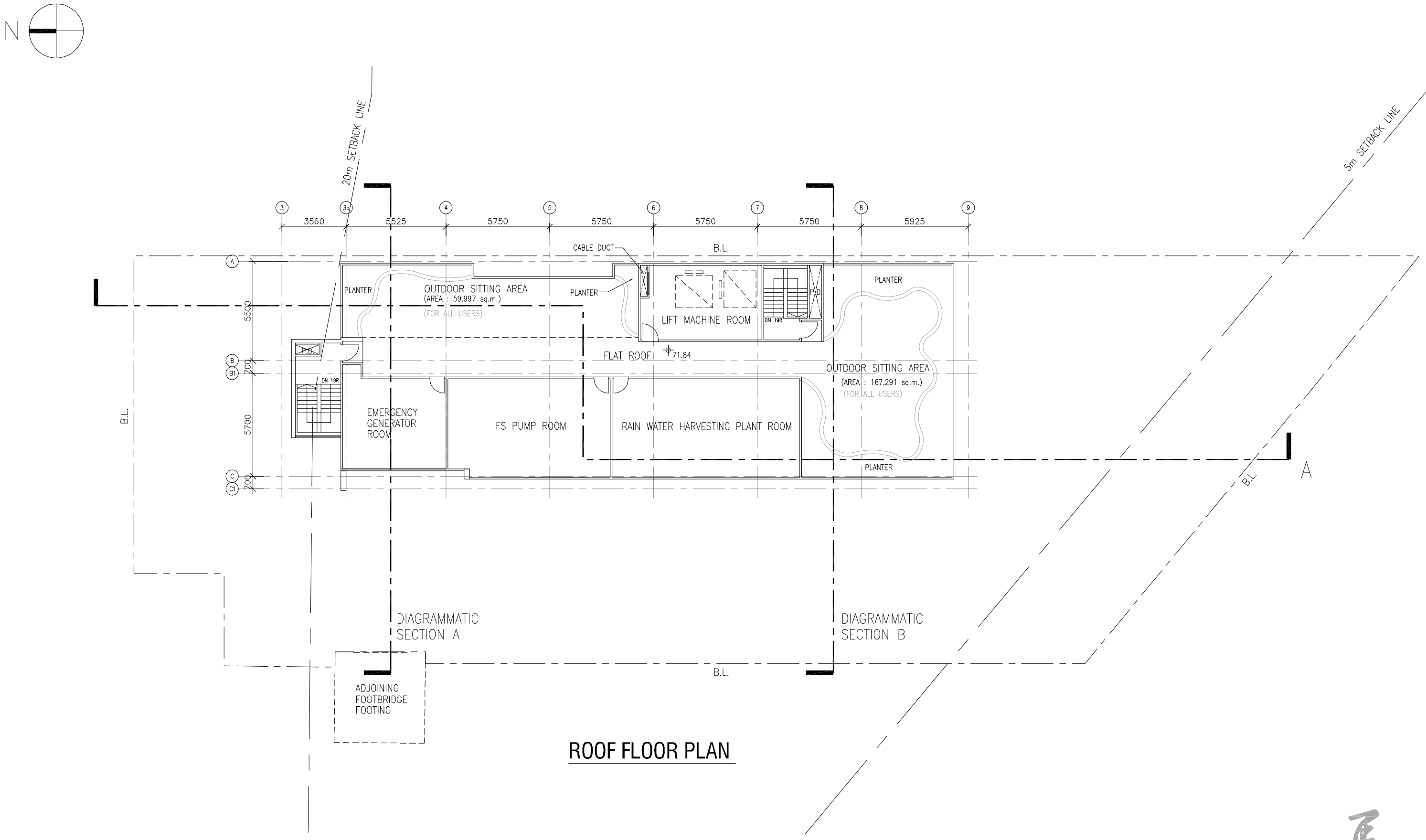
SK-115 (Scale 1:200)



