DeSPACE (International) Limited

Date: 4th November 2026

Pages: 1 + Attachments
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Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong
(CC: Ms. CHEUNG Ka Kan, Carmen (Town Plnr/SD))

Dear Sir/Madam,

SECTION 16 APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)

****

PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES) & HOUSES AT LOTS 1391 S.B RP (PART), 1391 S.B ss.1, 1391 S.B ss.2 RP (PART), 1394 S.A RP AND ADJOINING GOVERNMENT LAND IN D.D.120, YUEN LONG

APPLICATION NO. A/YL/337 – Supplementary Information

We refer to the captioned planning application submitted to the Town Planning Board on 28th October 2026.

References are made to the phone call dated 3rd November 2026 regarding further comments from the Planning Department. It is well noted that the proposed Houses do not fall within the use of "House (New Territories Exempted House only)", but are proposed as "House (not elsewhere specified)", which is a Column 2 use under the relevant Notes of the Outline Zoning Plan (OZP).

Please find **Attachment 1** for the replacement pages of the revised planning statement, **Attachment 2** for the Master Layout Plan, **Attachment 3** for the Traffic Impact Assessment and **Attachment 4** for the Noise Impact Assessment.

Should you have any queries with this submission, please feel free to contact Mr. Jeffrey Kwok and Mr. Kin Leung at [redacted]

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED

P.P.

DeSPACE (International) Limited 構建(國際)有限公司

Greg Lam

[redacted]

PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES) & HOUSES AT LOTS 1391 S.B RP (PART), 1391 S.B ss.1, 1391 S.B ss.2 RP (PART), 1394 S.A RP AND ADJOINING GOVERNMENT LAND IN D.D.120, YUEN LONG

Response-to-Comment Table

Departmental Comments		Responses
Phone Call dated 3rd November 2026: **Comments from SWD**		
1.	Please advise if the proposed development has included the 10% GFA exemption and site coverage and 4% Building Height relaxation as stated in the Joint Practice Note No. 8.	The proposed development parameters have not taken into account the 10% gross floor area (GFA) concession, site coverage concession and 4% building height relaxation as stipulated under Joint Practice Note No. 8. These concessions and relaxation provisions will be considered at later detailed design stage. Please refer to **Attachment 1**: the replacement pages of the revised planning statement.
2.	Please provide the number of residents for the 3 houses that proposed as the staff quarters.	The number of residents is 30. Please refer to **Attachment 1**: the replacement pages of the revised planning statement.
3.	Please include a Master Layout Plan with ingress/egress	Please refer to **Attachment 2**: Master Layout Plan.

Attachment 1

Replacement Pages of the Revised Planning Statement

CONTENT

Executive Summary----------1

1. Introduction----------4

2. Site Context & History----------5

3. Planning Context----------6

4. Proposed Development----------13

5. Planning and Technical Justifications----------18

6. Conclusion----------30

Figures

Figure 1 - Location Plan
Figure 2 – Lot Index Plan
Figure 3 – Sewage Disposal Plan
Figure 4 – Master Layout Plan

Appendices

Appendix 1 - Proposed Development Scheme
Appendix 2 - Written Consent on the Grant of Right of Way
Appendix 3 - Aerial Photos taken from 1972 to 2023

3.2.3 Incentives to Adopt Modular Integrated Construction in New Developments

Since 2017, the Development Bureau ("DEVB") has actively promoted Modular Integrated Construction ("MiC"), where prefabricated modules are assembled on-site, reducing construction time by 30-50%, doubling to quadrupling productivity, and lowering costs by at least 10%[3].

The 2022 Policy Address emphasized MiC's role in accelerating Light Public Housing construction. The Housing Bureau has selected multiple sites for the Architectural Services Department to build approximately 30,000 LPH units with MiC, targeting completion within one to two years to shorten public housing waiting times.

In July 2022, Joint Practice Note No. 8 ("JPN8") was introduced by the Buildings Department ("BD"), Lands Department ("LandsD"), and DEVB to boost MiC adoption. It offers a 10% concession on GFA and site coverage ("SC") for MiC projects. The Planning Department ("PlanD") will align with the BD's exemptions on GFA and SC calculations, which include floor areas already exempted from GFA.

To address increased floor height due to thicker walls and double slabs in MiC, JPN8 allows a building height ("BH") relaxation up to 4% of the total storey height of MiC floors, regardless of actual additional height used. Each case is assessed individually by the TPB, with PlanD support for MiC-related applications.

The 10% GFA and site coverage concession and 4% building height relaxation as stipulated under Joint Practice Note No. 8 are not included in the proposed development. These concessions and relaxation provisions will be considered at later detailed design stage.

[3] HKSAR Government. (2025). *LCQ5: Modular Integrated Construction method*.
https://www.info.gov.hk/gia/general/202502/26/P2025022600421.htm

Table 4.1 – Major Development Parameters of the Proposal	
Major Development Parameters	**Proposed Scheme**
Application Site Area (about)	3,167 m^2 (including 398 m^2 Government Land)
Total GFA[1] - Non-Domestic (RCHD) - Domestic (House)	Not more than 6,285 m^2 Not more than 5,700 m^2 Not more than 585 m^2
Plot Ratio (about) - Non-Domestic (RCHD) - Domestic (House)	1.98 1.80 0.18
Maximum BH (absolute height) - RCHD - House	 18.4 mPD (11.5m) 15.12 mPD (8.22m)
No. of Storeys - RCHD - House	 3 (excluding any basement) 3 (excluding any basement)
Site Coverage - RCHD - House	 Not more than 55% Not more than 6%
No. of Beds (RCHD)	180 beds[2] (or in a range of 160-200)
No. of Houses	3
No. of Residents (Houses)	30
No. of car parking spaces	5 (including 1 accessible car carparking space)
No. of Loading/Unloading (L/UL) - Taxi cum Private Car Layby - LGV - Light Bus/Ambulance	3 1 1 1

[1] 10% GFA concession, site coverage concession and 4% building height relaxation as stipulated under Joint Practice Note No. 8 are not included in the proposed development. These concessions and relaxation provisions will be considered at later detailed design stage.

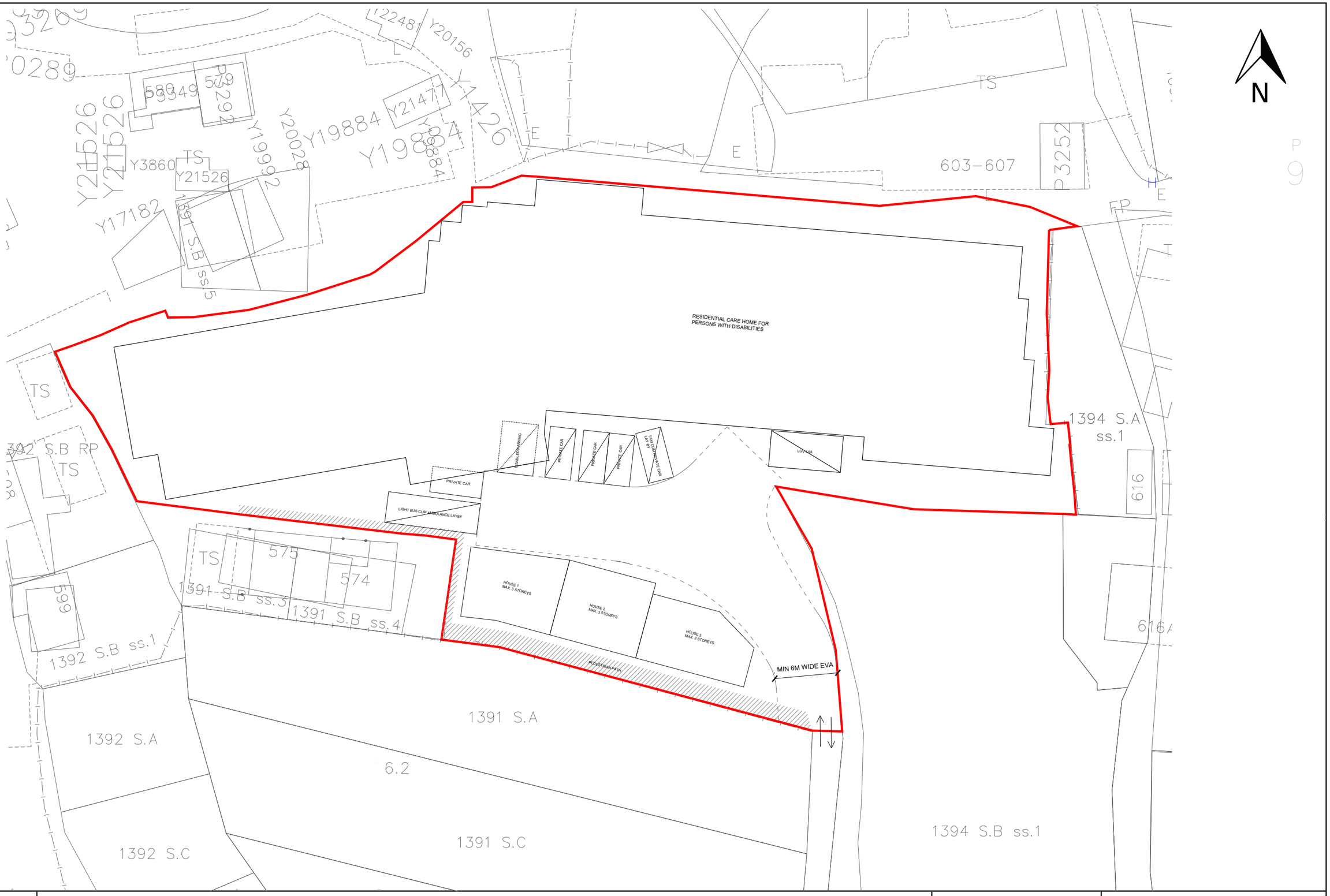
[2] A range is adopted for the total number of beds to allow more design flexibility.

4.3 Access and Internal Transport Facilities

The proposed ingress/egress of the Site is located at the southern side of the Site which connects to an existing 6m wide local road. Part of the existing access interfaces with Lot 1394 SB ss.1 RP which is owned by Brilliant Great Investment Limited. Consent on the grant of right of way has been obtained from Brilliant Great Investment Limited (see **Appendix 2: Written Consent on the Grant of Right of Way**). In terms of the access road arrangement connecting to the Shap Pat Heung Road, care consideration will be taken to

Attachment 2

Master Layout Plan



DRAWING TITLE: MASTER LAYOUT PLAN	**LEGEND:** APPLICATION BOUNDARY; PROPOSED INGRESS/EGRESS	**SCALE:** N.T.S	**PREPARED BY:** DeSPACE (International) Limited
DRAWING NO.: FIGURE 4		**DATE:** NOV 2026	

Appendix 3

Traffic Impact Assessment

Section 16 Planning Application for Proposed Residential Care Home for Persons with Disabilities and House at Various Lots in D.D.120 and Adjoining Government Land, Tai Kei Leng, Yuen Long

Traffic Impact Assessment

Final Report
October 2026

Prepared by: CKM Asia Limited

Section 16 Planning Application for Proposed Residential Care Home for Persons with Disabilities and House at Various Lots in D.D.120 and Adjoining Government Land, Tai Kei Leng, Yuen Long

CONTENTS

CHAPTER		PAGE
1.0	INTRODUCTION	1
	Background	1
	Structure of Report	1
2.0	EXISTING SITUATION	2
	Access to the Site	2
	Existing Traffic Flows	2
	Existing Junction Performance	2
	Public Transport Facilities	2
3.0	THE PROPOSED DEVELOPMENT	4
	Internal Transport Facilities for the Proposed Development	4
	Swept Path Analysis	6
4.0	TRAFFIC IMPACT	7
	Design Year	7
	Traffic Forecasting	7
	Estimated Traffic Growth Rate from 2031 to 2033	7
	Planned Developments Near the Subject Site	7
	Future Road Improvements in the Vicinity of the Subject Site	9
	Traffic Generation of the Existing Use	9
	Traffic Generation of the Proposed Development	9
	Additional Traffic Generation of the Proposed Development	10
	Year 2033 Traffic Flows	11
	Year 2033 Junction Capacity Analysis	11
5.0	SUMMARY	12

Appendix A – Junction Capacity Analysis
Appendix B – Swept Path Analysis

Section 16 Planning Application for Proposed Residential Care Home for Persons with Disabilities and House at Various Lots in D.D.120 and Adjoining Government Land, Tai Kei Leng, Yuen Long

TABLES

NUMBER

2.1 Existing Junction Performance
2.2 Road-Based Public Transport Services Operating near the Subject Site

3.1 Parameters of the Proposed Development
3.2 Details of the 3 Similar RCHDs
3.3 Internal Transport Facilities of 3 Similar RCHDs
3.4 Provision of Internal Transport Facilities for the Proposed RCHD

4.1 Hong Kong Population Projections from Census and Statistics Department
4.2 Planned / Committed Developments in Addition to Those Already Considered in the BDTM
4.3 Traffic Generation of Planned / Committed Developments in Addition to Those Already Considered in the BDTM
4.4 Traffic Generation of Existing Use at the Subject Site
4.5 Traffic Generation Rate of the 3 Similar RCHDs
4.6 Traffic Generation Rate of the 3 Similar NTEHs
4.7 Traffic Generation of the Proposed Development
4.8 Additional Traffic Generations by the Proposed Development
4.9 Year 2033 Junction Performance

Section 16 Planning Application for Proposed Residential Care Home for Persons with Disabilities and House at Various Lots in D.D.120 and Adjoining Government Land, Tai Kei Leng, Yuen Long

FIGURES

NUMBER

1.1 Location of the Subject Site

2.1 Location of surveyed junctions
2.2 Layout of Junction of Shap Pat Heung Road / Tai Shu Ha Road East / Tai Shu Ha Road West
2.3 Layout of Junction of Shap Pat Heung Road / Tai Tong Road
2.4 Layout of Junction of Shap Pat Heung Road / Fung Ki Road
2.5 Layout of Junction of Shap Pat Heung Road / Tai Kei Leng Road
2.6 Layout of Shap Pat Heung Interchange
2.7 Existing Peak Hour Traffic Flows
2.8 Road-Based Public Transport Services Operating near the Subject Site

3.1 The Proposed Layout Plan
3.2 Access Arrangement when Proposed Development is Completed Before the 2 Other Approved Applications
3.3 Access Arrangement when the Approved RCHE Development (TPB Ref: A/YL/263-2) is Implemented Prior to the Approved Residential Development (TPB Ref: Y/YL/19)
3.4 Access Arrangement when the Approved Residential Development (TPB Ref: Y/YL/19) Is Implemented Prior to the Approved RCHE Development (TPB Ref: A/YL/263-2)

4.1 Major Planned / Committed Developments Near the Subject Site
4.2 Year 2033 Peak Hour Traffic Flows without Proposed Development
4.3 Year 2033 Peak Hour Traffic Flows with Proposed Development

1.0 INTRODUCTION

Background

1.1 The Subject Site is located at various lots in D.D.120 and adjoining Government Land, in Yuen Long. The location of the Subject Site is shown in **Figure 1.1**.

1.2 The Applicant has the intention to provide a Residential Care Home for Persons with Disabilities ("Proposed RCHD") with up to 200 beds, but, no less than 160 beds and 3 numbers of New Territories Exempted House ("Proposed NTEH"), at the Subject Site (the "Proposed Development").

1.3 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant to conduct a traffic impact assessment ("TIA") in support of the Proposed Development. This report presents the findings and recommendations of the TIA for the Proposed Development.

Structure of Report

1.4 The report is structured as follows:

Chapter One	-	Gives the background of the project;
Chapter Two	-	Describes the existing situation;
Chapter Three	-	Presents the Proposed Development;
Chapter Four	-	Describes the traffic impact analysis; and
Chapter Five	-	Gives the overall conclusion.

2.0 EXISTING SITUATION

Access to the Site

2.1 The Subject Site is located to the north of Shap Pat Heung Road, and access to the Subject Site is via the section of Shap Pat Heung Road located in-between the 2 junctions of Shap Pat Heung Road / Tai Shu Ha Road East / Tai Shu Ha Road West, and Shap Pat Heung Road / Tai Tong Road.

Existing Traffic Flows

2.2 To quantify the traffic flows in the vicinity of the Subject Site, manual classified counts were conducted during the AM and PM peak periods on Wednesday, 25th March 2026. The surveyed junctions include the following:

- J1: Shap Pat Heung Road / Tai Shu Ha Road East / Tai Shu Ha Road West;
- J2: Shap Pat Heung Road / Tai Tong Road;
- J3: Shap Pat Heung Road / Fung Ki Road;
- J4: Shap Pat Heung Road / Tai Kei Leng Road; and
- J5: Shap Pat Heung Interchange;

2.3 The locations of these junctions are shown in **Figure 2.1** and the layouts are shown in **Figures 2.2 – 2.6** respectively.

2.4 The traffic counts are classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. The AM and PM peak hours identified from the surveys are found to be between 0730 – 0830 hours and 1730 – 1830 hours respectively. The existing AM and PM peak hour traffic flows in pcu/hour are presented in **Figure 2.7**.

Existing Junction Performance

2.5 The existing junction performance of the surveyed junctions are calculated based on the existing traffic flows, and the analysis was undertaken using the methods outlined in Volume 2 of the Transport Planning and Design Manual ("TPDM"). The results are summarised in **Table 2.1** and the detailed calculations are found in **Appendix A**.

TABLE 2.1 EXISTING JUNCTION PERFORMANCE

Ref.	Junction	Junction Type (Parameter)	AM Peak	PM Peak
J1	Shap Pat Heung Road/Tai Shu Ha Road East/Tai Shu Ha Road West	Priority (DFC)	0.47	0.54
J2	Shap Pat Heung Road / Tai Tong Road	Signal (RC)	25%	32%
J3	Shap Pat Heung Road / Fung Ki Road	Signal (RC)	57%	55%
J4	Shap Pat Heung Road / Tai Kei Leng Road	Signal (RC)	33%	27%
J5	Shap Pat Heung Interchange	RA (DFC)	0.76	0.80

Note: RC – reserve capacity; DFC – design flow/capacity ratio; RA – Roundabout

2.6 The above results indicate that the surveyed junctions currently operate with capacities during the AM and PM peak hours.

Public Transport Facilities

2.7 The Subject Site is located close to public transport services, including franchised buses and public light buses which operate within 300 metres or some 6-minutes'

walk away. Details of the public transport facilities provided in the vicinity of the Subject Site are presented in **Table 2.2** and shown in **Figure 2.8**.

TABLE 2.2 ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING NEAR THE SUBJECT SITE

Route	Routing	Frequency (min)
KMB 968	Yuen Long Park – Causeway Bay	AM Peak
KMB 268C	Silver Field Garden – Kwun Tong Ferry	AM Peak
KMB 68E	Yuen Long Park – Tsing Yi Station	15 – 30
KMB 68F	Yuen Long Park – Park Yoho	30
MTRB K66	Tai Tong – Long Ping Station	4 – 15
GMB 39	Kung Um – Yuen Long Fung Cheung Road	5 – 8
	Kung Um – Yuen Long Station (Special Departure)	15
GMB 39A	Kung Um Road (Muk Kiu Tau) – Kau Yuk Road	7 – 20
GMB 73	Yuen Long (Fook Hong Street) Public Light Bus Terminus – Sung Shan San Tsuen	10 – 30
GMB 73A	Yuen Long (Fook Hong Street) Public Light Bus Terminus – Sung Shan San Tsuen	10 – 30

Note: KMB – Kowloon Motor Bus MTRB – MTR Feeder Bus GMB – Green Minibus

3.0 THE PROPOSED DEVELOPMENT

Development Parameters

3.1 The parameters of the Proposed Development is presented in **Table 3.1**.

TABLE 3.1 PARAMETERS OF THE PROPOSED DEVELOPMENT

Item	Proposed RCHD	Proposed NTEH
Site Area	3,190.6m^2 (About)	
Number of houses	N/A	3
Number of beds	No less than 160, but no more than 200	N/A

Internal Transport Facilities for the Proposed Development

3.2 Details of the 2 uses provided are presented in the paragraphs below.

(a) Proposed RCHD

3.3 In view that the Hong Kong Planning Standards and Guidelines ("HKPSG") has no recommendation of internal transport facilities for Proposed RCHD, reference to 3 RCHDs with similar characteristics as the Proposed RCHD. Details of these 3 similar RCHDs are found in **Table 3.2**.

TABLE 3.2 DETAILS OF THE 3 SIMILAR RCHDs

Ref.	RCHD	Address	No. of beds	Internal Transport Facilities	Walking Distance from nearest MTR Station
1	Caritas Jockey Club Lai King Rehabilitation Centre	31 Lai Chi Ling Road, Kwai Chung	505	Yes	1 km (Lai King Station)
2	Po Leung Kuk Y.C.Cheng Centre	9 Yau Ting Street, Tai Wai	212	Yes	1.4 km (Tai Wai Station)
3	Jockey Club Tuen Mun Home for the Aged Blind	8 Tsing Fuk Lane, Tuen Mun	243	Yes	1.2 km (Siu Hong Station)

3.4 The similar characteristics include the following:

- Number of beds;
- Have internal transport facilities; and
- Similar walking distance to the MTR station. The 3 similar RCHDs are located around 1 - 1.4km from the MTR station, whilst, the Proposed Development is located 1.3 km from the Yuen Long MTR Station.

3.5 The internal transport facilities provided in these 3 similar RCHDs are found in **Table 3.3**.

TABLE 3.3 INTERNAL TRANSPORT FACILITIES OF 3 SIMILAR RCHDs

Ref.	RCHD	Car parking space	Private car / taxi lay-by	LGV L/UL bay	Light bus/ ambulance
1	Caritas Jockey Club Lai King Rehabilitation Centre	6 (1 space per 84 beds)	Nil	1	1
2	Po Leung Kuk Y.C. Cheng Centre	6 (1 space per 35 beds)	1	Nil	Nil
3	Jockey Club Tuen Mun Home for the Aged Blind	4 (1 space per 61 beds)	1	1	1

Note: LGV L/UL bay – light goods vehicle loading / unloading bay

3.6 **Table 3.3** shows that the 3 similar RCHDs provide the following rate:

- around 1 car parking space per 35 – 84 beds.
- 1 private car / taxi lay-by per site
- 1 shared use space for LGV loading/ unloading bay and 1 light bus / ambulance shared-use parking space, per site

3.7 With reference to the above rates, and based on the Proposed RCHD with up to 200 beds, the calculated internal transport facilities are presented in **Table 3.4**.

TABLE 3.4 PROVISION OF INTERNAL TRANSPORT FACILITIES FOR THE PROPOSED RCHD

Internal Transport Facilities	Provision	Dimension (m)		
		Length	Width	Headroom
Car Parking Space	5 nos.(1)	5	2.5	2.4
Private Car / Taxi Lay-by	1 no.	5	2.5	2.4
LGV Loading/ Unloading Bay	1 no.	*7*	*3.5*	*3.6*
Light Bus/ambulance shared-use parking space	1 no.	9	3.0	3.6

Note: (1) Including one accessible car parking space with dimension of 5m (length) x 3.5m (width) x 2.4m (headroom)

3.8 The carpark layout plan on G/F is found in **Figure 3.1**.

(b) Proposed NTHE

3.9 The Hong Kong Planning Standards and Guidelines recommends: "*Up to 1 car parking space for each standard NTEH (65m^2)*". Since there are only 3 numbers of NTEH, car parking spaces is not provided.

Access Road Arrangement

3.10 2 other approved applications ("***2 other approved applications***") use the same access road as the Proposed Development. These are: (1) the Approved RCHE Development (TPB ref: A/YL/263-2), which is located to the south-east of the Subject Site, and (2) the Approved Residential Development (TPB ref: Y/YL/19), is located to the immediate south of the Subject Site.

3.11 The Approved RCHE Development (TPB ref: A/YL/263) was approved by the Town Planning Board on *5th February 2021*. Subsequently minor amendments (TPB ref: A/YL/263-2) were made and was approved on *3rd December 2024*. The Approved Residential Development (TPB ref: Y/YL/19) was partially approved on *10th January 2025*.

3.12 In view that the timing of the implementation of the ***2 other approved application*** is unknown, 3 access road arrangement scenarios are considered and are described below:

Scenario 1: Access Arrangement when Proposed Development is completed before the 2 other approved applications

3.13 If the Proposed Development is implemented prior to the ***2 other approved applications***, the access remains as the existing, as shown in **Figure 3.2.**

Scenario 2: Access Arrangement when the Approved RCHE Development (TPB ref: A/YL/263-2) is implemented prior to the Approved Residential Development (TPB ref: Y/YL/19)

3.14 If the Proposed Development is implemented prior to the ***2 other approved applications***, the access remains as the existing, as shown in **Figure 3.2.**

3.15 **Figure 3.3** shows the portion of the existing access road, which will be improved by the Approved RCHE Development (TPB ref: A/YL/263-2). Access to the Proposed Development is via this improved access road, and then, continue with the existing access road to the north.

Scenario 3: Access Arrangement when the Approved Residential Development (TPB ref: Y/YL/19) is implemented prior to the Approved RCHE Development (TPB ref: A/YL/263-2)

3.16 **Figure 3.4** shows that portion of the existing access road, which will be improved by Approved Residential Development (TPB ref: Y/YL/19), including some widening of the existing access road, as part of the approval condition.

3.17 Paragraph 1.3 of RNTPC Paper No. Y/YL/19 says: *"The vehicular access to the Site is proposed to be via Shap Pat Heung Road (SPHR) with the shared access which bifurcates to the Site and to the planned Residential Care Home for the Elderly (RCHE) development to its east under an approved planning application No. A/YL/263 respectively"*

3.18 From the 3 scenarios presented above, disregard to the timing of the implementation of the ***2 other approved application***, access from Shap Pat Heung Road to the Proposed Development is unaffected.

Swept Path Analysis

3.19 The CAD-based swept path analysis programme, ***Autodesk Vehicle Tracking***, was used to check the ease of manoeuvring of vehicles within the Proposed Development, and the swept path analysis drawings are found in **Appendix B**. Vehicles are found to have no manoeuvring problems.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Development is expected to be completed in 2030, and the design year adopted for the traffic impact assessment is whichever later of the 2: (i) at least 3 years after the planned completion of the development, i.e., 2033, or (ii) 5 years from the date of this application, i.e., 2031. Year 2033 is adopted for junction capacity analysis.

Traffic Forecasting

4.2 Year 2033 peak hour traffic flows for the junction capacity analysis is produced with reference to the following:

(i) 2031 traffic flows derived with reference to latest NTW1 Base District Traffic Model ("BDTM");
(ii) estimated traffic growth from 2031 to 2033;
(iii) Planned developments in the vicinity of the Proposed Development; and
(i) Traffic generated by the Proposed Development.

Estimated Traffic Growth Rate from 2031 to 2033

4.3 Reference is made to latest "Hong Kong Population Projections" which is published by Census and Statistics Department ("C&SD) with population projections beyond year 2031. The population projection is summarised in **Table 4.1**.

TABLE 4.1 HONG KONG POPULATION PROJECTIONS FROM CENSUS AND STATISTICS DEPARTMENT

Year	Population in Hong Kong (thousands)
2031	7,820.2
2033	7,903.6
Average Annual Growth (2031 – 2033)	0.5%

4.4 **Table 4.1** shows that the annual population growth between 2031 – 2033 is 0.5%. Hence, an annual traffic growth of 0.5% is adopted for year 2031 – 2033.

Planned Developments Near the Subject Site

4.5 The locations of major planned / committed developments (Ref. A – M) are presented in **Figure 4.1.**

(a) Considered in BDTM

4.6 The infrastructure and road network considered in the BDTM include the following:

- Ref. A: Yuen Long South New Development Area, including the 5 public housing sites
- Ref. B: Tai Kei Leng Public Housing (Ref B)
- Ref. C: Shap Pat Heung Road Public Housing
- Ref. D: Proposed Composite School and Religious Institution at Lots 1694, 1695 S.F RP (Part) and 3721 in D.D. 120, Tai Kei Leng (A/YL/252)

(b) Major Planned / Committed Development in Addition to those already considered in the BDTM

4.7 The major planned / committed developments, in addition to those already considered in the BDTM, are listed in **Table 4.2** and the corresponding trip generation are shown in **Table 4.3**.

TABLE 4.2 PLANNED / COMMITTED DEVELOPMENTS IN ADDITION TO THOSE ALREADY CONSIDERED IN THE BDTM

Ref	Address	Use	Parameter
E	Shap Pat Heung Public Housing (Source: Yuen Long District Council Paper No. 37/2022 on 25th October 2022)	PRH	4,400 flats
F	Private Subsidized Housing at Lam Hi Road (TPB ref: Y/YL/18)	Residential	312 flats
G	Lot 1846 RP in D.D. 120 and adjoining Government Land, Ma Tin Pok (TPB ref: A/YL/276)	RCHE	197 places
H	Lots 1695 S.D RP, 1741 RP(Part) and 1394 S.B RP (Part) in D.D. 120 and adjoining Government land, Tai Kei Leng (TPB ref: A/YL/263-2)	RCHE	380 places
I	Lots 1695 S.E ss.1 RP, 1695 S.F ss.1 and 1695 S.H RP (Part) in D.D. 120 and adjoining Government land, Tai Kei Leng (TPB ref: A/YL/302)	RCHE	300 places
J	Various lots in DD116 and DD120, and adjoining Government land, Tai Kei Leng (TPB ref: A/YL/303)	Residential	345 flats
K	Various lots and adjoining Government land near junction of Shap Pat Heung Road / Tai Shu Ha Road East (TPB ref: Y/YL/19)	Residential	1,116 flats
L	Various lots in D.D 120 and adjoining Government land at Shap Pat Heung Road, area 13 (TPB ref: Y/YL/20)	Residential	943 flats
M	Various Lots in D.D. 120 and adjoining Government Land, Kung Um Road, Yuen Long (TPB ref: A/YL/331)	Residential	1,035 flats

Note: PRH – Public Rental Housing HOS – Home Ownership Scheme
RCHE – Residential Care Home for the Elderly

TABLE 4.3 TRAFFIC GENERATION OF PLANNED / COMMITTED DEVELOPMENTS IN ADDITION TO THOSE ALREADY CONSIDERED IN THE BDTM

Ref.	Use	Quantity	Traffic Generation (pcu/hour)			
			AM Peak		PM Peak	
			IN	OUT	IN	OUT
E	PRH	4,400 flats	107(1)	100(1)	78(1)	89(1)
F	Residential	312 flats	23(2)	17(2)	13(2)	16(2)
G	RCHE	197 places	17(3)	13(3)	9(3)	11(3)
H	RCHE	380 places	33(4)	26(4)	16(4)	22(4)
I	RCHE	300 places	26(4)	21(4)	13(4)	17(4)
J	Residential	345 flats	26(5)	16(5)	11(5)	14(5)
K	Residential	1,116 flats	79(6)	44(6)	32(6)	41(6)
L	Residential	943 flats	57(7)	33(7)	26(7)	35(7)
M	Residential	1,035 flats	75(8)	44(8)	30(8)	39(8)

Note:(1) mean trip rate of residential use "Subsidised Housing: Public Rental with average flat size of 30m^2" from the TPDM are adopted
(2) extracted from TPB Application No. Y/YL/18
(3) extracted from TPB Application No. A/YL/276
(4) extracted from TPB Application No. A/YL/302
(5) extracted from TPB Application No. A/YL/252
(6) extracted from TPB Application No. Y/YL/19
(7) extracted from TPB Application No. Y/YL/20
(8) mean trip rate of residential use "Private Housing: High-Density / R(A) with average flat size of 60m^2" from the TPDM are adopted

Future Road Improvements in the Vicinity of the Subject Site

4.8 According to the website of the Yuen Long South New Development Area ("YLSNDA"), road improvements for phases 1 and 2 will be completed gradually from 2022 to 2031. Furthermore, according to the Yuen Long District Council Paper (Nos. 37 – 39/2022) at the meeting held on 25th Oct 2022, as part of the "*Site Formation and Infrastructure Works for Proposed Public Housing Developments at, Shap Pat Heung and Tai Kei Leng",* road improvements in Yuen Long will be completed gradually before 2031.

4.9 Since the design year adopted for the traffic impact assessment is 2033, only road improvements which are scheduled to be opened before 2033 are considered.

Traffic Generation of the Existing Use

4.10 A survey on traffic generation of the Subject Site was conducted on Wednesday, 25th March 2026, and the results are presented in **Table 4.4**.

TABLE 4.4 TRAFFIC GENERATION OF EXISTING USE AT THE SUBJECT SITE

Item	**AM Peak**		**PM Peak**	
	Generation	**Attraction**	**Generation**	**Attraction**
Existing Use (pcu/hr)	3	0	0	2
	3 (2-way)		**2 (2-way)**	

4.11 **Table 4.4** shows that the existing use generates 3 and 2 pcu per hour (2-way) during AM and PM peaks respectively.

Traffic Generation of the Proposed Development

4.12 In view that the TPDM does not provide trip generation rates for Proposed RCHD and Proposed NTEH, trip generation surveys were conducted during the AM and PM weekday peak periods at 3 RCHDs and 3 NTEHs. The derived trip rates are presented in **Tables 4.5** and **4.6**, respectively.

TABLE 4.5 TRAFFIC GENERATION RATE OF THE 3 SIMILAR RCHDs

Ref.	**RCHD**	**AM Peak Hour**		**PM Peak Hour**	
		GEN	**ATT**	**GEN**	**ATT**
Traffic Generation (pcu/hour)					
1	Caritas Jockey Club Lai King Rehabilitation Centre	9	11	3	1
2	Po Leung Kuk Y.C.Cheng Centre	7	9	7	5
3	Jockey Club Tuen Mun Home for the Aged Blind	5	11	10	2
Trip Rates (pcu/hour/bed)					
1	Caritas Jockey Club Lai King Rehabilitation Centre	0.0178	0.0218	0.0059	0.0020
2	Po Leung Kuk Y.C.Cheng Centre	0.0330	0.0425	0.0330	0.0236
3	Jockey Club Tuen Mun Home for the Aged Blind	0.0206	0.0453	0.0412	0.0082
	Weighted Average =	**0.0219**	**0.0323**	**0.0208**	**0.0083**

TABLE 4.6 TRAFFIC GENERATION RATE OF THE 3 SIMILAR NTEHs

Ref.	NTEH	AM Peak Hour		PM Peak Hour	
		GEN	ATT	GEN	ATT
Traffic Generation (pcu/hour)					
1	Chun Wah Villas Phase II (33 houses)	12	5	7	10
2	Yuk Ming Garden (12 houses)	10	3	3	4
3	Fu Hing Garden (12 houses)	7	4	4	5
Trip Rates (pcu/hour/house)					
1	Chun Wah Villas Phase II (33 houses)	0.3636	0.1515	0.2121	0.3030
2	Yuk Ming Garden (12 houses)	0.8333	0.2500	0.2500	0.3333
3	Fu Hing Garden (12 houses)	0.5833	0.3333	0.3333	0.4167
	Weighted Average =	**0.5088**	**0.2105**	**0.2456**	**0.3333**

4.13 Based on the adopted traffic generation rate in **Tables 4.5** and **4.6**, the AM and PM peak hour traffic generation of the Proposed Development are calculated and presented in **Table 4.7**.

TABLE 4.7 TRAFFIC GENERATION OF THE PROPOSED DEVELOPMENT

Item	AM Peak			PM Peak		
	GEN	ATT	2-way	GEN	ATT	2-way
Trip Generation Rates						
RCHD in pcu/hr/bed (**Table 4.5**)	0.0219	0.0323	NA	0.0208	0.0083	NA
NTEH in pcu/hr/house (**Table 4.6**)	0.5088	0.2105	NA	0.2456	0.3333	NA
Trip Generation of Proposed Development in (pcu/hr)						
Proposed RCHD: 200 beds [a]	5	7	12	5	2	7
Proposed NTEH: 3 nos. [b]	2	1	3	1	1	2
[a] + [b]	**7**	**8**	**15**	**6**	**3**	**9**

4.14 **Table 4.7** shows that the Proposed Development generates 15 and 9 pcu per hour (2-way) during AM and PM peaks respectively.

Additional Traffic Generation of the Proposed Development

4.15 The additional traffic generated by the Proposed Development is calculated using the traffic generation of Proposed Development shown in **Table 4.7**, and the existing use found in **Table 4.4**, and is presented in **Table 4.8**.

TABLE 4.8 ADDITIONAL TRAFFIC GENERATION BY THE PROPOSED DEVELOPMENT

Development	Traffic Generations (pcu/ hour)			
	AM Peak		PM Peak	
	GEN	ATT	GEN	ATT
Proposed Development (from **Table 4.7**) [a]	7	8	6	3
Existing Use (from **Table 4.4**) [b]	3	0	0	2
Additional Traffic Generations [a] – [b]	**+4**	**+8**	**+6**	**+1**
	+12 (2-way)		**+7 (2-way)**	

4.16 **Table 4.8** shows that compared to existing use, the Proposed Development is expected to generate additional 12 and 7 pcu / hour (2-way) during AM and PM peak hours respectively.

Year 2033 Traffic Flows

4.17 Year 2033 traffic flows for the following cases are derived:

Year 2033 without Proposed Development [A] = *Traffic flows derived with reference to 2031 NTW1 BDTM + adopted traffic growth between 2031 and 2033 + estimated traffic generation of planned / committed developments in addition to those already considered in BDTM (in **Table 4.3**)*

Year 2033 with Proposed Development [B] = *[A] + additional traffic generation by the Proposed Development (in **Table 4.8**)*

4.18 Year 2033 peak hour traffic flows for the above two cases are shown in **Figures 4.2 and 4.3** respectively.

Year 2033 Junction Capacity Analysis

4.19 Year 2033 junction capacity analysis for the cases, i.e., without and with Proposed Development are summarised in **Table 4.9** and detailed calculations are found in the **Appendix A**.

TABLE 4.9 YEAR 2033 JUNCTION PERFORMANCE

Ref	Junction	Type of Junction (Parameter)	2033 Without Proposed Development		2033 With Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Shap Pat Heung Road /Tai Shu Ha Road East / Tai Shu Ha Road West	Priority (DFC)	0.55	0.59	0.55	0.59
J2	Shap Pat Heung Road / Tai Tong Road[(1)]	Signal (RC)	24%	31%	23%	31%
J3	Shap Pat Heung Road / Fung Ki Road	Signal (RC)	40%	40%	39%	40%
J4	Shap Pat Heung Road / Tai Kei Leng Road[(2)]	Signal (RC)	50%	44%	49%	43%
J5	Shap Pat Heung Interchange[(2)]	RA (DFC)	0.89	0.93	0.89	0.93

Note: RC – reserve capacity; RA – Roundabout, DFC – design flow/capacity ratio
[(1)] Reference is made to the improvement scheme proposed by the approved Section 12 Planning Application (TPB ref: Y/YL/19), with adjustments to the inter-green times
[(2)] With the planned infrastructure works provided under YLSNDA and Proposed Public Housing Development at Shap Pat Heung and Tai Kei Leng by CEDD

4.20 **Table 4.9** shows that the junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed Development except J5 - Shap Pat Heung Interchange. However, the impact on J5 by the Proposed Development is negligible.

5.0 SUMMARY

5.1 The Subject Site is located at various lots in D.D.120 and adjoining Government Land, in Yuen Long. The Applicant has the intention to provide a RCHD with up to 200 beds, but, no less than 160 beds and 3 numbers of NTEH.