ROOF FLOOR PLAN

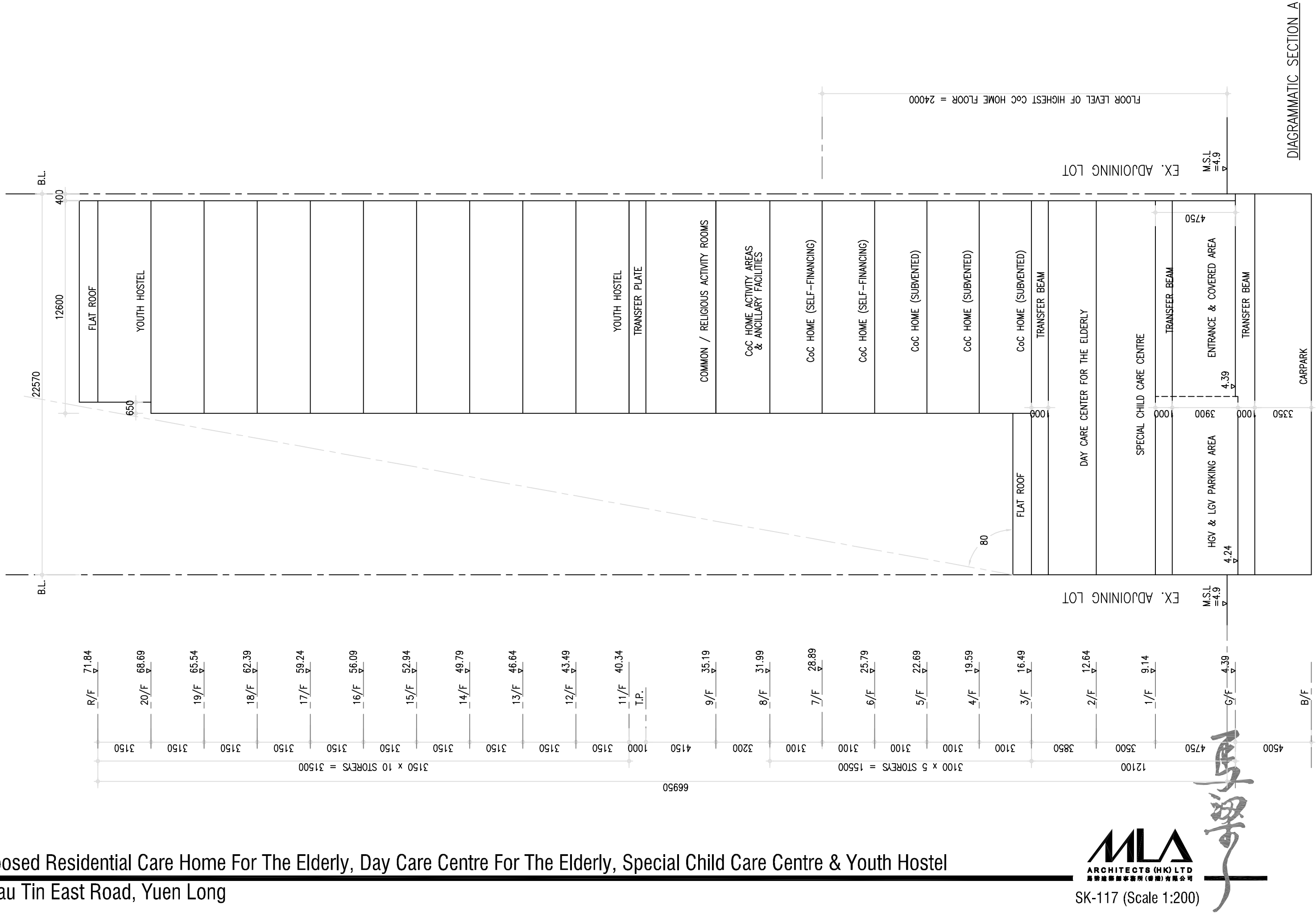
Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

ARCHITECTS (HK) LTD
馬樂建築師事務所(香港)有限公司

SK-116 (Scale 1:200)