5.2 Manual classified counts were conducted at junctions which are located in the vicinity in order to establish the existing traffic flows during AM Peak and PM peak hours.

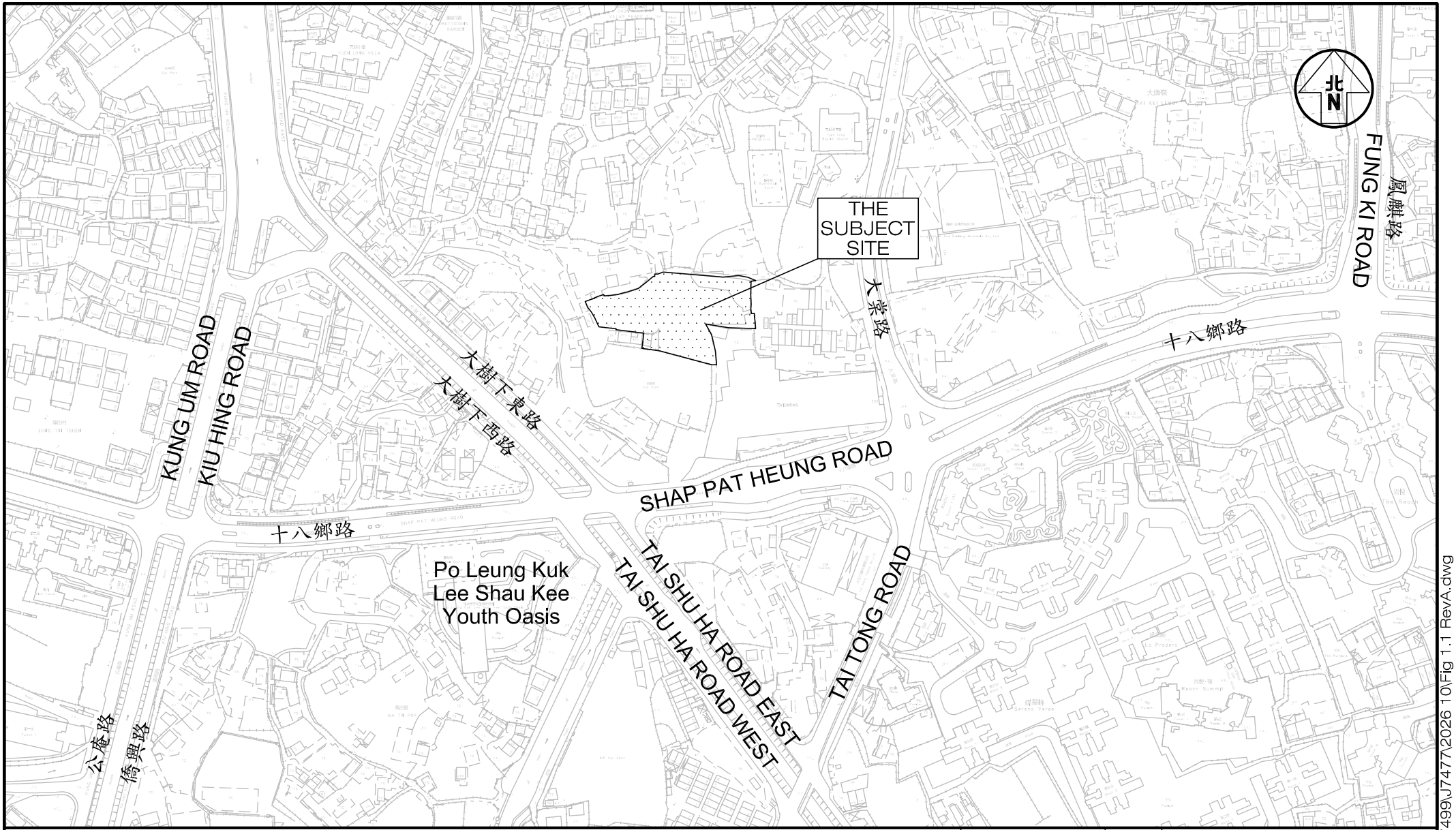
5.3 Disregard of the timing of the implementation of the ***2 other approved application***, i.e., the Approved RCHE Development (TPB ref: A/YL/263-2), and the Approved Residential Development (TPB ref: Y/YL/19), the Proposed Development has unaffected access from Shap Pat Heung Road.

5.4 Internal transport facilities for the Proposed RCHD are provided with reference to 3 similar RCHDs. In view that only 3 NTEHs are proposed, no car parking spaces are provided. Traffic generated by the Proposed Development is estimated based on the trip generation rates obtained from the survey of the 3 similar RCHDs and NTEHs.

5.5 Year 2033 peak hour traffic flows for the junction capacity analysis is produced (i) with reference to the BDTM; (ii) adopted traffic growth from 2031 to 2033; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) additional traffic generation by the Proposed Development.

5.6 This TIA concluded that the traffic generation by the Proposed Development has negligible traffic impact to the surrounding road network and is acceptable from traffic terms.

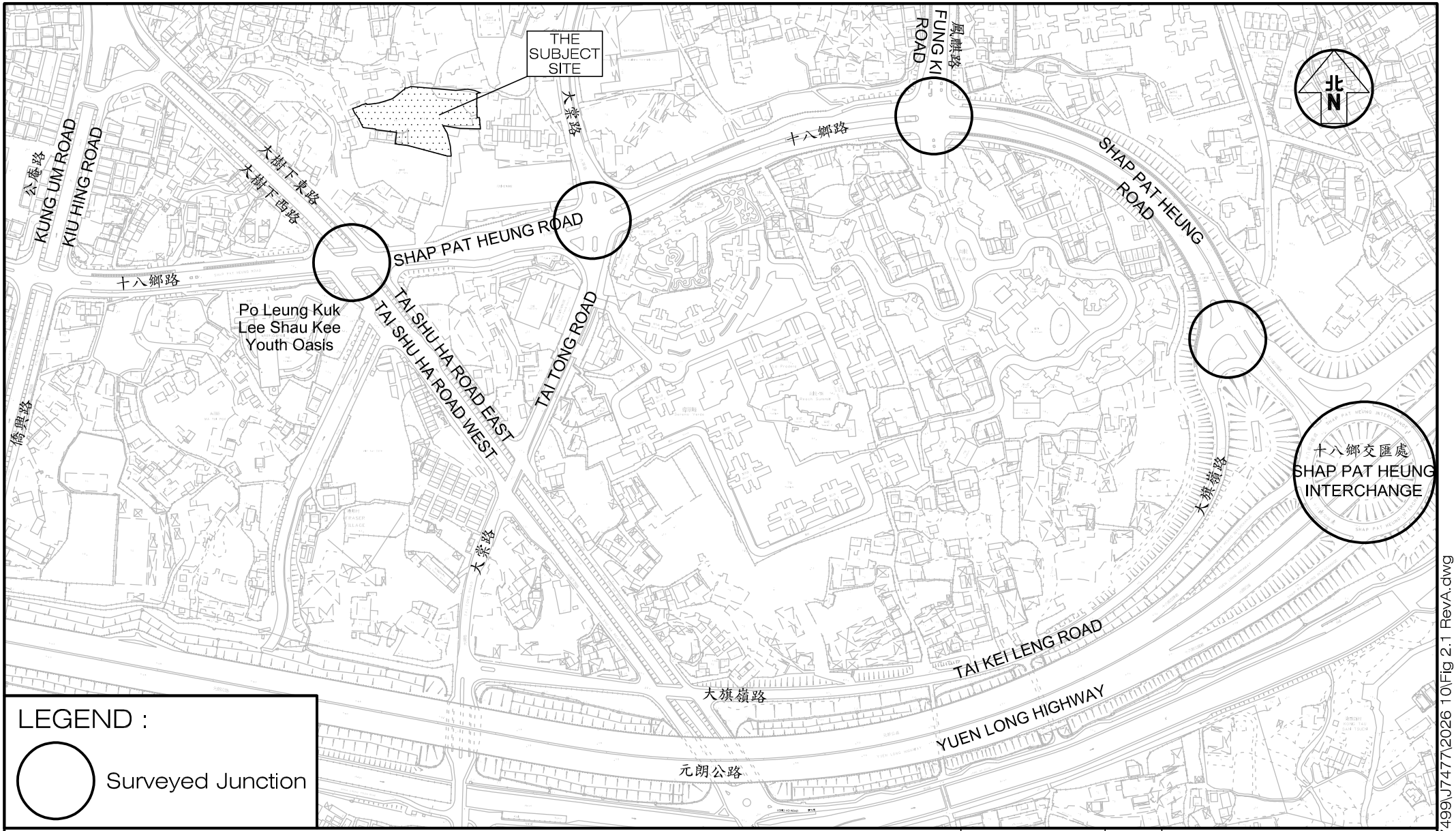
Figures



Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG	J7477	Figure No. 1.1 / Revision A
Figure Title	LOCATION OF THE SUBJECT SITE	Designed by C Y Y / Drawn by S C Y / Checked by K C	Scale in A4 1 : 3,000 / Date 28 OCT 2026

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LEGEND :

Surveyed Junction

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J7477

Figure Title

LOCATION OF SURVEYED JUNCTIONS

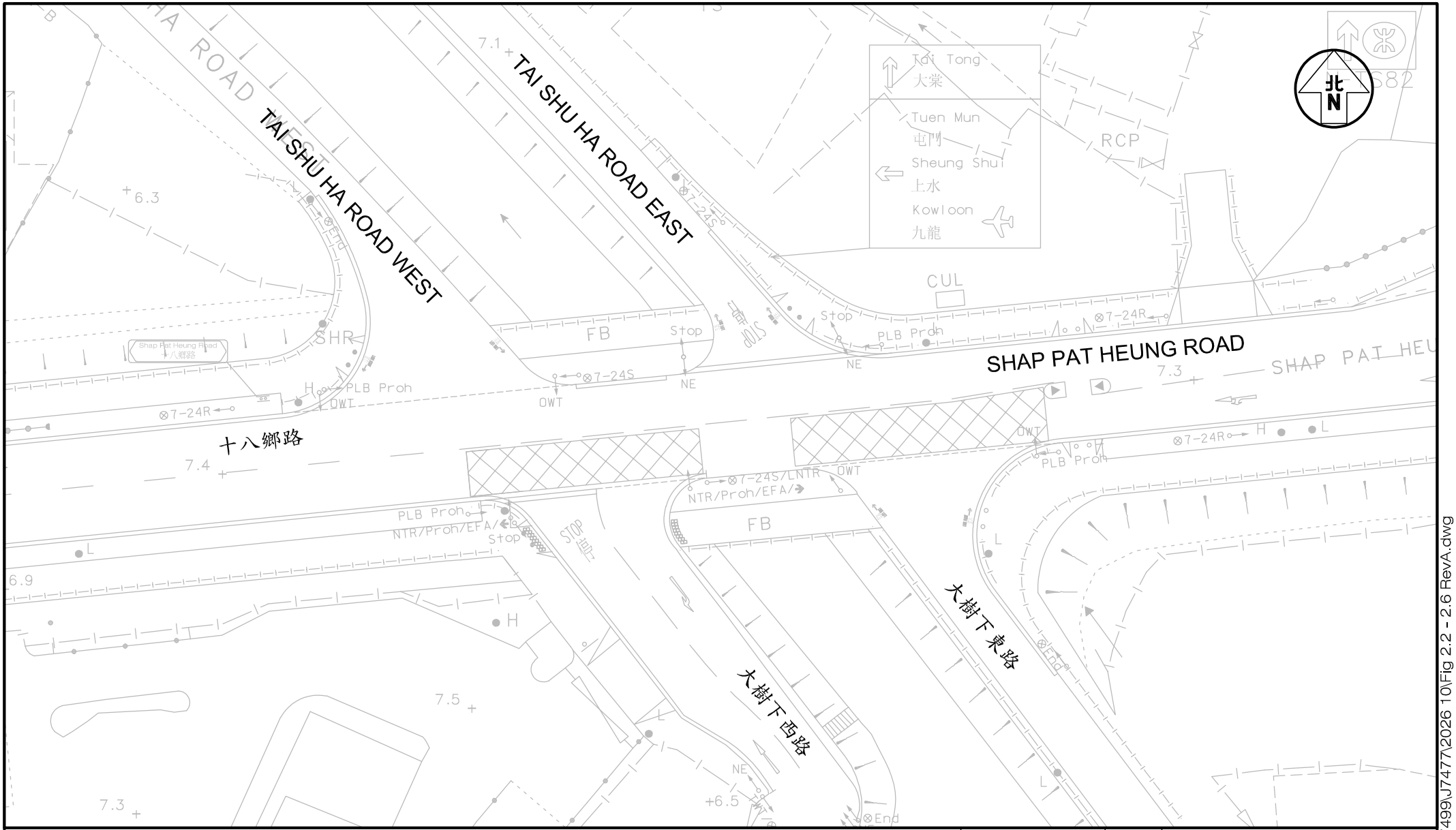
Figure No.	Revision
2.1	A

Designed by	Drawn by	Checked by
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Scale in A4	Date
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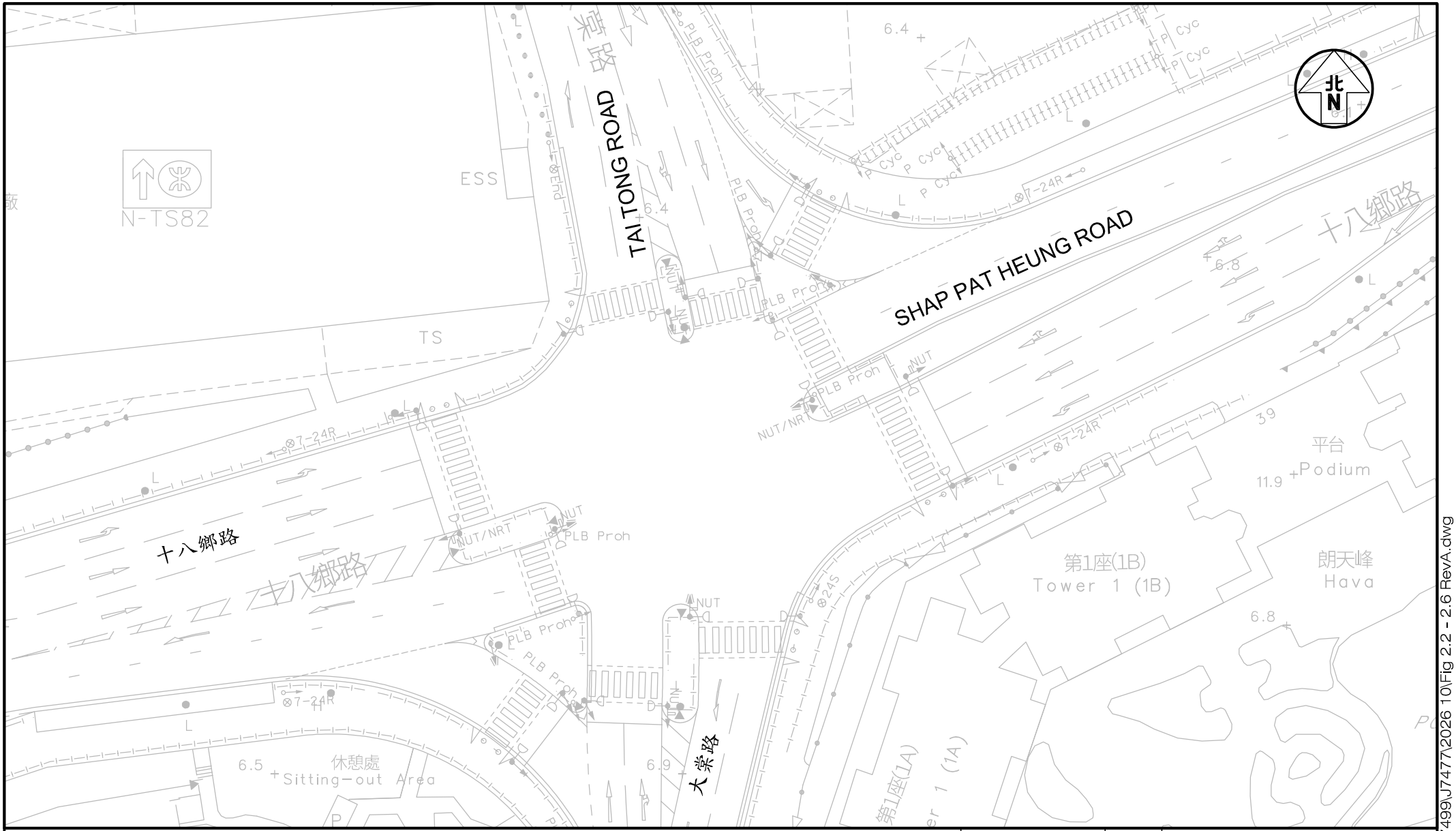
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Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG	J7477	Figure No. 2.2 / Revision A
Figure Title	LAYOUT OF JUNCTION OF SHAP PAT HEUNG ROAD / TAI SHU HA ROAD EAST / TAI SHU HA ROAD WEST	Designed by C Y Y / Drawn by S C Y / Checked by K C	Scale in A4 1 : 500 / Date 28 OCT 2026

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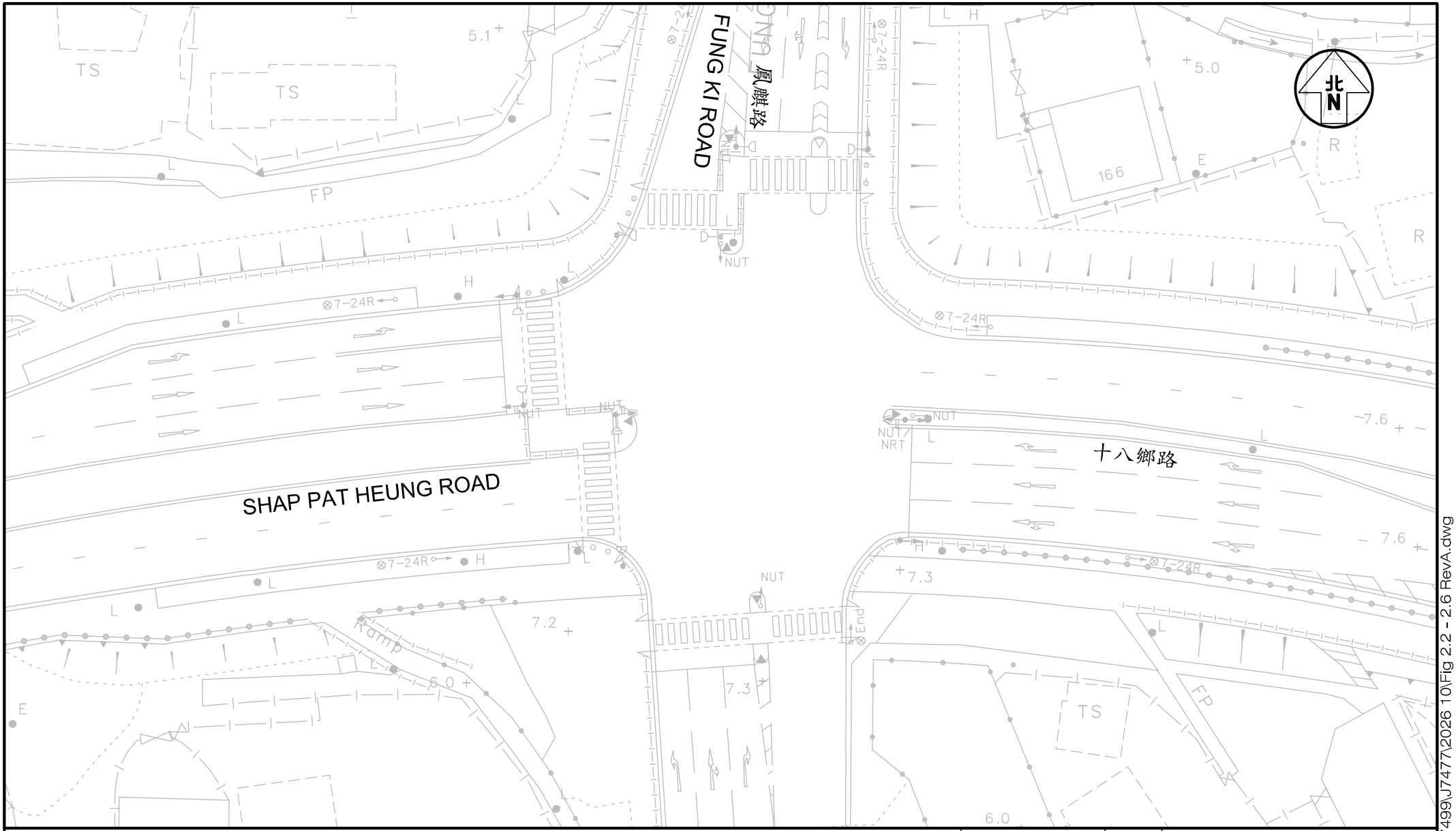
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Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG	J7477	Figure No. 2.3 / Revision A
Figure Title	LAYOUT OF JUNCTION OF SHAP PAT HEUNG ROAD / TAI TONG ROAD	Designed by C Y Y / Drawn by S C Y / Checked by K C	Scale in A4 1 : 500 / Date 28 OCT 2026

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Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG	J7477	Figure No. 2.4 / Revision A
Figure Title	LAYOUT OF JUNCTION OF SHAP PAT HEUNG ROAD / FUNG KI ROAD		Designed by C Y Y / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 500 / Date 28 OCT 2026

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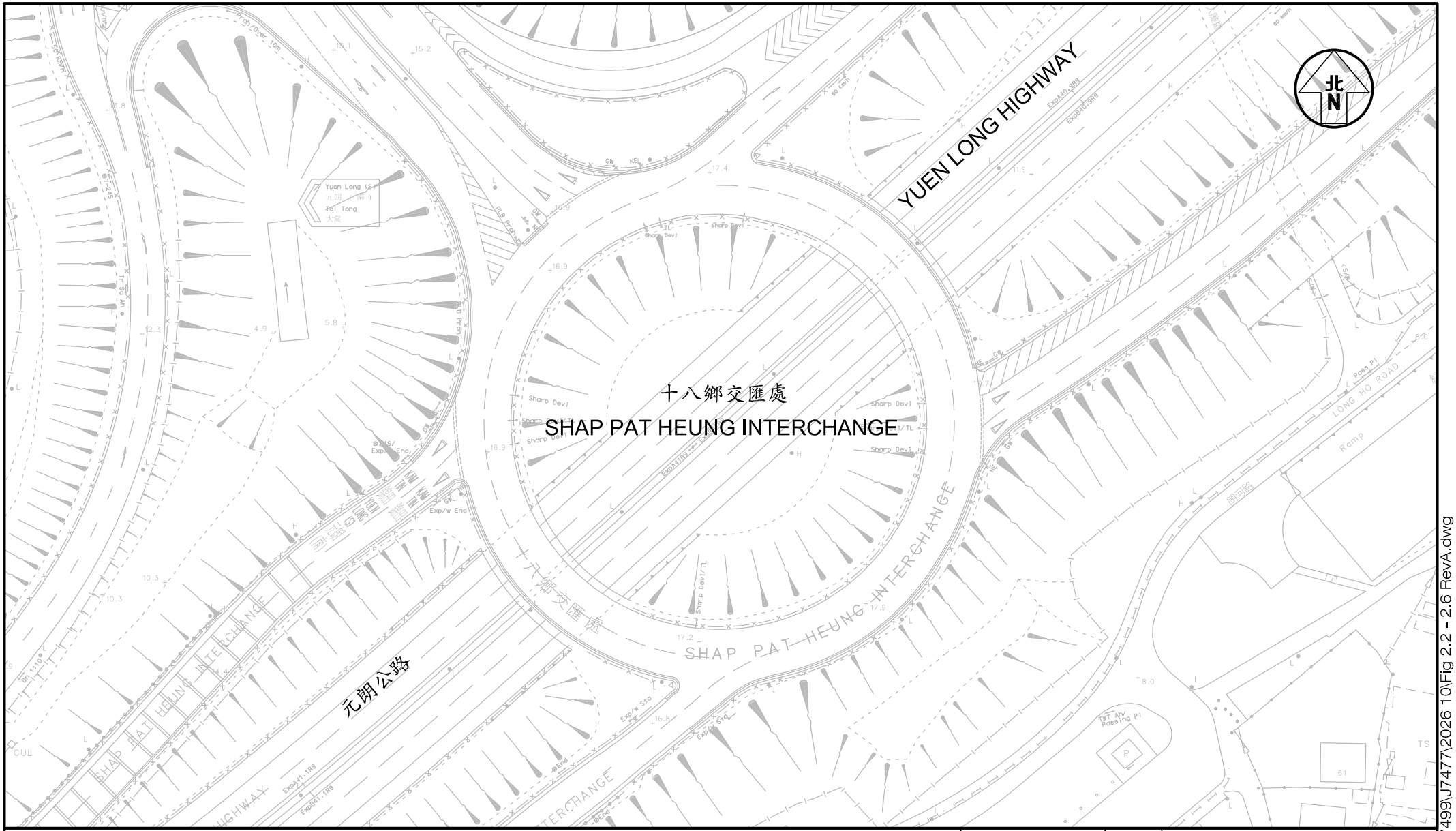
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Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG	J7477	Figure No. 2.5 / Revision A
Figure Title	LAYOUT OF JUNCTION OF SHAP PAT HEUNG ROAD / TAI KEI LENG ROAD	Designed by C Y Y / Drawn by S C Y / Checked by K C	Scale in A4 1 : 500 / Date 28 OCT 2026

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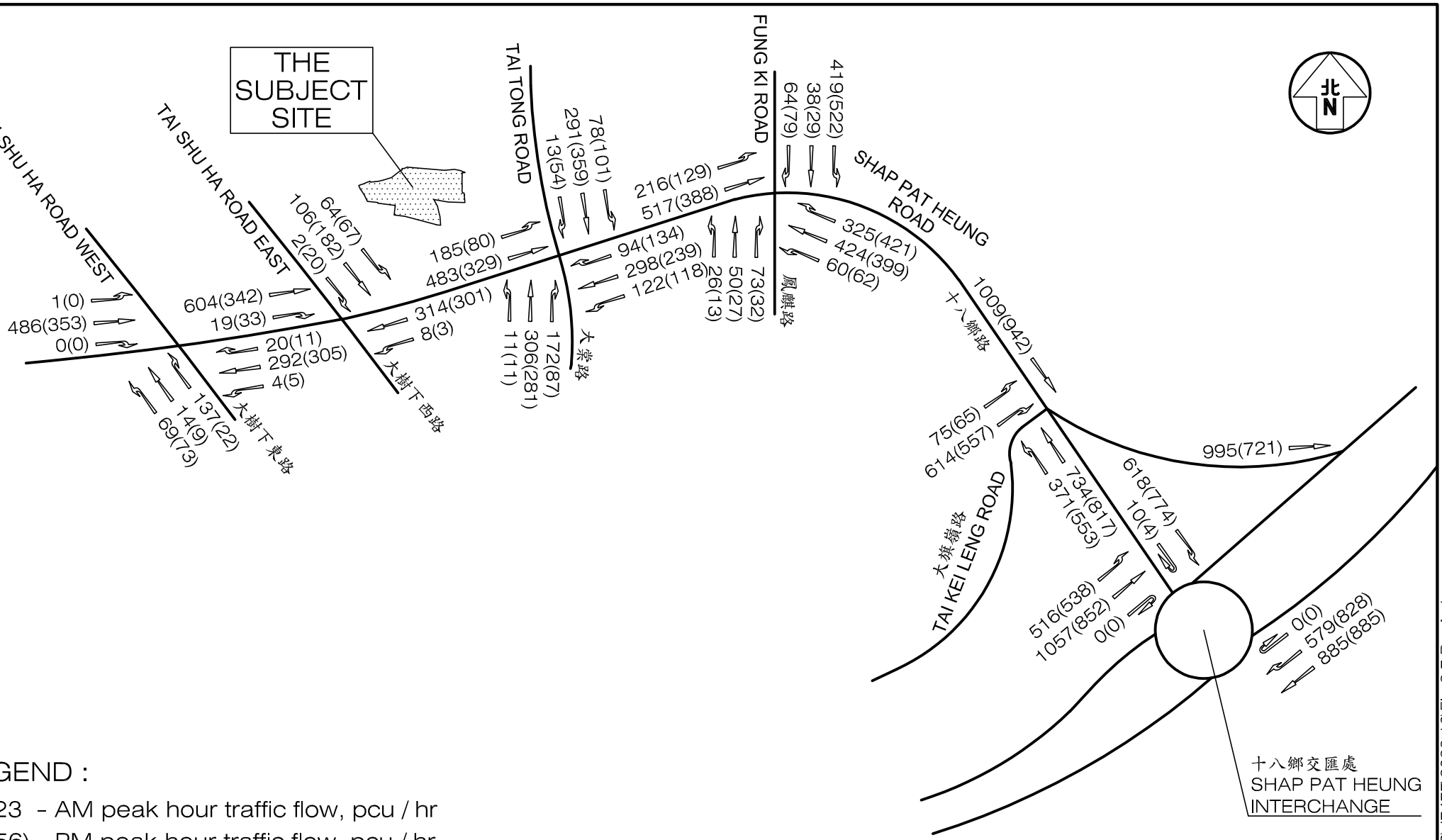
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Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG	J7477	Figure No. 2.6 / Revision A
Figure Title	LAYOUT OF SHAP PAT HEUNG INTERCHANGE	Designed by C Y Y / Drawn by S C Y / Checked by K C	Scale in A4 1 : 1,000 / Date 28 OCT 2026

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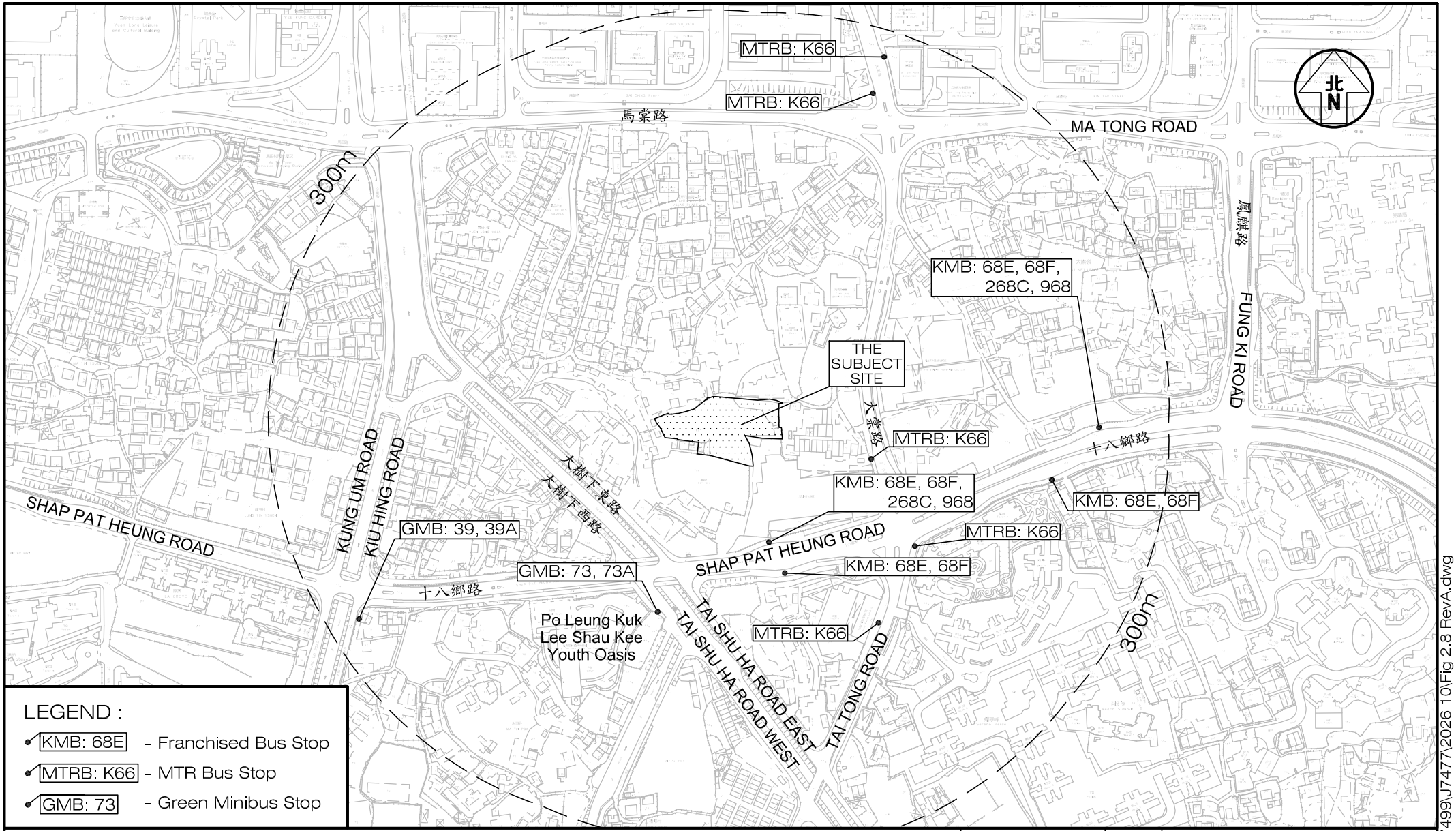
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123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

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Figure Title: EXISTING PEAK HOUR TRAFFIC FLOWS	Designed by C Y Y / Drawn by S C Y / Checked by K C		
	Scale in A4 N.T.S. / Date 28 OCT 2026		

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J7477

Figure Title

ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING NEAR THE SUBJECT SITE

Figure No.	Revision
2.8	A

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Figure Title: THE PROPOSED LAYOUT PLAN		Designed by C Y Y / Drawn by S C Y / Checked by K C	
		Scale in A4 1 : 400 / Date 28 OCT 2026	

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Proposed Development

Driveway

6.0m

Access Road

SHAP PAT HEUNG ROAD

TAI SHU HA ROAD EAST

TAI SHU HA ROAD WEST

大樹下西路

大樹下東路

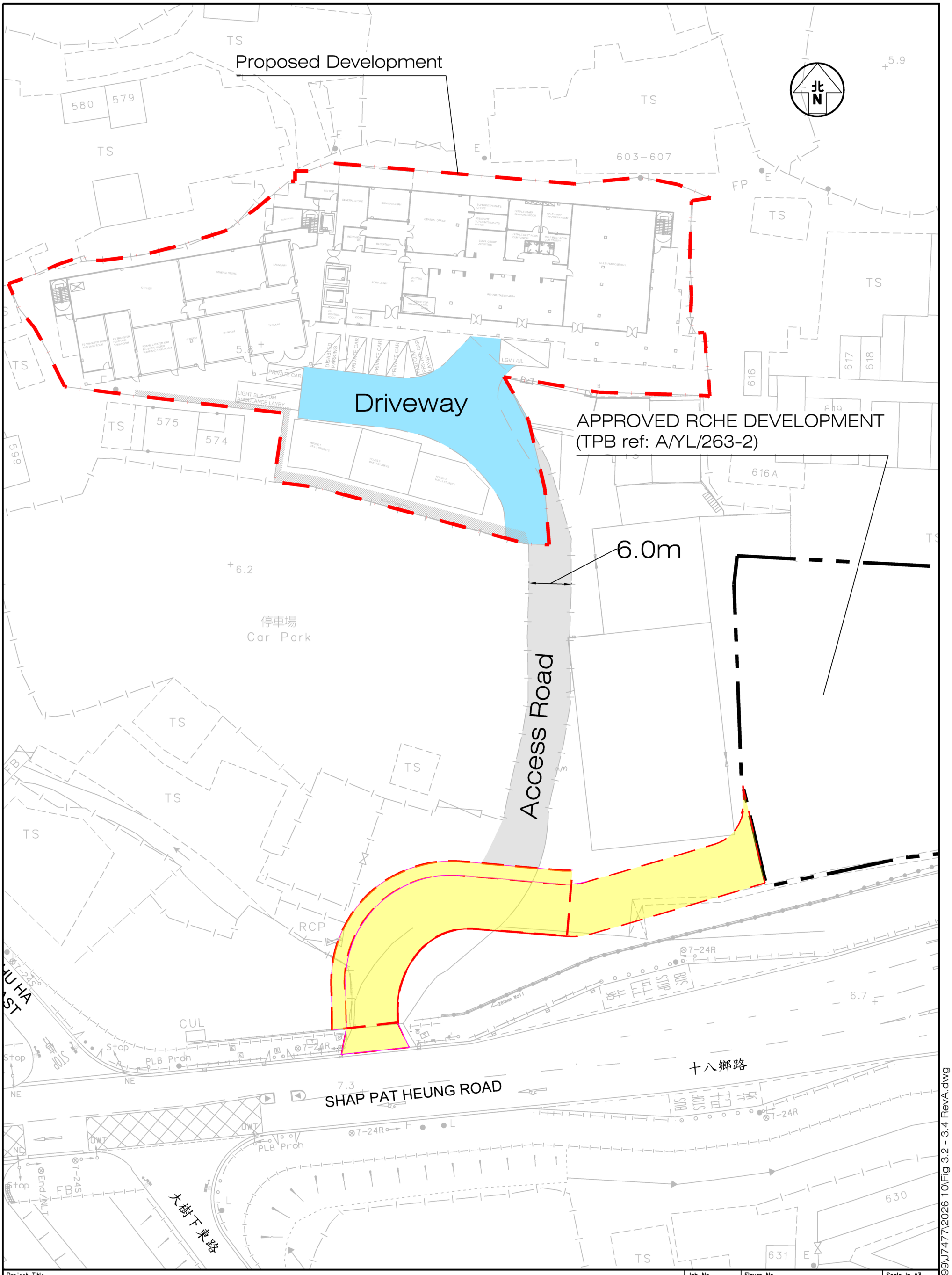
十八鄉路

停車場
Car Park

元朗恆香製餅廠

Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG	Job No. J7446	Figure No. 3.2		Scale in A3 1 : 500
	Designed by C Y Y	Drawn by S C Y	Checked by K C	Revision A	Date 28 OCT 2026
Figure Title: ACCESS ARRANGEMENT WHEN PROPOSED DEVELOPMENT IS COMPLETED BEFORE THE 2 OTHER APPROVED APPLICATIONS	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG	Job No. J7446	Figure No. 3.3		Scale in A3 1 : 500
	Designed by C Y Y	Drawn by S C Y	Checked by K C	Revision A	Date 28 OCT 2026
Figure Title: ACCESS ARRANGEMENT WHEN THE APPROVED RCHE DEVELOPMENT (TPB REF: A/YL/263-2) IS IMPLEMENTED PRIOR TO THE APPROVED RESIDENTIAL DEVELOPMENT (TPB REF: Y/YL/19)	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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Proposed Development

Driveway

Reserved area for access road
to the lots at the north (TPB ref: Y/YL/19)

APPROVED RESIDENTIAL
DEVELOPMENT
(TPB REF: Y/YL/19)

Driveway to Phase 1 of
residential development
(TPB ref: Y/YL/19)

Driveway to Phase 2 of
residential development
(TPB ref: Y/YL/19)