DIAGRAMMATIC SECTION A



Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

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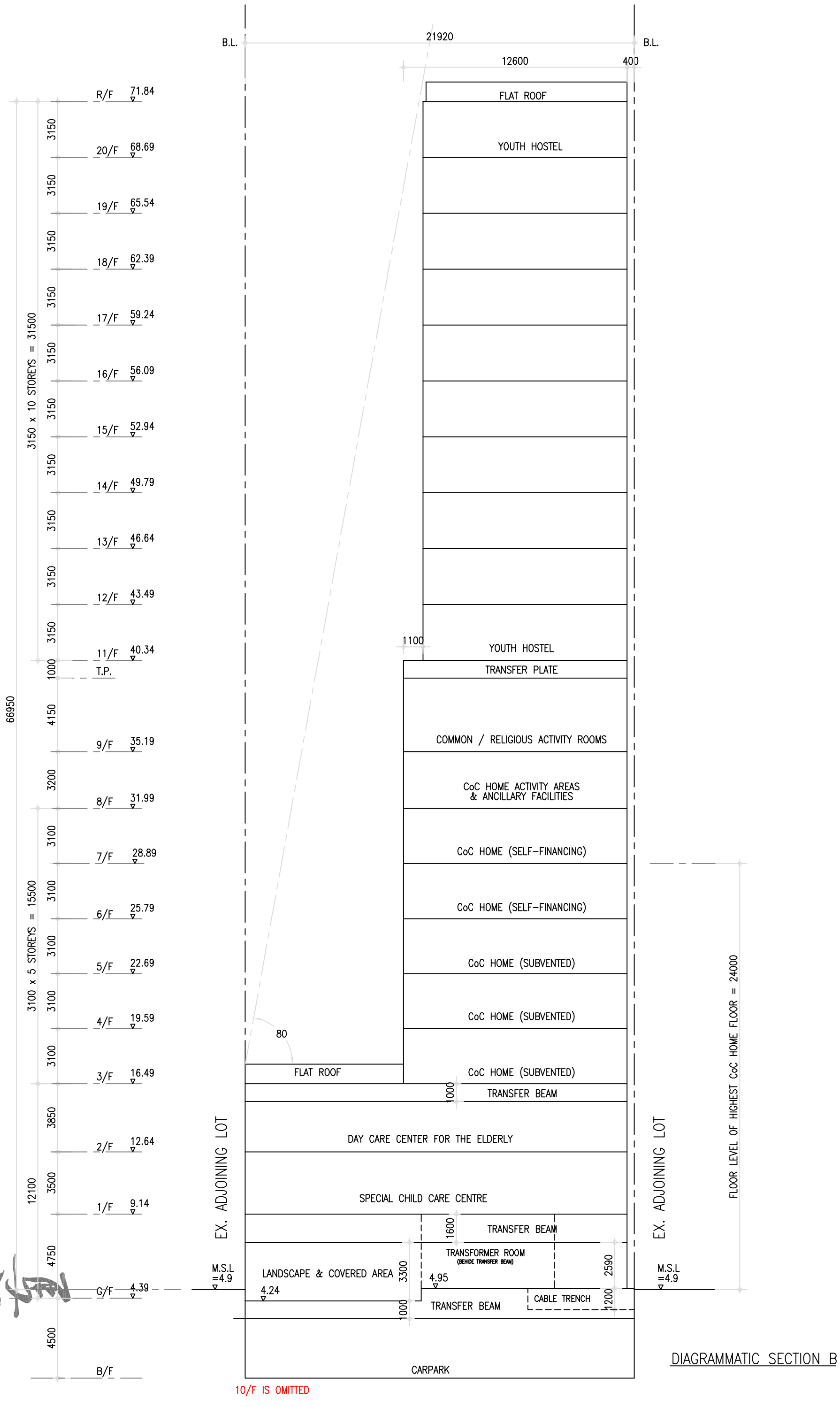
SK-117 (Scale 1:200)

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

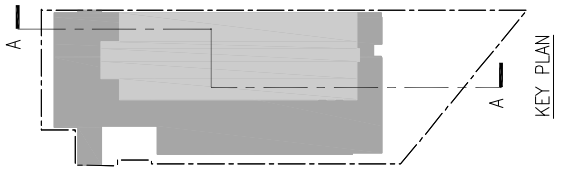


DIAGRAMMATIC SECTION B

SK-118 (Scale 1:200)

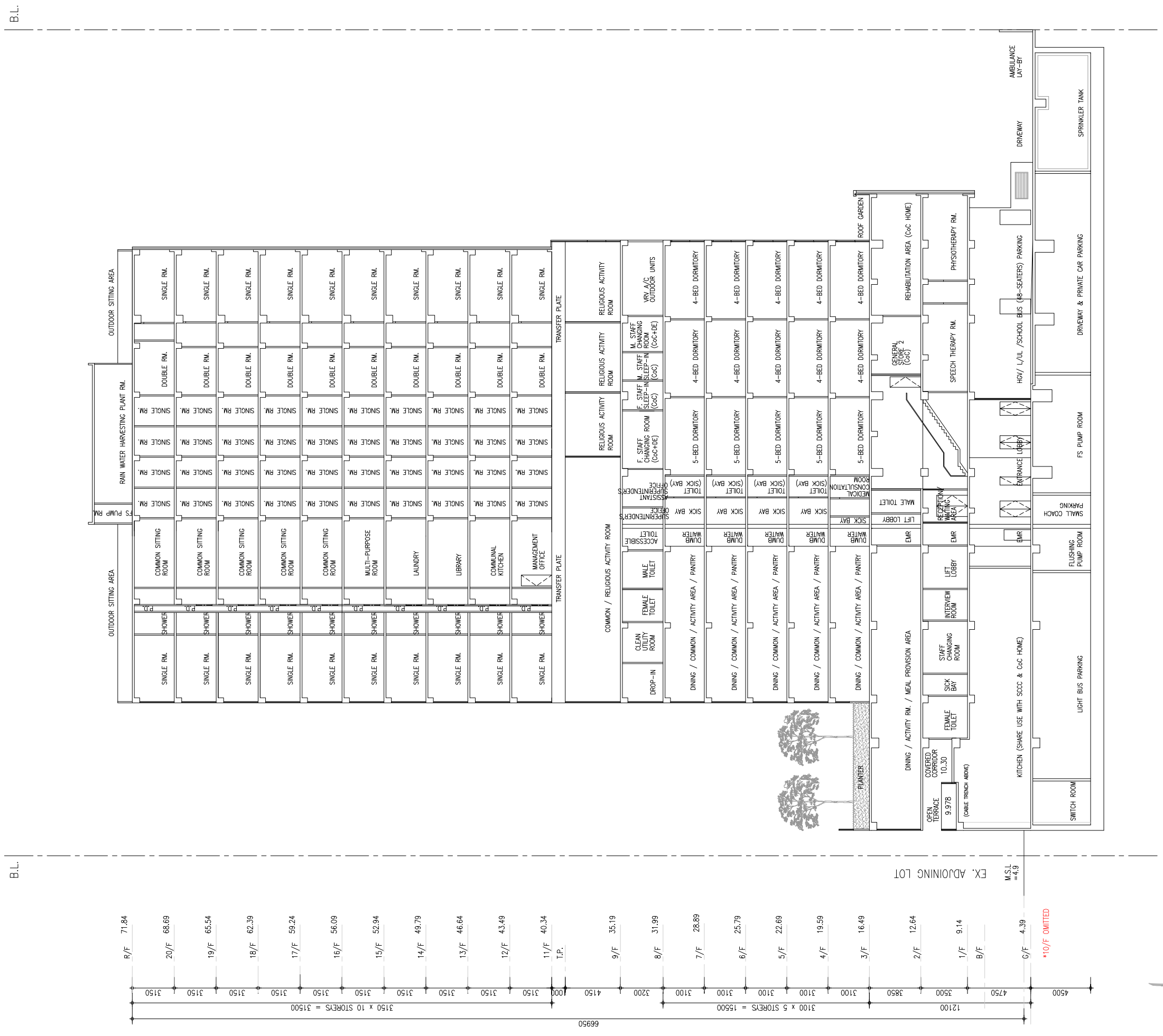
ARCHITECTS (HK) LTD

10/F IS OMITTED



KEY PLAN

SECTION A



Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel

At Yau Tin East Road, Yuen Long

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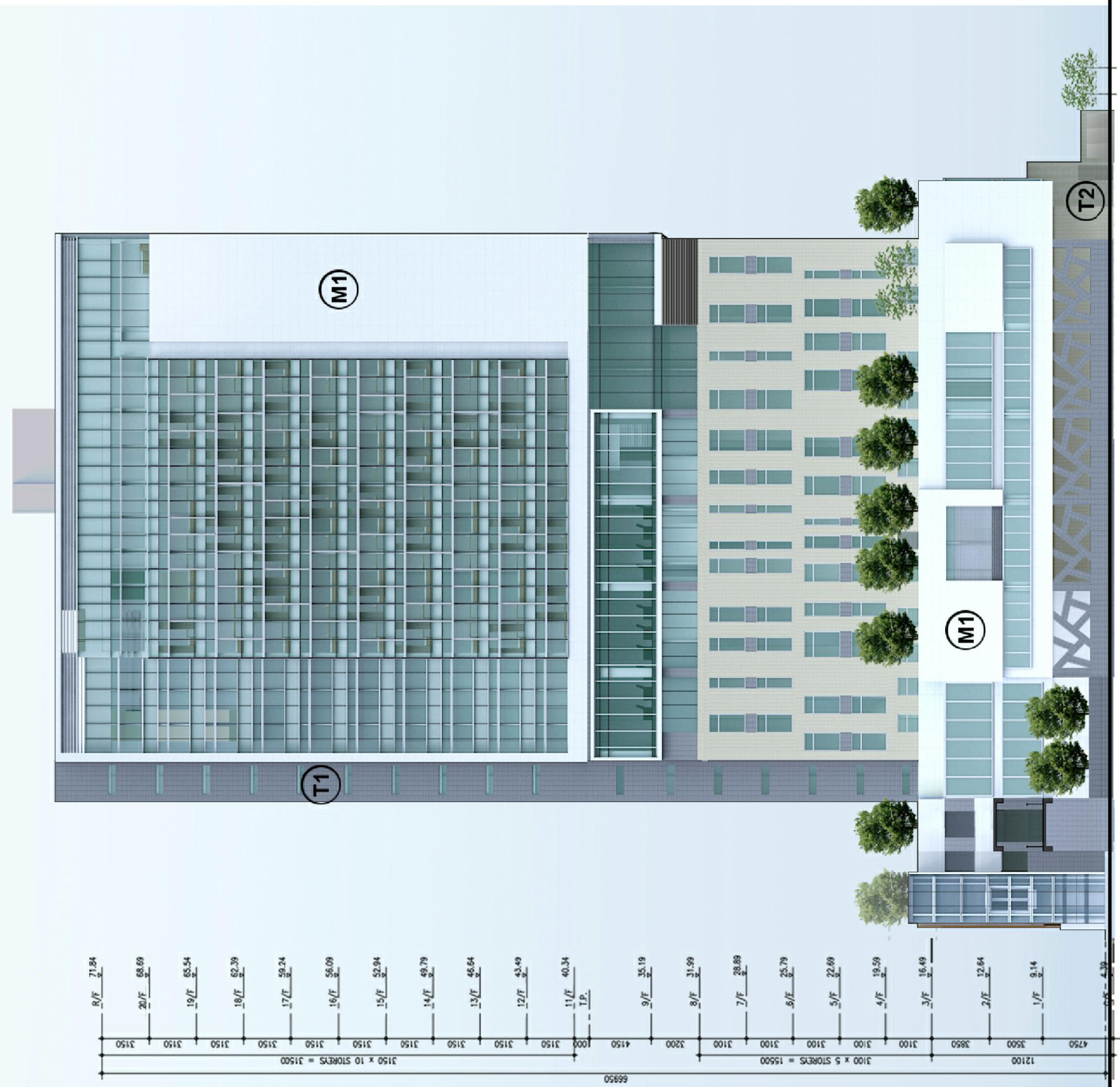
SK-119 (Scale 1:300)

T1 - DARK GREY WALLL TILE
T2 - BEIGE WALLL TILE
T3 - LIGHT GREY WALLL TILE
M1 - ALUM CLADDING



ELEVATION A

Proposed Residential Care Home For The Elderly, Day Care Centre For The Elderly, Special Child Care Centre & Youth Hostel
At Yau Tin East Road, Yuen Long

MLA ARCHITECTS (HK) LTD 馬梁建築師事務所(香港)有限公司

SK-121 (Scale 1:300)

to 19 storeys (38mPD to 69mPD) on land zoned "Residential (Group A)" ("R(A)"). To the immediate west is the Shap Pat Heung Rural Committee Building with BH of two storeys on land zoned "G/IC" and to its further west across the nullah are some unused/vacant land zoned "Open Space" ("O") and residential buildings with BH ranging from 19 to 30 storeys (60mPD to 100mPD) on land zoned "R(A)" (**Plans 2a and 3a**).