6.0m

7.3m

7.3m

Access Road

SHAP PAT HEUNG ROAD

TAI SHU HA ROAD EAST

TAI SHU HA ROAD WEST

大樹下西路

大樹下東路

十八鄉

603–607

580

579

593

598

599

575

574

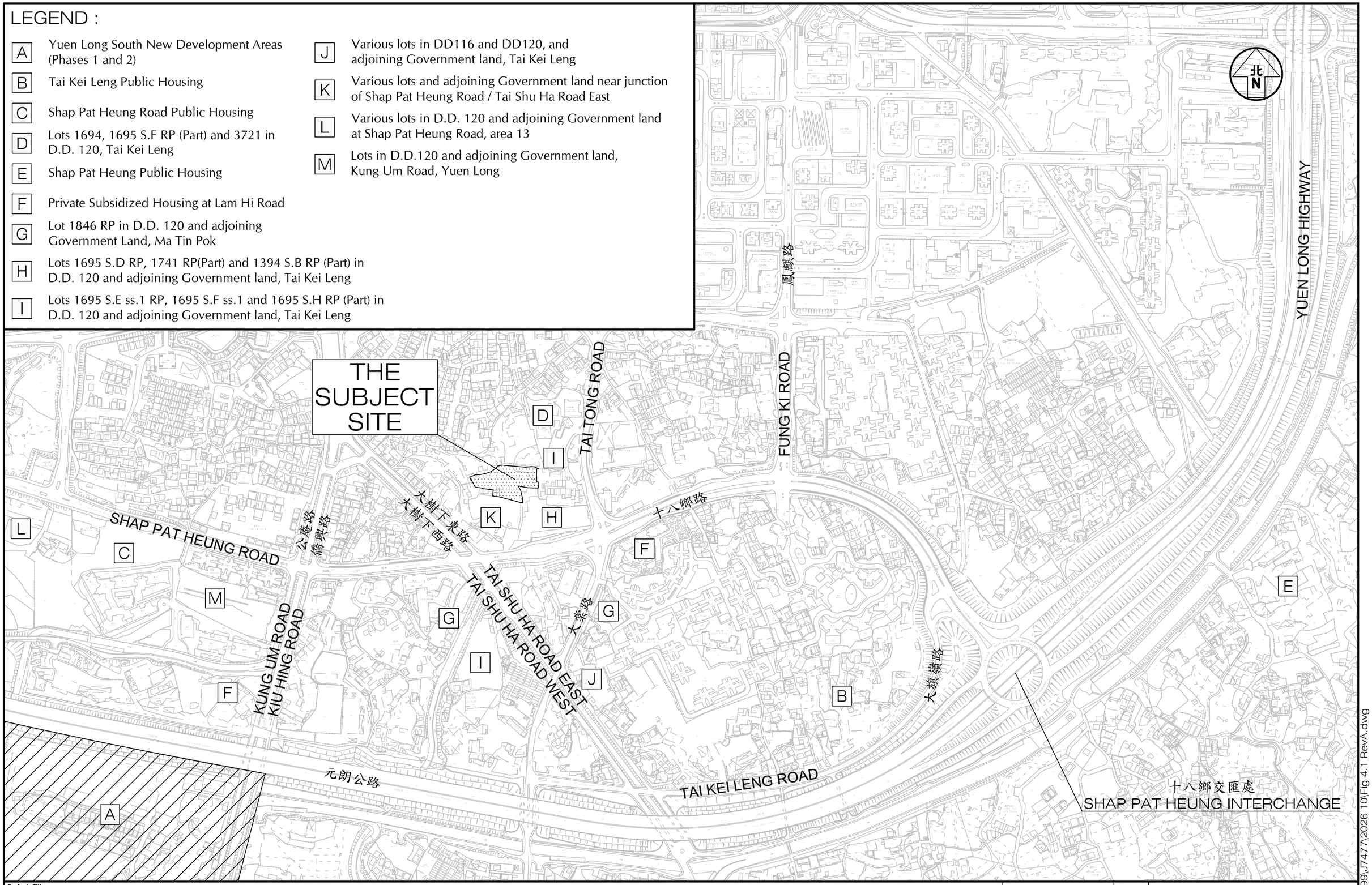
Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG					
Job No. J7446	Figure No. 3.4			Scale in A3 1 : 500	
Designed by C Y Y	Drawn by S C Y	Checked by K C	Revision A	Date 28 OCT 2026	
Figure Title: ACCESS ARRANGEMENT WHEN THE APPROVED RESIDENTIAL DEVELOPMENT (TPB REF: Y/YL/19) IS IMPLEMENTED PRIOR TO THE APPROVED RCHE DEVELOPMENT (TPB REF: A/YL/263-2)					

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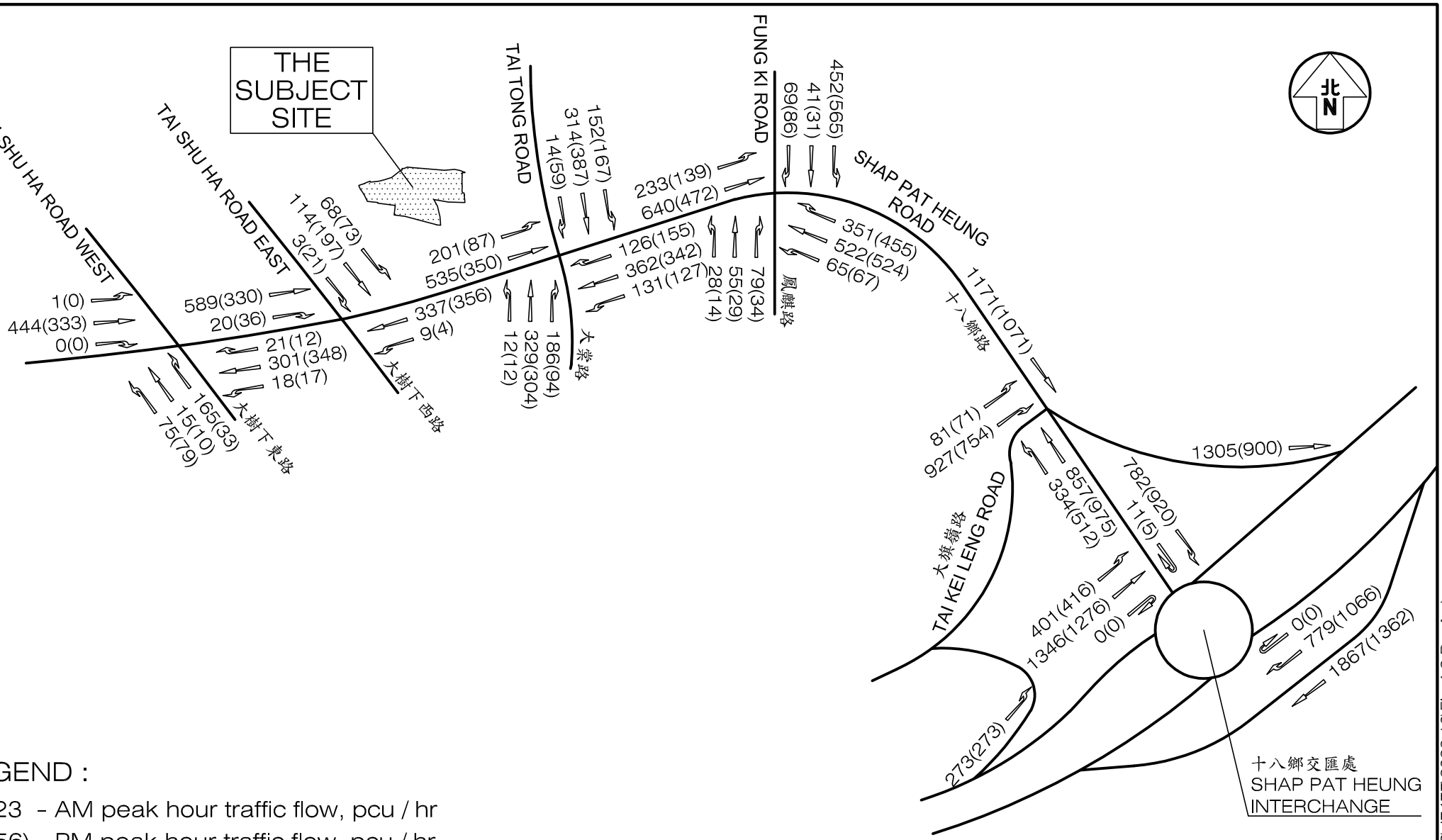
- A — Yuen Long South New Development Areas (Phases 1 and 2)
- B — Tai Kei Leng Public Housing
- C — Shap Pat Heung Road Public Housing
- D — Lots 1694, 1695 S.F RP (Part) and 3721 in D.D. 120, Tai Kei Leng
- E — Shap Pat Heung Public Housing
- F — Private Subsidized Housing at Lam Hi Road
- G — Lot 1846 RP in D.D. 120 and adjoining Government Land, Ma Tin Pok
- H — Lots 1695 S.D RP, 1741 RP(Part) and 1394 S.B RP (Part) in D.D. 120 and adjoining Government land, Tai Kei Leng
- I — Lots 1695 S.E ss.1 RP, 1695 S.F ss.1 and 1695 S.H RP (Part) in D.D. 120 and adjoining Government land, Tai Kei Leng
- J — Various lots in DD116 and DD120, and adjoining Government land, Tai Kei Leng
- K — Various lots and adjoining Government land near junction of Shap Pat Heung Road / Tai Shu Ha Road East
- L — Various lots in D.D. 120 and adjoining Government land at Shap Pat Heung Road, area 13
- M — Lots in D.D.120 and adjoining Government land, Kung Um Road, Yuen Long



Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG	J7477	Figure No. 4.1	Revision A
Figure Title: MAJOR PLANNED / COMMITTED DEVELOPMENTS NEAR THE SUBJECT SITE		Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A3: 1 : 5,000	Date: 28 OCT 2026

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOBs\J7450-J7499\J7477\2026 10\Fig 4.1 RevA.dwg



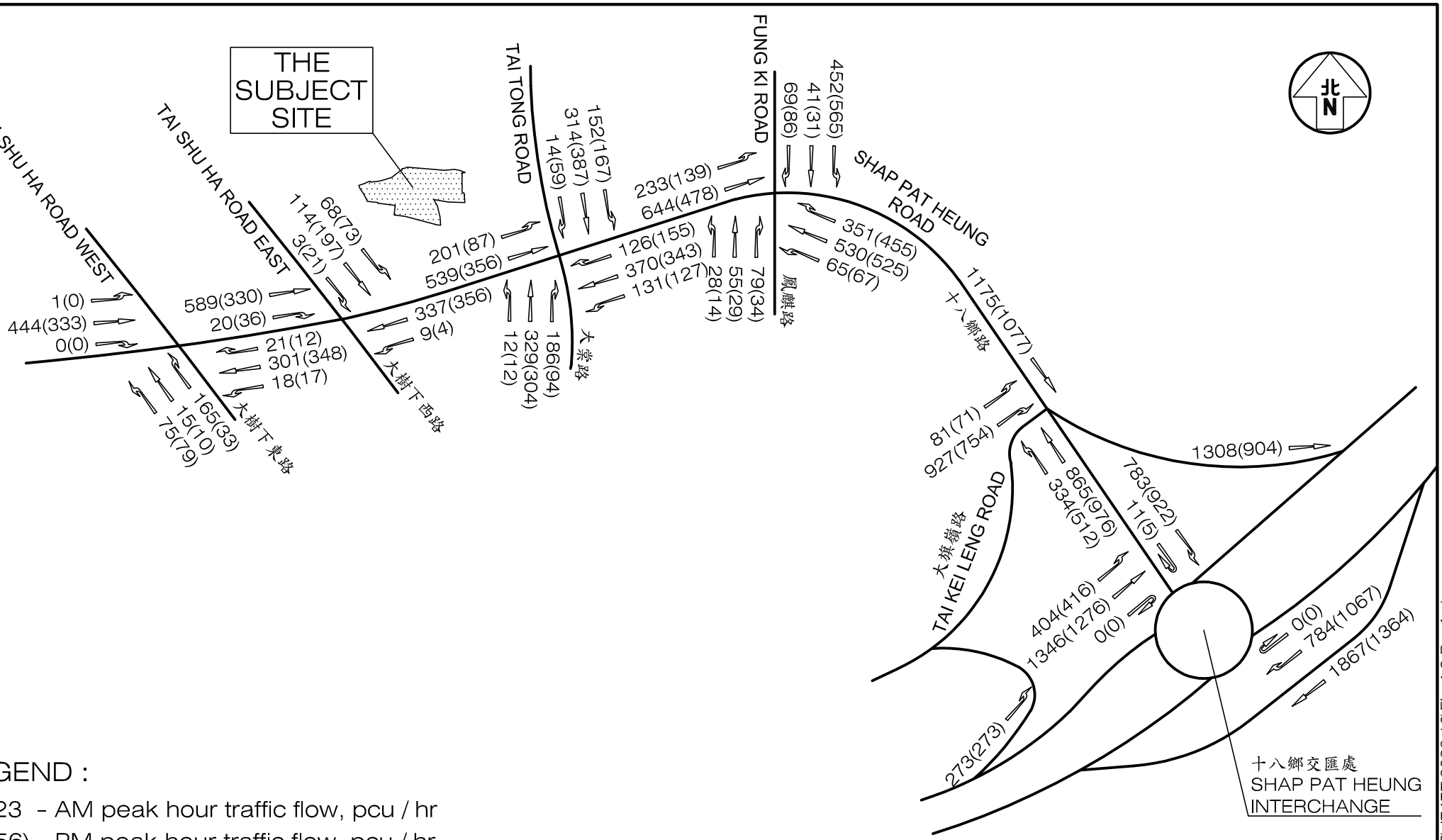
LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG — J7477	Figure No. 4.2	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITHOUT PROPOSED DEVELOPMENT	Designed by C Y Y / Drawn by S C Y / Checked by K C		
	Scale in A4 N.T.S. / Date 28 OCT 2026		

T:\JOBJ7450-J7499\J7477\2026 10\Fig 4.2 RevA.dwg



LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

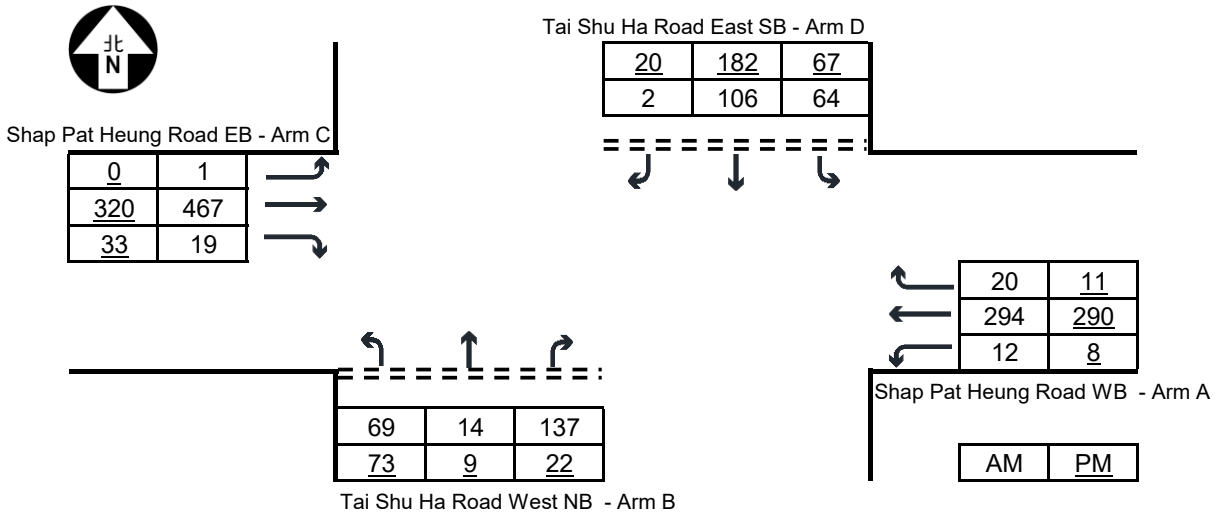
Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG — J7477	Figure No. 4.3	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITH PROPOSED DEVELOPMENT	Designed by C Y Y / Drawn by S C Y / Checked by K C		
	Scale in A4 N.T.S.	Date 28 OCT 2026	

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Appendix A – Junction Capacity Analysis

Priority Junction Analysis

Junction:	Shap Pat Heung Road / Tai Shu Ha Road East / Tai Shu Ha Road West				
Design Year:	2026	Job Number:	J7477	Date:	28 Oct 2026
Scheme:	Existing Condition				Page 1



Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
where W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

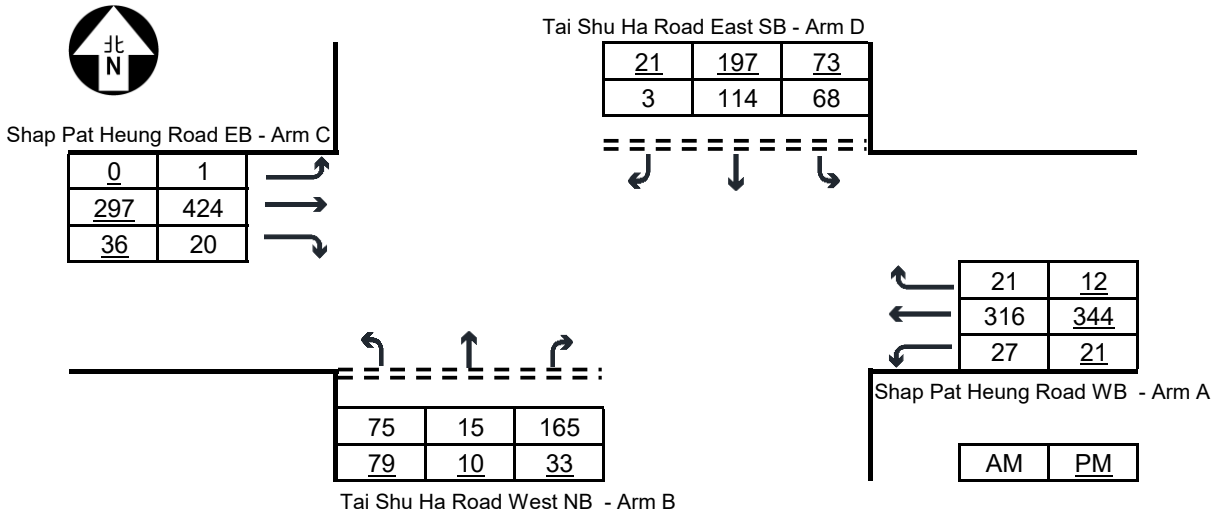
	Input		Input		Input		Input	
	W	10.50	V-CB	240	V-AD	250	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	50	V-lDC	80	w-BC	5.00
	W-CB	5.00	V-rBC	135	V-rDA	90	w-DA	5.00
	W-AD	5.00					w-DC	5.00

Traffic Flows, pcu/min		AM	PM	Capacity, pcu/min	AM	PM
Analysis :	q-B-ACD	4.04	1.91	Q-B-ACD	8.67	10.73
	q-A-BCD	0.69	0.36	Q-A-BCD	12.07	12.30
	q-A-B	0.21	0.14	Q-A-B		
	q-A-C	5.09	5.16	Q-A-C		
	q-D-ABC	3.16	4.94	Q-D-ABC	8.84	9.14
	q-C-ABD	0.75	1.03	Q-C-ABD	16.10	14.40
	q-C-D	0.02	0.00	Q-C-D		
	q-C-A	8.17	5.45	Q-C-A		

Ratio-of-flow to Capacity		AM	PM
	B-ACD	0.466	0.178
	A-BCD	0.057	0.029
	D-ABC	0.357	0.540
	C-ABD	0.047	0.072

Priority Junction Analysis

Junction:	Shap Pat Heung Road / Tai Shu Ha Road East / Tai Shu Ha Road West				
Design Year:	2033	Job Number:	J7477	Date:	28 Oct 2026
Scheme:	Future Condition (Without Proposed Development)			Page	2



Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
where W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

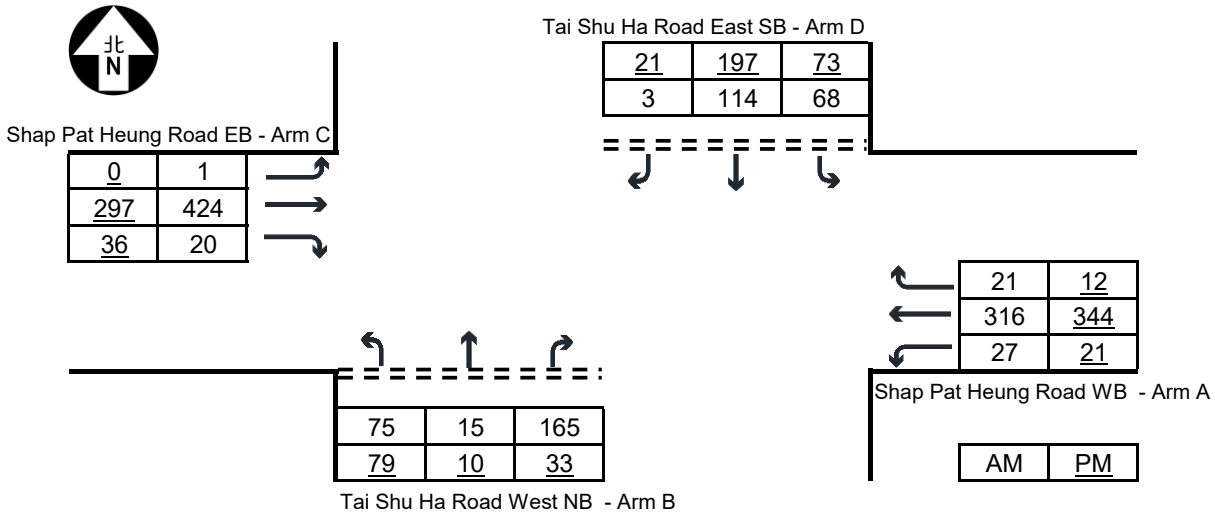
	Input		Input		Input		Input	
	W	10.50	V-CB	240	V-AD	250	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	50	V-lDC	80	w-BC	5.00
	W-CB	5.00	V-rBC	135	V-rDA	90	w-DA	5.00
	W-AD	5.00					w-DC	5.00

Traffic Flows, pcu/min		AM	PM	Capacity, pcu/min	AM	PM
Analysis :	q-B-ACD	4.68	2.24	Q-B-ACD	8.51	10.07
	q-A-BCD	0.77	0.45	Q-A-BCD	12.66	13.24
	q-A-B	0.47	0.37	Q-A-B		
	q-A-C	5.43	6.10	Q-A-C		
	q-D-ABC	3.39	5.34	Q-D-ABC	8.93	9.07
	q-C-ABD	0.74	1.06	Q-C-ABD	15.47	13.90
	q-C-D	0.02	0.00	Q-C-D		
	q-C-A	7.41	5.03	Q-C-A		

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.550	0.222
A-BCD	0.061	0.034
D-ABC	0.380	0.589
C-ABD	0.048	0.076

Priority Junction Analysis

Junction:	Shap Pat Heung Road / Tai Shu Ha Road East / Tai Shu Ha Road West				
Design Year:	2033	Job Number:	J7477	Date:	28 Oct 2026
Scheme:	Future Condition (With Proposed Development)			Page	3



Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
where W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

	Input		Input		Input		Input	
	W	10.50	V-CB	240	V-AD	250	w-BA	5.00
Geometry :	W-CR	0.00	V-lBA	50	V-lDC	80	w-BC	5.00
	W-CB	5.00	V-rBC	135	V-rDA	90	w-DA	5.00
	W-AD	5.00					w-DC	5.00

Traffic Flows, pcu/min		AM	PM	Capacity, pcu/min	AM	PM
Analysis :	q-B-ACD	4.68	2.24	Q-B-ACD	8.51	10.07
	q-A-BCD	0.77	0.45	Q-A-BCD	12.66	13.24
	q-A-B	0.47	0.37	Q-A-B		
	q-A-C	5.43	6.10	Q-A-C		
	q-D-ABC	3.39	5.34	Q-D-ABC	8.93	9.07
	q-C-ABD	0.74	1.06	Q-C-ABD	15.47	13.90
	q-C-D	0.02	0.00	Q-C-D		
	q-C-A	7.41	5.03	Q-C-A		

Ratio-of-flow to Capacity		AM	PM
	B-ACD	0.550	0.222
	A-BCD	0.061	0.034
	D-ABC	0.380	0.589
	C-ABD	0.048	0.076

Signal Junction Analysis

Junction: Shap Pat Heung Road / Tai Tong Road — Job Number: J7477

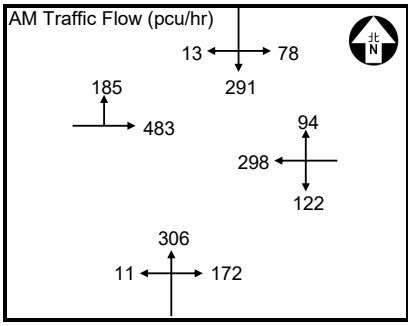
Scenario: Existing Condition — P. 4

Design Year: 2026 — Designed By: — Checked By: — Date: 28 Oct 2026

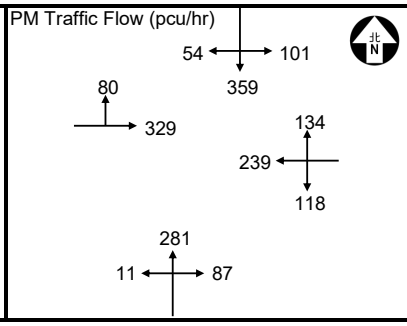
Approach	Nearside	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shap Pat Heung Road	LT	A1	1	3.60	10.0		100	1717	185	0.108	0.114	100	1717	80	0.047	0.078
EB	SA	A2	1	3.60				2115	242	0.114			2115	165	0.078	
	SA	A3	1	3.60				2115	241	0.114			2115	164	0.078	
Tai Tong Road NB*	LT+SA	B1	2	3.60	25.0		45	1923	**405**	0.211	0.211	33	1937	**294**	0.152	0.152
Shap Pat Heung Road	LT	C1	3	3.60	15.0		100	1795	122	0.068	0.096	100	1795	118	0.066	0.093
WB	SA	C2	3	3.60				2115	203	0.096			2115	197	0.093	
	SA+RT	C3	3	3.60	10.0		50	1967	189	0.096		76	1899	176	0.093	
Tai Tong Road SB*	LT+SA	D1	4	3.70	25.0		24	1957	**215**	0.110	0.110	30	1950	**345**	0.177	0.177
	+RT															

pedestrian phase	Ep	1, 3, 4		min crossing time =	6	sec GM +	6	sec FGM =	12	sec	
	Fp	1, 3, 4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec	
	Gp	1, 2		min crossing time =	8	sec GM +	8	sec FGM =	16	sec	
	Hp	1, 2, 4		min crossing time =	10	sec GM +	10	sec FGM =	20	sec	
	Ip	3, 4		min crossing time =	8	sec GM +	8	sec FGM =	16	sec	
	Jp	1, 2, 3		min crossing time =	6	sec GM +	6	sec FGM =	12	sec	
	Kp	1, 2, 3		min crossing time =	6	sec GM +	6	sec FGM =	12	sec	
	Lp	4		min crossing time =	9	sec GM +	9	sec FGM =	18	sec	
	Mp	2, 3, 4		min crossing time =	10	sec GM +	10	sec FGM =	20	sec	
	Np	1, 2		min crossing time =	6	sec GM +	6	sec FGM =	12	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

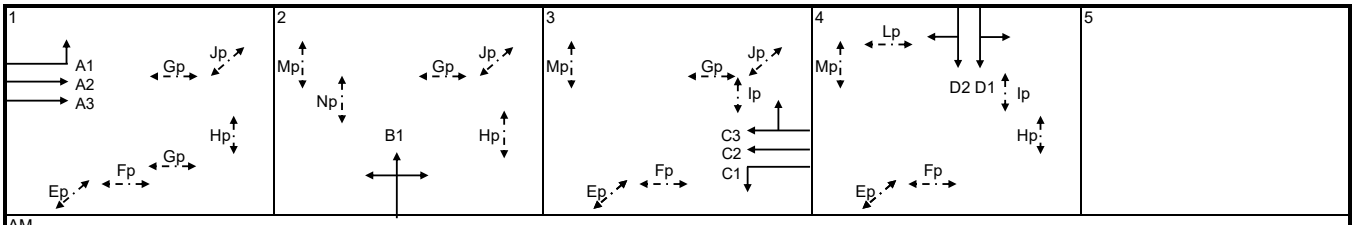
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3+4		1+2+3+4	
Sum y	0.531		0.500	
L (s)	34		34	
C (s)	130		128	
practical y	0.665		0.661	
R.C. (%)	25%		32%	

Note:

* Tai Tong Road NB: 6m + 12m flare, hence extra 3 pcu stored and relased per cycle;

SB:6m + 30m flare, hence extra 6 pcu stored and relased per cycle



AM	G =		I/G =	5	G =		I/G =	11	G =		I/G =	11	G =		I/G =	11	G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		
PM	G =		I/G =	5	G =		I/G =	11	G =		I/G =	11	G =		I/G =	11	G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		

Signal Junction Analysis

Junction: Shap Pat Heung Road / Tai Tong Road — Job Number: J7477

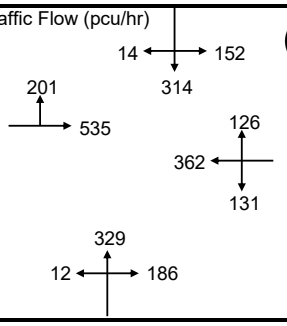
Scenario: Future Condition (Without Proposed Development) — P. 5

Design Year: 2033 — Designed By: — Checked By: — Date: 28 Oct 2026

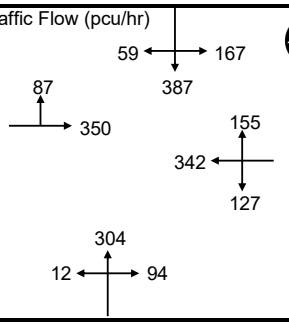
Approach	Nearside	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shap Pat Heung Road	LT	A1	1	3.60	10.0		100	1717	201	0.117	0.127	100	1717	87	0.051	0.083
EB	SA	A2	1	3.60				2115	268	0.127			2115	175	0.083	
	SA	A3	1	3.60				2115	267	0.126			2115	175	0.083	
Tai Tong Road NB*	LT+SA	B1	2	3.60	25.0		45	1923	**443**	0.230	0.230	33	1937	**325**	0.168	0.168
Shap Pat Heung Road	LT	C1	3	3.60	15.0		100	1795	131	0.073	0.119	100	1795	127	0.071	0.122
WB	SA	C2	3	3.60				2115	252	0.119			2115	258	0.122	
	SA+RT	C3	3	3.60	12.0		53	1984	236	0.119		65	1956	239	0.122	
Tai Tong Road SB*	LT+SA +RT	D1	4	3.70	25.0		35	1944	**313**	0.161	0.161	37	1942	**444**	0.229	0.229

pedestrian phase	Ep	1, 3, 4		min crossing time =	6	sec GM +	6	sec FGM =	12	sec
	Fp	1, 3, 4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec
	Gp	1, 2		min crossing time =	8	sec GM +	8	sec FGM =	16	sec
	Hp	1, 2, 4		min crossing time =	10	sec GM +	10	sec FGM =	20	sec
	Ip	3, 4		min crossing time =	8	sec GM +	8	sec FGM =	16	sec
	Jp	1, 2, 3		min crossing time =	6	sec GM +	6	sec FGM =	12	sec
	Kp	1, 2, 3		min crossing time =	6	sec GM +	6	sec FGM =	12	sec
	Lp	4		min crossing time =	9	sec GM +	9	sec FGM =	18	sec
	Mp	2, 3, 4		min crossing time =	10	sec GM +	10	sec FGM =	20	sec
	Np	1, 2		min crossing time =	6	sec GM +	6	sec FGM =	12	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

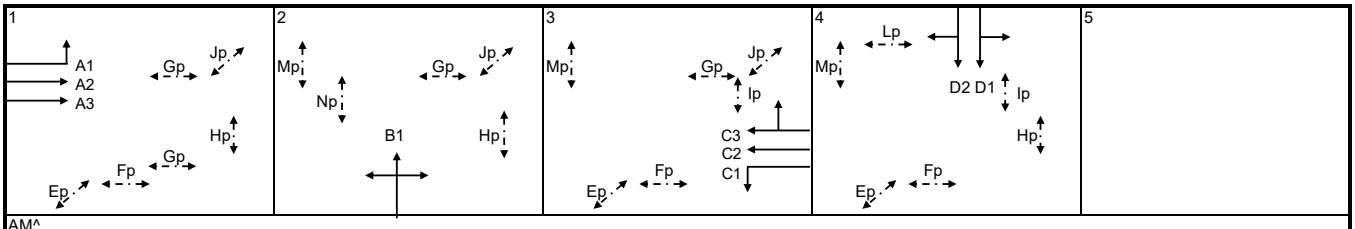
	AM Peak		PM Peak	
Group	1+2+3+4		1+2+3+4	
Sum y	0.637		0.601	
L (s)^	16		16	
C (s)	130		128	
practical y	0.789		0.788	
R.C. (%)	24%		31%	

Note:

* Tai Tong Road NB: 6m + 12m flare, hence extra 3 pcu stored and relased per cycle;

SB:6m + 30m flare, hence extra 6 pcu stored and relased per cycle

^ adjustments to the inter-green periods between signal phases are proposed by the approved (TPB ref: Y/YL/19)



AM^

G =	I/G = 5	G =	I/G = 5	G =	I/G = 5	G =	I/G = 5	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

PM^

G =	I/G = 5	G =	I/G = 5	G =	I/G = 5	G =	I/G = 5	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Shap Pat Heung Road / Tai Tong Road — Job Number: J7477

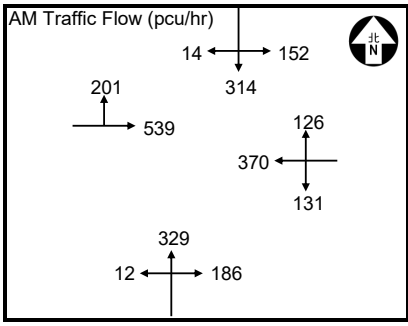
Scenario: Future Condition (With Proposed Development) — P. 6

Design Year: 2033 — Designed By: — Checked By: — Date: 28 Oct 2026

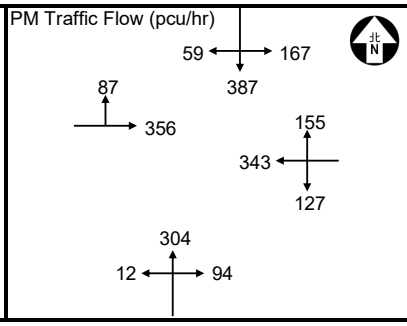
Approach	Nearside	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shap Pat Heung Road	LT	A1	1	3.60	10.0		100	1717	201	0.117	0.128	100	1717	87	0.051	0.084
EB	SA	A2	1	3.60				2115	270	0.128			2115	178	0.084	
	SA	A3	1	3.60				2115	269	0.127			2115	178	0.084	
Tai Tong Road NB*	LT+SA	B1	2	3.60	25.0		45	1923	**443**	0.230	0.230	33	1937	**325**	0.168	0.168
Shap Pat Heung Road	LT	C1	3	3.60	15.0		100	1795	131	0.073	0.121	100	1795	127	0.071	0.122
WB	SA	C2	3	3.60				2115	256	0.121			2115	259	0.122	
	SA+RT	C3	3	3.60	12.0		53	1984	240	0.121		65	1956	239	0.122	
Tai Tong Road SB*	LT+SA +RT	D1	4	3.70	25.0		35	1944	**313**	0.161	0.161	37	1942	**444**	0.229	0.229

pedestrian phase	Ep	1, 3, 4		min crossing time =	6	sec GM +	6	sec FGM =	12	sec
	Fp	1, 3, 4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec
	Gp	1, 2		min crossing time =	8	sec GM +	8	sec FGM =	16	sec
	Hp	1, 2, 4		min crossing time =	10	sec GM +	10	sec FGM =	20	sec
	Ip	3, 4		min crossing time =	8	sec GM +	8	sec FGM =	16	sec
	Jp	1, 2, 3		min crossing time =	6	sec GM +	6	sec FGM =	12	sec
	Kp	1, 2, 3		min crossing time =	6	sec GM +	6	sec FGM =	12	sec
	Lp	4		min crossing time =	9	sec GM +	9	sec FGM =	18	sec
	Mp	2, 3, 4		min crossing time =	10	sec GM +	10	sec FGM =	20	sec
	Np	1, 2		min crossing time =	6	sec GM +	6	sec FGM =	12	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

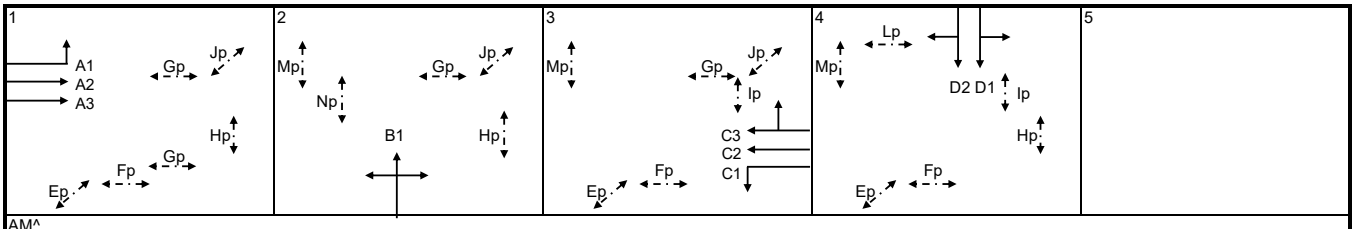
	AM Peak		PM Peak	
Group	1+2+3+4		1+2+3+4	
Sum y	0.640		0.603	
L (s)^	16		16	
C (s)	130		128	
practical y	0.789		0.788	
R.C. (%)	23%		31%	

Note:

* Tai Tong Road NB: 6m + 12m flare, hence extra 3 pcu stored and relased per cycle;

SB:6m + 30m flare, hence extra 6 pcu stored and relased per cycle

^ adjustments to the inter-green periods between signal phases are proposed by the approved (TPB ref: Y/YL/19)



AM^	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =							
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =							
PM^	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =				
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =				

Signal Junction Analysis

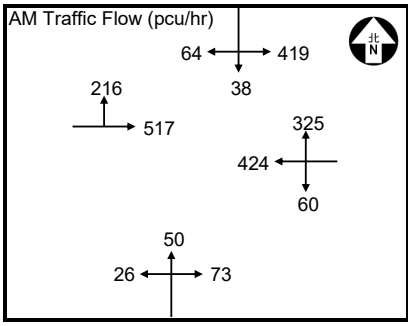
Junction: Shap Pat Heung Road / Fung Ki Road — Job Number: J7477

Scenario: Existing Condition — P. 7

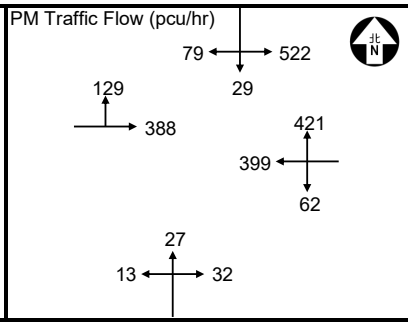
Design Year: 2026 — Designed By: — Checked By: — Date: 28 Oct 2026