4.4 To facilitate the rezoning, the project proponent has prepared an indicative scheme of the proposed social welfare service complex cum youth hostel which would provide social welfare facilities and youth hostel units with ancillary facilities. The elevation, schematic floor layouts and section are at **Plans 5a** to **5g** and the major development parameters of the indicative scheme are as follows:

Development Parameters	**Indicative Scheme***
Site area	About 1,400m^2 (including Government land of about 443 m^2)
Plot Ratio	Domestic : about 4.6 Non-domestic : about 2.3
Gross Floor Area (GFA)	About 9,400m^2 Domestic : about 6,250m^2 (including Residential Care Home for Elderly (RCHE) and Youth Hostel) Non-domestic : about 3,150m^2 (including Day Care Centre for Elderly (DE); Special Child Care Centre (SCCC) and Common/Religious Activity Area)
Site Coverage	Above 15m : about 33% Below 15m : about 73%
No. of Storeys	20 storeys above 1 basement carpark
Building Height (BH)	About 72mPD
Facilities	RCHE : 120 Beds DE: 60 Places SCCC: 60 Places Youth Hostel: 180 Rooms Common/Religious Activity Area: 160 seats
Greenery Area	About 24% of the site
No. of Car Parking Space	10 (private car) 4 (private light bus) 2 (coach)
No. of Loading and Unloading bay	1 for ambulance and 1 for heavy goods vehicle

*subject to further review in detailed design stage.

Planned Sport Centre in Yuen Long Area 12

Mike Kwan

From: Carmen Ka Kan CHEUNG/PLAND <ckkcheung@pland.gov.hk>
Sent: Wednesday, November 12, 2025 10:08 AM
To: Mike Kwan
Subject: Re: Pre-submission Query: Air Ventilation Assessment for Area 12, Yuen Long - Planned Sport Centre

Dear Mike,

Noting the assumed building height is in compliance with building height restriction under OZP for "G/IC" zone, we have no comment on the conceptual block.

Regards,
Carmen CHEUNG
TP/SD, TM&YLW DPO
Tel: 2158 6333

From: Mike Kwan <MIKEKWAN@ramboll.com>
Sent: Wednesday, November 5, 2025 11:26 AM
To: Carmen Ka Kan CHEUNG/PLAND <ckkcheung@pland.gov.hk>
Cc: Calvin Chiu <cchiu@ramboll.com>
Subject: RE: Pre-submission Query: Air Ventilation Assessment for Area 12, Yuen Long - Planned Sport Centre

Dear Carmen,

Further to our recent phone conversation, please find enclosed the conceptual blocks for the planned Yuen Long Sport Centre.

We look forward to receiving your comments of feedback you may have.

Kind regards
Mike Kwan

Environmental Consultant

D +852 3465 2871
mikekwan@ramboll.com

Ramboll Hong Kong Limited

From: Mike Kwan
Sent: Monday, November 3, 2025 5:31 PM
To: Carmen Ka Kan CHEUNG/PLAND <ckkcheung@pland.gov.hk>
Cc: Calvin Chiu <cchiu@ramboll.com>
Subject: Pre-submission Query: Air Ventilation Assessment for Area 12, Yuen Long - Planned Sport Centre

Dear Carmen,

I tried to call you earlier but unfortunately, it was in vain.

Regarding the planned Yuen Long Sport Centre, we are writing to follow up and inquire if any further information could be provided. We believe the details currently available in the public domain are insufficient for us to

incorporate an accurate model of the sports centre into our assessment. If possible, please share any relevant information—such as layout plans, building height specifications, etc.—to help us refine our model.

If no additional information is available, we propose constructing a conceptual building block to represent the planned sports centre. This block would be designed in accordance with the building height restrictions under the OZP and would align with the subject site area. We would appreciate your agreement on this approach, as well as confirmation that the conceptual representation meets your expectations.

For your reference, we will share screen captures from different angles to illustrate the proposed conceptual building block if you agree with this approach.

Please let us know if you agree with this proposed method. We look forward to your response.