Approach	Nearside	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shap Pat Heung Road	LT	A1	1	3.50	14.0		100	1775	335	0.189	0.189	100	1775	237	0.134	0.134
EB	SA	A2	1	3.50				2105	259	0.123			2105	194	0.092	
	SA	A3	1	3.50				2105	258	0.123			2105	194	0.092	
Shap Pat Heung Road	LT+SA	B1	2	3.50	9.0		26	1883	229	0.122	0.167	15	1917	420	0.219	0.219
WB	SA	B2	2	3.50				2105	255	0.121			2105	462	0.219	
	RT	B3	2	3.50	18.0		100	1943	325	0.167		100	1943	421	0.217	
Fung Ki Road SB	LT	C1	2,3	3.50	13.0		100	1762	419	0.238		100	1762	522	0.296	
	SA+RT	C2	3	3.50	22.0		27	2067	52	0.025	0.026	47	2040	55	0.027	0.027
	RT	C3	3	3.50	19.0		100	1951	50	0.026		100	1951	53	0.027	
Fung Ki Road NB	LT	C1	4	3.50	10.0		100	1709	26	0.015		100	1709	13	0.008	
	ST+RT	C2	4	3.50	14.0		23	2054	65	0.032	0.032	15	2072	32	0.015	0.015
	RT	C3	4	3.00	11.0		100	1808	58	0.032		100	1808	27	0.015	
pedestrian phase		Fp	1, 4		min crossing time =		7	sec GM +		10		sec FGM =		17	sec	
		Gp	2, 3, 4		min crossing time =		5	sec GM +		10		sec FGM =		15	sec	
		Hp	1		min crossing time =		5	sec GM +		9		sec FGM =		14	sec	
		Ip	1		min crossing time =		10	sec GM +		9		sec FGM =		19	sec	
		Jp	3		min crossing time =		5	sec GM +		8		sec FGM =		13	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

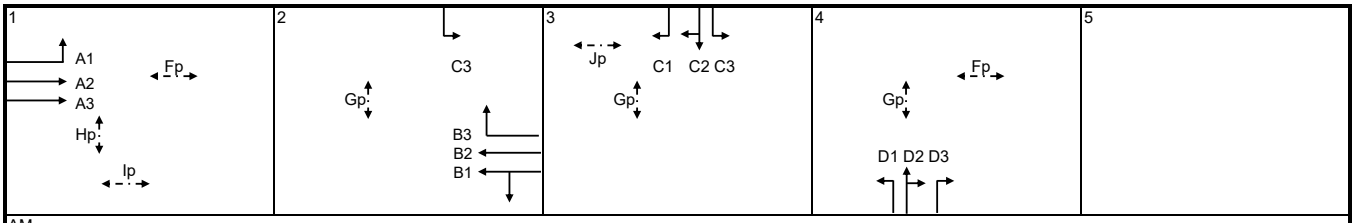


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2,3	1+2,3+4	1+2,3	1+2+3
Sum y	0.427	0.459	0.430	0.380
L (s)	33	20	33	37
C (s)	130	130	128	128
practical y	0.672	0.762	0.668	0.640
R.C. (%)	57%	66%	55%	68%

Note:



AM																					
	G =		I/G =	6	G =		I/G =		G =		I/G =	9	G =	12	I/G =	8	G =		I/G =		
	G =		I/G =	6	G =		I/G =		G =		I/G =	9	G =		I/G =	8	G =		I/G =		
PM																					
	G =		I/G =	6	G =		I/G =		G =		I/G =	9	G =	12	I/G =	8	G =		I/G =		
	G =		I/G =	6	G =		I/G =	5	G =		I/G =	9	G =	12	I/G =	8	G =		I/G =		

Signal Junction Analysis

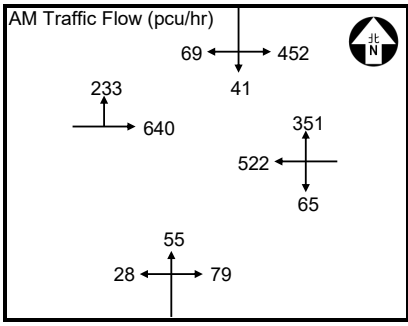
Junction: Shap Pat Heung Road / Fung Ki Road — Job Number: J7477

Scenario: Future Condition (Without Proposed Development) — P. 8

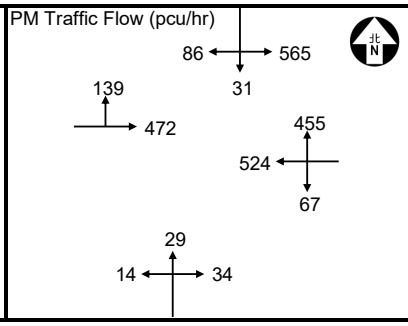
Design Year: 2033 — Designed By: — Checked By: — Date: 28 Oct 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shap Pat Heung Road	LT	A1	1	3.50	14.0		100	1775	399	0.225	0.225	100	1775	280	0.158	0.158
EB	SA	A2	1	3.50				2105	320	0.152			2105	236	0.112	
	SA	A3	1	3.50				2105	320	0.152			2105	236	0.112	
Shap Pat Heung Road	LT+SA	B1	2	3.50	9.0		23	1892	278	0.147	0.181	13	1923	499	0.259	0.260
WB	SA	B2	2	3.50				2105	309	0.147			2105	547	0.260	
	RT	B3	2	3.50	18.0		100	1943	351	0.181		100	1943	455	0.234	
Fung Ki Road SB	LT	C1	2,3	3.50	13.0		100	1762	452	0.257		100	1762	565	0.321	
	SA+RT	C2	3	3.50	22.0		28	2066	57	0.028	0.028	48	2038	60	0.029	0.029
	RT	C3	3	3.50	19.0		100	1951	53	0.027		100	1951	57	0.028	
Fung Ki Road NB	LT	C1	4	3.50	10.0		100	1709	28	0.016		100	1709	14	0.008	
	ST+RT	C2	4	3.50	14.0		23	2054	71	0.035	0.035	15	2072	34	0.016	0.016
	RT	C3	4	3.00	11.0		100	1808	63	0.035		100	1808	29	0.016	
pedestrian phase		Fp	1, 4		min crossing time =		7	sec GM +		10	sec FGM =		17	sec		
		Gp	2, 3, 4		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		
		Hp	1		min crossing time =		5	sec GM +		9	sec FGM =		14	sec		
		Ip	1		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		
		Jp	3		min crossing time =		5	sec GM +		8	sec FGM =		13	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

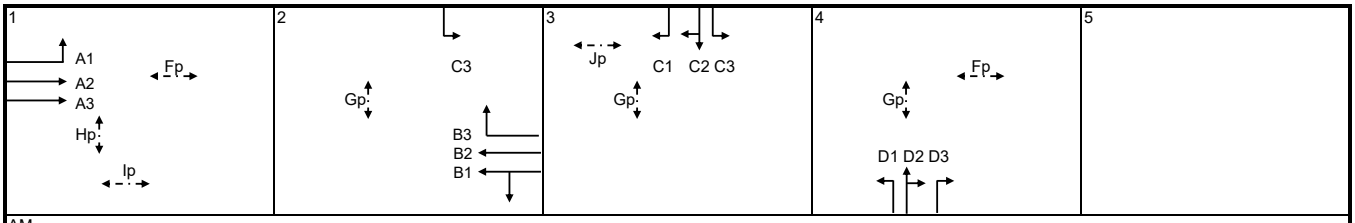


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2,3	1+2,3+4	1+2,3	1+2+3
Sum y	0.481	0.516	0.478	0.447
L (s)	33	20	33	37
C (s)	130	130	128	128
practical y	0.672	0.762	0.668	0.640
R.C. (%)	40%	48%	40%	43%

Note:



AM																					
	G =		I/G =	6	G =		I/G =		G =		I/G =	9	G =	12	I/G =	8	G =		I/G =		
	G =		I/G =	6	G =		I/G =		G =		I/G =	9	G =		I/G =	8	G =		I/G =		
PM																					
	G =		I/G =	6	G =		I/G =		G =		I/G =	9	G =	12	I/G =	8	G =		I/G =		
	G =		I/G =	6	G =		I/G =	5	G =		I/G =	9	G =	12	I/G =	8	G =		I/G =		

Signal Junction Analysis

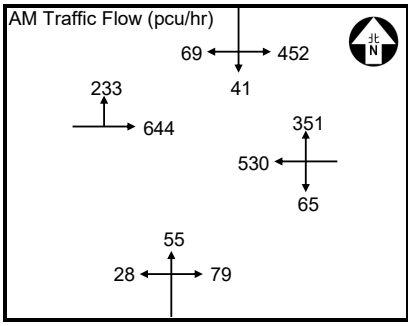
Junction: Shap Pat Heung Road / Fung Ki Road — Job Number: J7477

Scenario: Future Condition (With Proposed Development) — P. 9

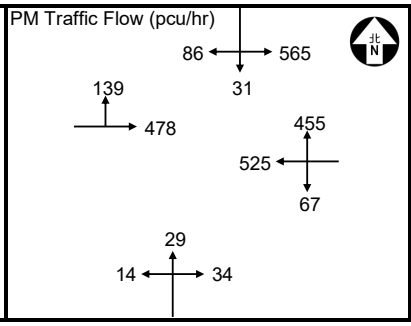
Design Year: 2033 — Designed By: — Checked By: — Date: 28 Oct 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shap Pat Heung Road EB	LT	A1	1	3.50	14.0		100	1775	401	0.226	0.226	100	1775	282	0.158	0.158
	SA	A2	1	3.50				2105	322	0.153			2105	239	0.114	
	SA	A3	1	3.50				2105	322	0.153			2105	239	0.114	
Shap Pat Heung Road WB	LT+SA	B1	2	3.50	9.0		23	1892	282	0.149	0.181	13	1923	500	0.260	0.260
	SA	B2	2	3.50				2105	313	0.149			2105	547	0.260	
	RT	B3	2	3.50	18.0		100	1943	351	0.181		100	1943	455	0.234	
Fung Ki Road SB	LT	C1	2,3	3.50	13.0		100	1762	452	0.257		100	1762	565	0.321	
	SA+RT	C2	3	3.50	22.0		28	2066	57	0.028	0.028	48	2038	60	0.029	0.029
	RT	C3	3	3.50	19.0		100	1951	53	0.027		100	1951	57	0.028	
Fung Ki Road NB	LT	C1	4	3.50	10.0		100	1709	28	0.016		100	1709	14	0.008	
	ST+RT	C2	4	3.50	14.0		23	2054	71	0.035	0.035	15	2072	34	0.016	0.016
	RT	C3	4	3.00	11.0		100	1808	63	0.035		100	1808	29	0.016	
pedestrian phase		Fp	1, 4		min crossing time =		7	sec GM +	10	sec FGM =		17	sec			
		Gp	2, 3, 4		min crossing time =		5	sec GM +	10	sec FGM =		15	sec			
		Hp	1		min crossing time =		5	sec GM +	9	sec FGM =		14	sec			
		Ip	1		min crossing time =		10	sec GM +	9	sec FGM =		19	sec			
		Jp	3		min crossing time =		5	sec GM +	8	sec FGM =		13	sec			

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

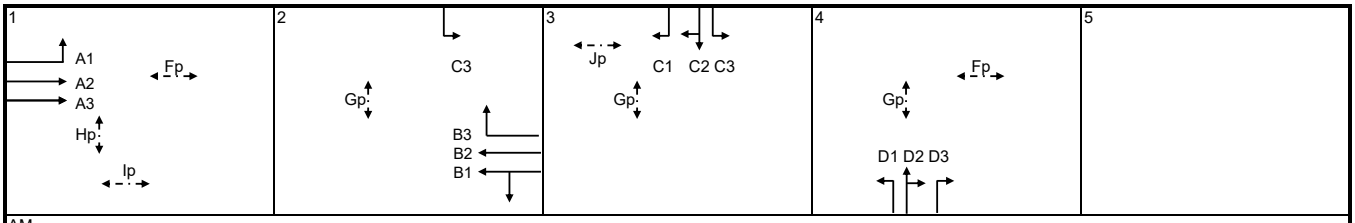


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2,3	1+2,3+4	1+2,3	1+2+3
Sum y	0.482	0.517	0.479	0.447
L (s)	33	20	33	37
C (s)	130	130	128	128
practical y	0.672	0.762	0.668	0.640
R.C. (%)	39%	47%	40%	43%

Note:



AM																					
	G =		I/G =	6	G =		I/G =		G =		I/G =	9	G =	12	I/G =	8	G =		I/G =		
	G =		I/G =	6	G =		I/G =		G =		I/G =	9	G =		I/G =	8	G =		I/G =		
PM																					
	G =		I/G =	6	G =		I/G =		G =		I/G =	9	G =	12	I/G =	8	G =		I/G =		
	G =		I/G =	6	G =		I/G =	5	G =		I/G =	9	G =	12	I/G =	8	G =		I/G =		

Signal Junction Analysis

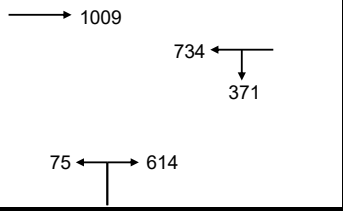
Junction: Shap Pat Heung Road / Tai Kei Leng Road Job Number: J7477

Scenario: Existing Condition P. 10

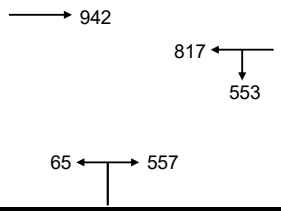
Design Year: 2026 Designed By: Checked By: Date: 28 Oct 2026

Approach	Nearside	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shap Pat Heung Road	SA	A1	1	4.00				2155	505	0.234			2155	471	0.219	
SB	SA	A2	1	4.00				2155	504	0.234			2155	471	0.219	
Shap Pat Heung Road	LT+SA	A3	1	4.00	15.0		69	2016	534	0.265	0.265	84	1988	657	0.330	
NB	SA	A4	1	4.00				2155	571	0.265			2155	713	0.331	0.331
Tai Kei Leng Road	LT+RT*	B1	2	3.65	15.0		100	1927	689	0.358	0.358	100	1927	622	0.323	0.323
EB																
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.623		0.654	
L (s)	10		10	
C (s)	130		128	
practical y	0.831		0.830	
R.C. (%)	33%		27%	

Note:

*Adjusted based on site constraints

1	2	3	4	5
A1 A2 A4 A3	B1			

AM

G =	I/G = 7	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

PM

G =	I/G = 7	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

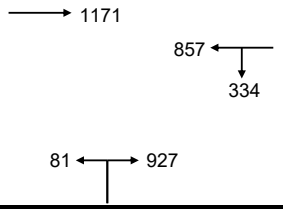
Junction: Shap Pat Heung Road / Tai Kei Leng Road — Job Number: J7477

Scenario: Future Condition (Without Proposed Development) — P. 11

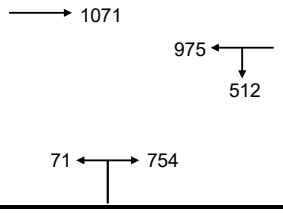
Design Year: 2033 — Designed By: — Checked By: — Date: 28 Oct 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shap Pat Heung Road	SA	A1	1	4.00				2155	586	0.272			2155	536	0.249	
SB	SA	A2	1	4.00				2155	585	0.271			2155	535	0.248	
Shap Pat Heung Road	LT+SA	A3	1	4.00	15.0		58	2037	579	0.284	0.284	71	2012	718	0.357	
NB	SA	A4	1	4.00				2155	612	0.284			2155	769	0.357	0.357
Tai Kei Leng Road	LT+RT	B1	2	3.80	15.0		100	1814	490	0.270		100	1814	401	0.221	0.221
EB^	RT	B2	2	3.80	13.0		100	1914	518	0.271	0.271	100	1914	424	0.222	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



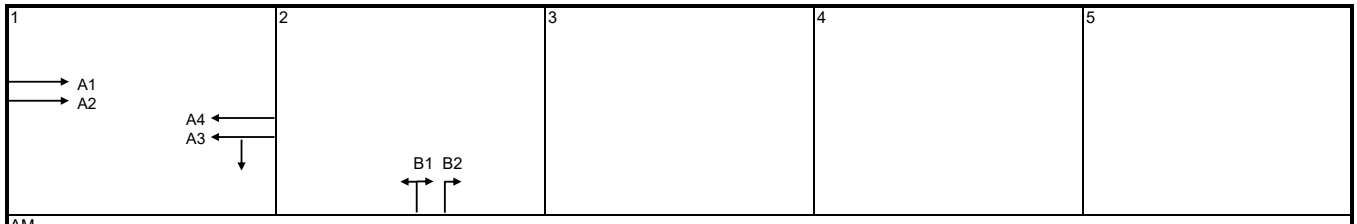
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.555		0.578	
L (s)	10		10	
C (s)	130		128	
practical y	0.831		0.830	
R.C. (%)	50%		44%	

Note:

^With the planned infrastructure works provided under YLSNDA and Proposed Public Housing Development at Shap Pat Heung and Tai Kei Leng by CEDD



AM									
G =	I/G = 7	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM									
G =	I/G = 7	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

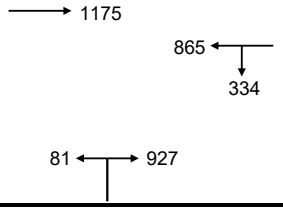
Junction: Shap Pat Heung Road / Tai Kei Leng Road — Job Number: J7477

Scenario: Future Condition (With Proposed Development) — P. 12

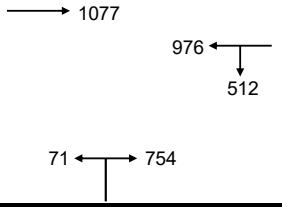
Design Year: 2033 — Designed By: — Checked By: — Date: 28 Oct 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Shap Pat Heung Road	SA	A1	1	4.00				2155	588	0.273			2155	539	0.250	
SB	SA	A2	1	4.00				2155	587	0.272			2155	538	0.250	
Shap Pat Heung Road	LT+SA	A3	1	4.00	15.0		57	2039	583	0.286	0.286	71	2012	718	0.357	
NB	SA	A4	1	4.00				2155	616	0.286			2155	770	0.357	0.357
Tai Kei Leng Road	LT+RT	B1	2	3.80	15.0		100	1814	490	0.270		100	1814	401	0.221	0.221
EB^	RT	B2	2	3.80	13.0		100	1914	518	0.271	0.271	100	1914	424	0.222	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



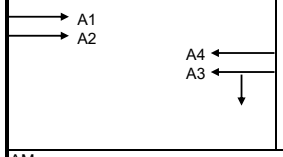
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.557		0.578	
L (s)	10		10	
C (s)	130		128	
practical y	0.831		0.830	
R.C. (%)	49%		43%	

Note:

^With the planned infrastructure works provided under YLSNDA and Proposed Public Housing Development at Shap Pat Heung and Tai Kei Leng by CEDD



AM									
G =	I/G = 7	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM									
G =	I/G = 7	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Roundabout Analysis

Junction:	Shap Pat Heung Interchange			Job Number:	J7477
Scenario:	Existing Condition				P. 13
Design Year:	2026	Designed By:	Checked By:	Date:	28 Oct 2026

AM Peak

Arm	To A	To B	To C	Total	q_c
From A	10	0	618	628	1057
From B	579	0	885	1464	628
From C	516	1057	0	1573	589
	from Arm A to Arm B = Free Flow				
Total	1105	1057	1503	3665	

PM Peak

Arm	To A	To B	To C	Total	q_c
From A	4	0	774	778	852
From B	828	0	885	1713	778
From C	538	852	0	1390	832
	from Arm A to Arm B = Free Flow				
Total	1370	852	1659	3881	