Kind regards
Mike Kwan

Environmental Consultant

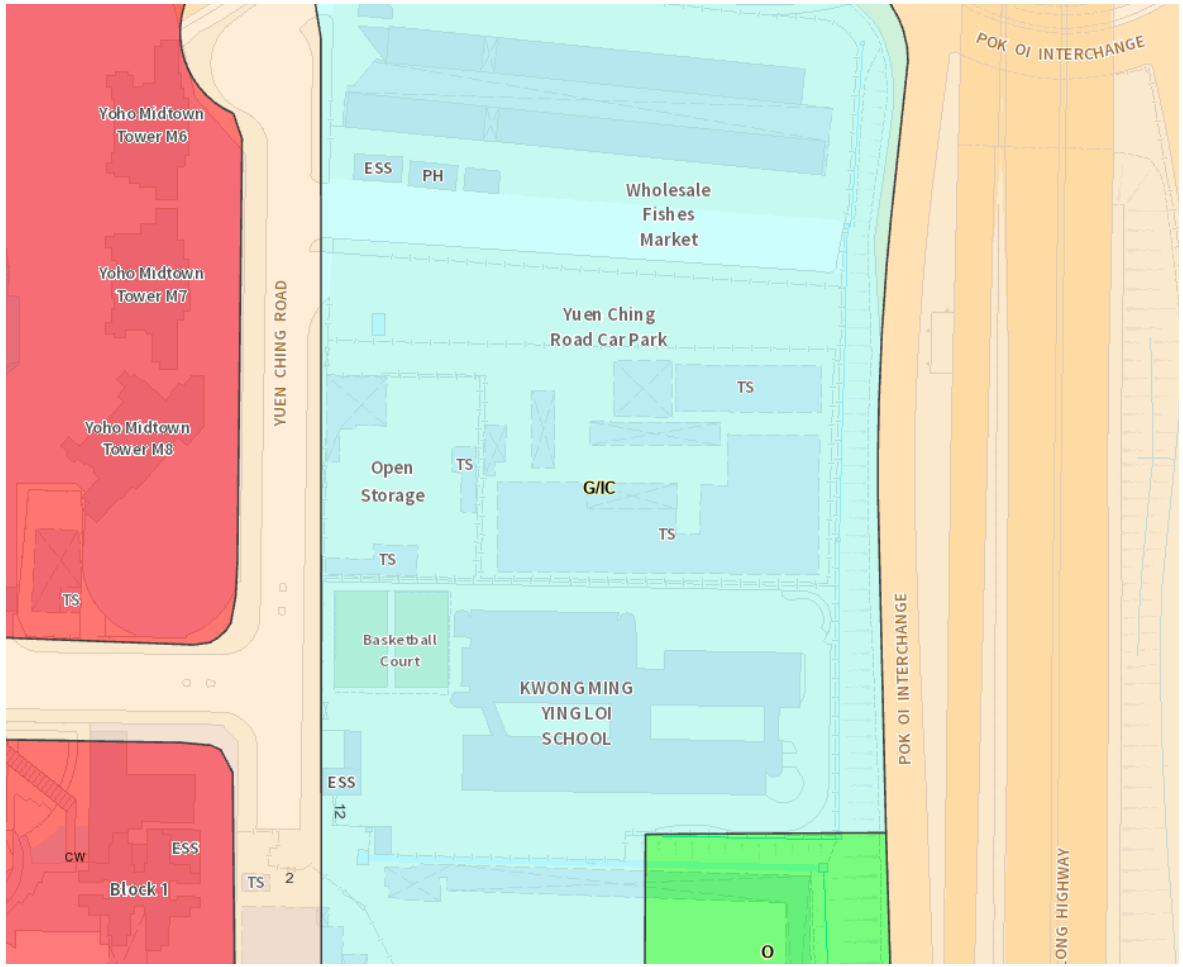
D +852 3465 2871
mikekwan@ramboll.com

Ramboll
21st Floor
BEA Harbour View Centre
56 Gloucester Road
Wan Chai
Hong Kong

https://ramboll.com

Ramboll Hong Kong Limited

According to OZP, the area is zoned as “G/IC”.
The maximum building height is 8 storey excluding basement.
The building height of the sport centre is assumed to be about 40m.
(average floor height = 5m)



GOVERNMENT, INSTITUTION OR COMMUNITY (cont'd)

Planning Intention

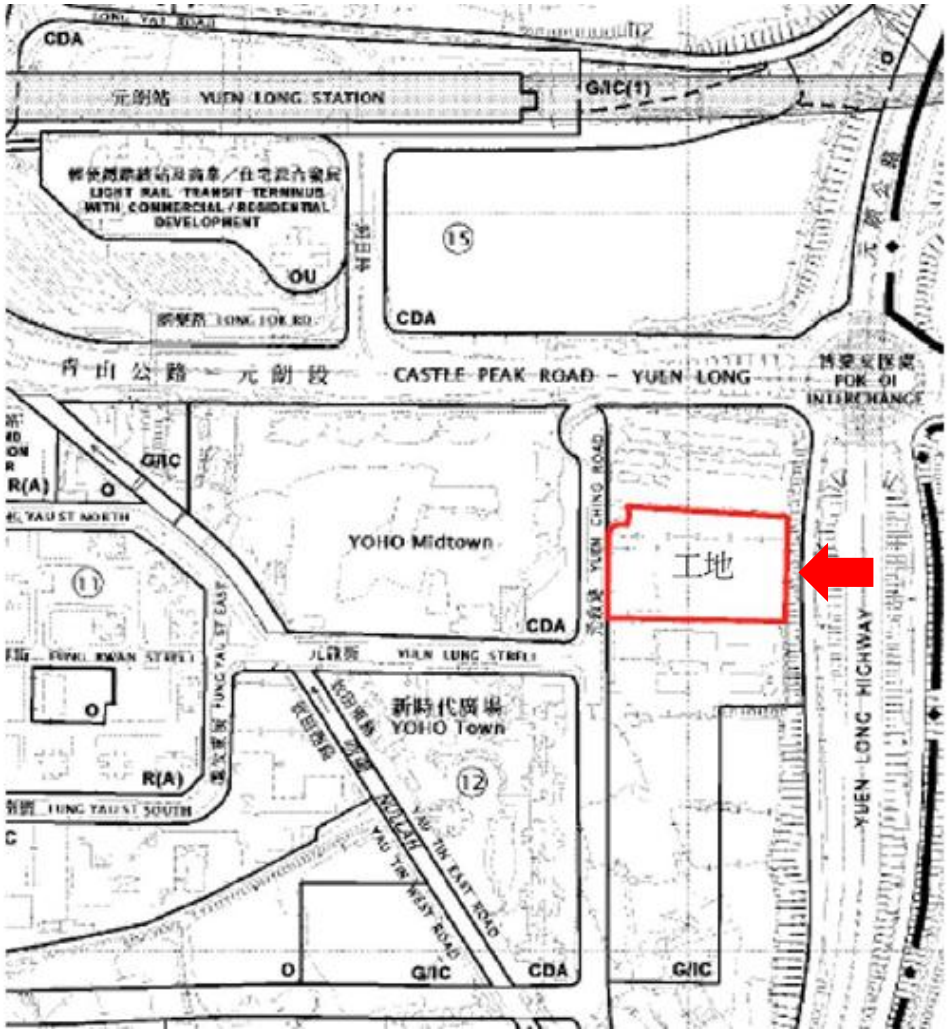
This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government,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

Remarks

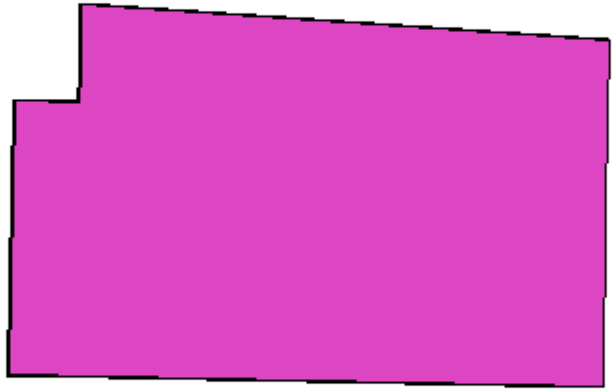
(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height specified below or the height of the existing building, whichever is the greater:

Sub-area	Maximum Building Height (Number of Storeys excluding basement(s))
Government, Institution or Community (G/IC)	8
G/IC(1)	3 (8 for ‘School’ and ‘Hospital’ uses)
G/IC(2)	15
G/IC(3)	17
G/IC(4)	25

According to document of Yeun Long District Council, the site area of the sport centre is identified.



We assume the conceptual block will have 100% site coverage over the identified work area. The conceptual block will be erected up to 40m above ground.



40m above ground