Legend

Arm	Road (in clockwise order)
A	Shap Pat Heung Road SB
B	Slip Road WB
C	Slip Road EB
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.5	7.3	20.0	3.0	100	60	0.6
From B	8.5	8.5	20.0	3.0	100	30	0.0
From C	10.0	7.3	40.0	5.0	100	50	0.9
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.83	54.60	1.01	0.90	2371.37	0.54	1610	1710	628	778	0.39	0.46
From B	8.50	54.60	1.01	1.00	2575.50	0.57	2216	2130	1464	1713	0.66	0.80
From C	8.29	54.60	1.01	0.96	2511.79	0.56	2082	1951	1573	1390	0.76	0.71
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Shap Pat Heung Interchange			Job Number:	J7477
Scenario:	Future Condition (Without Proposed Development)				P. 14
Design Year:	2033	Designed By:	Checked By:	Date:	28 Oct 2026

AM Peak

Arm	To A	To B	To C	Total	q_c
From A	11	0	782	793	1346
From B^	779	0	0	779	793
From C	401	1346	0	1747	790
	from Arm A to Arm B, Arm B to Arm C= Free Flow				
	^With the planned infrastructure works provided under YLSNDA and				
	Proposed Public Housing Development at Shap Pat Heung and Tai Kei Leng by CEDD				
Total	1191	1346	782	3319	

PM Peak

Arm	To A	To B	To C	Total	q_c
From A	5	0	920	925	1276
From B^	1066	0	0	1066	925
From C	416	1276	0	1692	1071
	from Arm A to Arm B, Arm B to Arm C= Free Flow				
	^With the planned infrastructure works provided under YLSNDA and				
	Proposed Public Housing Development at Shap Pat Heung and Tai Kei Leng by CEDD				
Total	1487	1276	920	3683	

Legend

Arm	Road (in clockwise order)
A	Shap Pat Heung Road SB
B	Slip Road WB
C	Slip Road EB
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.5	7.3	20.0	3.0	100	60	0.6
From B	8.5	8.5	20.0	3.0	100	30	0.0
From C	10.0	7.3	40.0	5.0	100	50	0.9
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.83	54.60	1.01	0.90	2371.37	0.54	1469	1503	793	925	0.54	0.62
From B	8.50	54.60	1.01	1.00	2575.50	0.57	2122	2046	779	1066	0.37	0.52
From C	8.29	54.60	1.01	0.96	2511.79	0.56	1974	1823	1747	1692	0.89	0.93
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction: Shap Pat Heung Interchange | Job Number: J7477
Scenario: Future Condition (With Proposed Development) | P. 15
Design Year: 2033 | Designed By: | Checked By: | Date: 28 Oct 2026

AM Peak

Arm	To A	To B	To C	Total	q_c
From A	11	0	783	794	1346
From B^	784	0	0	784	794
From C	404	1346	0	1750	795
	from Arm A to Arm B, Arm B to Arm C= Free Flow				
	^With the planned infrastructure works provided under YLSNDA and				
	Proposed Public Housing Development at Shap Pat Heung and Tai Kei Leng by CEDD				
Total	1199	1346	783	3328	

PM Peak

Arm	To A	To B	To C	Total	q_c
From A	5	0	922	927	1276
From B^	1067	0	0	1067	927
From C	416	1276	0	1692	1072
	from Arm A to Arm B, Arm B to Arm C= Free Flow				
	^With the planned infrastructure works provided under YLSNDA and				
	Proposed Public Housing Development at Shap Pat Heung and Tai Kei Leng by CEDD				
Total	1488	1276	922	3686	

Legend

Arm	Road (in clockwise order)
A	Shap Pat Heung Road SB
B	Slip Road WB
C	Slip Road EB
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.5	7.3	20.0	3.0	100	60	0.6
From B	8.5	8.5	20.0	3.0	100	30	0.0
From C	10.0	7.3	40.0	5.0	100	50	0.9
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

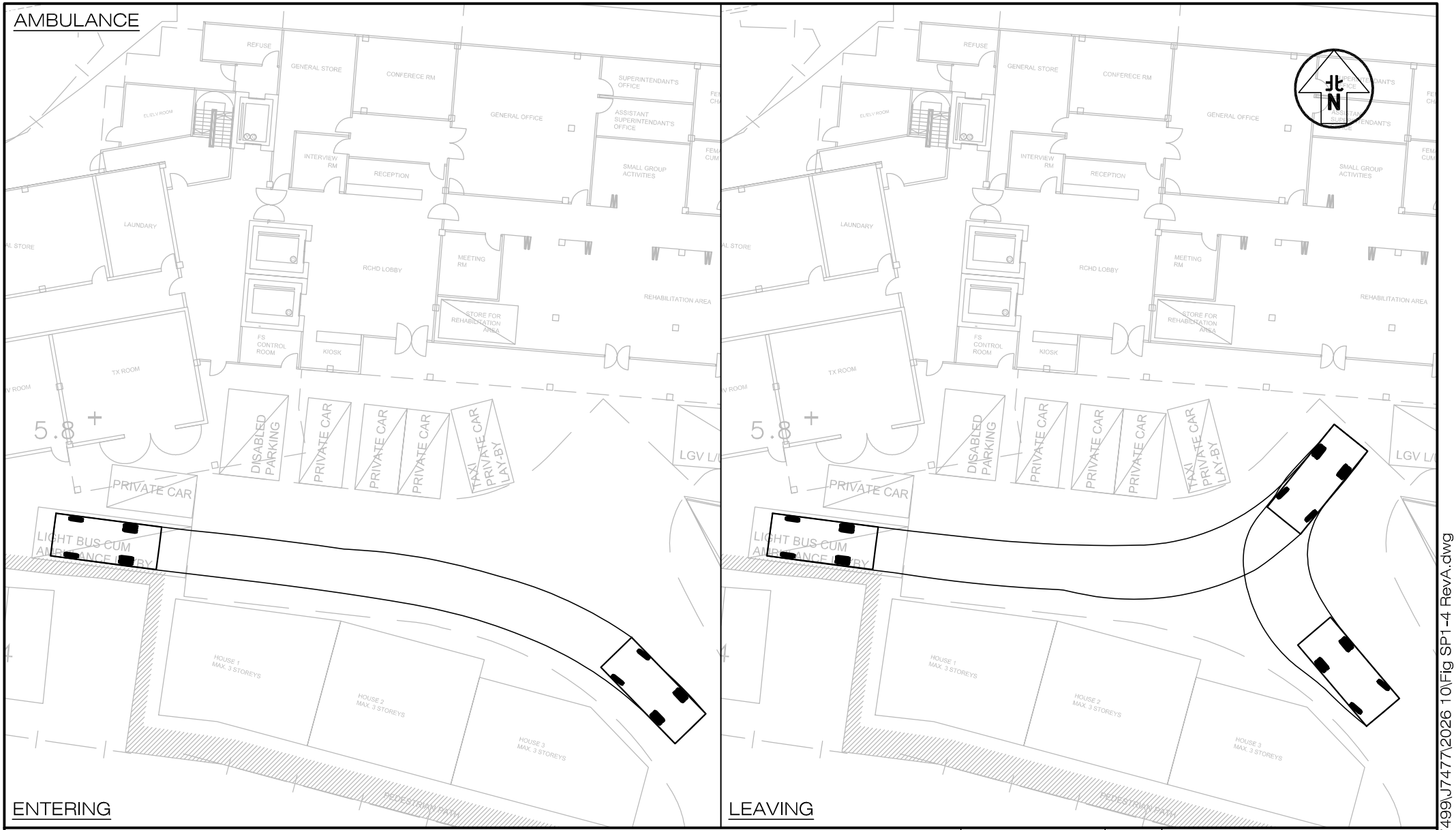
Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.83	54.60	1.01	0.90	2371.37	0.54	1469	1503	794	927	0.54	0.62
From B	8.50	54.60	1.01	1.00	2575.50	0.57	2121	2045	784	1067	0.37	0.52
From C	8.29	54.60	1.01	0.96	2511.79	0.56	1971	1822	1750	1692	0.89	0.93
From D												
From E												
From F												
From G												
From H												

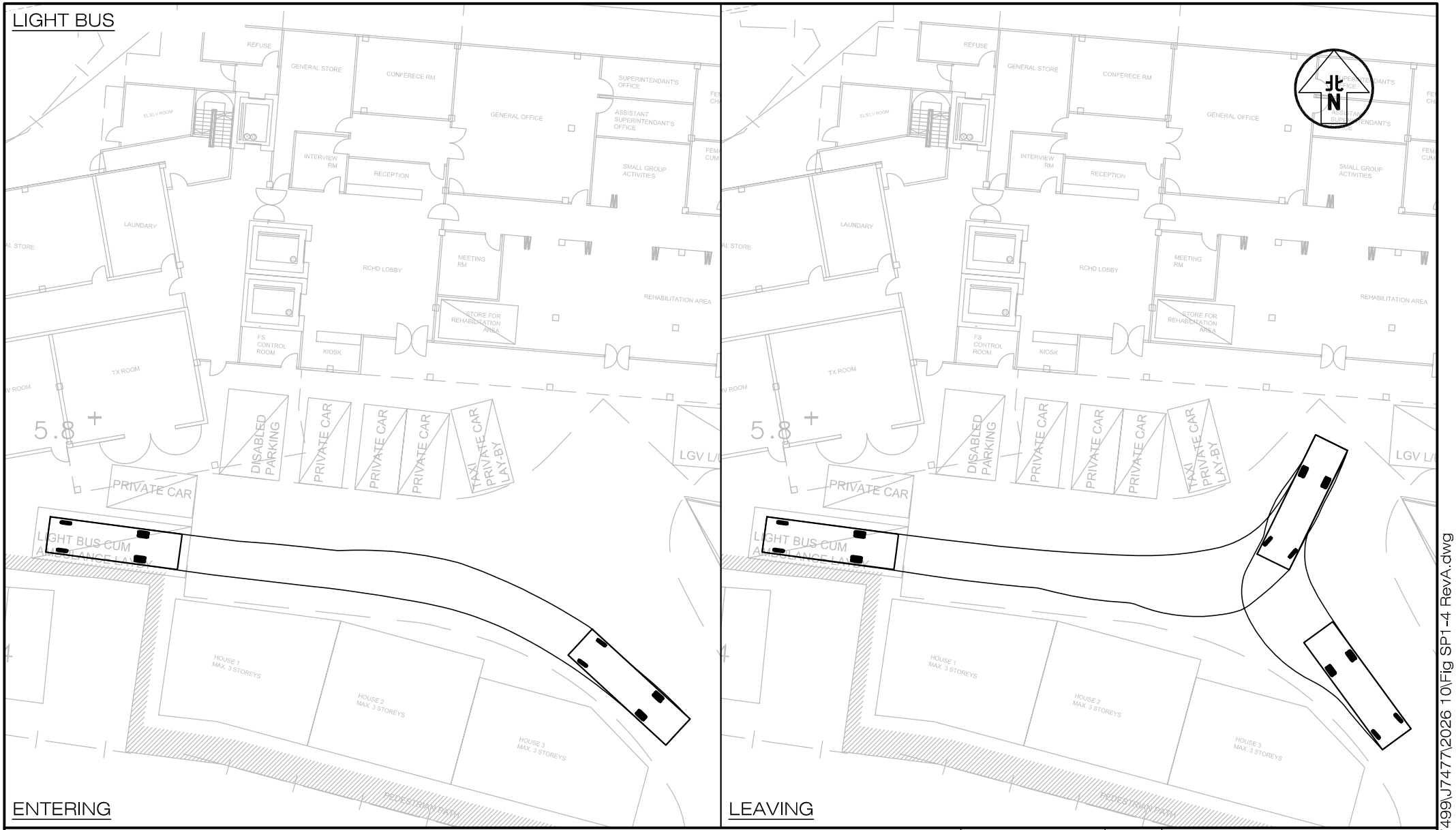
Appendix B – Swept Path Analysis



Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG	J7477	Figure No. SP1 / Revision A
Figure Title	SWEPT PATH OF AMBULANCE ENTERING & LEAVING THE LIGHT BUS / AMBULANCE PARKING SPACE		Designed by C Y Y / Drawn by S C Y / Checked by K C Scale in A4 1 : 300 / Date 28 OCT 2026

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Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

J7477

Figure Title

SWEPT PATH OF LIGHT BUS
ENTERING & LEAVING THE LIGHT BUS / AMBULANCE PARKING SPACE

Figure No.	Revision
SP2	A

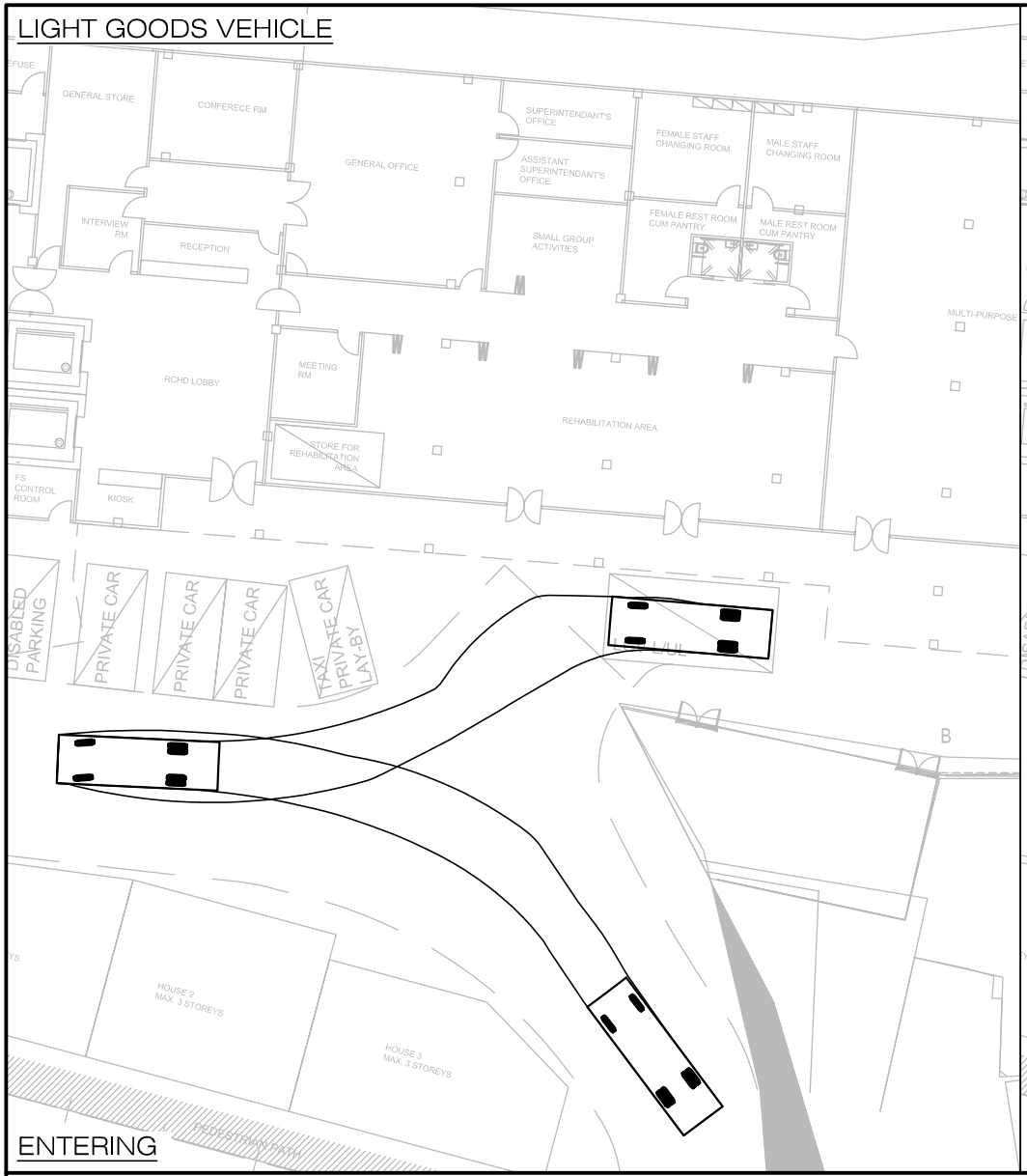
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C Y Y	S C Y	K C

Scale in A4	Date
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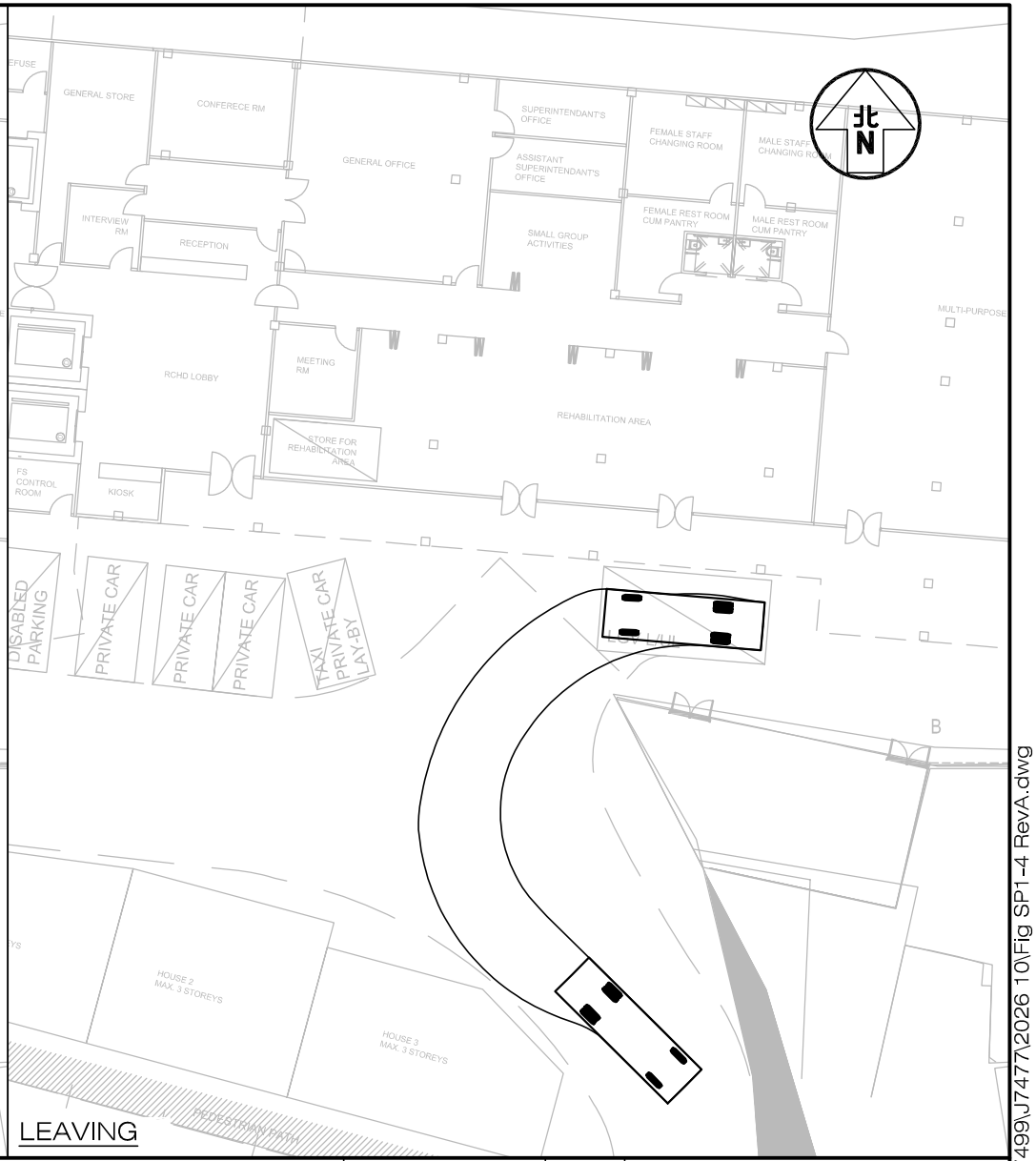
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LIGHT GOODS VEHICLE



ENTERING



LEAVING

Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

J7477

Figure Title

SWEPT PATH OF LIGHT GOODS VEHICLE ENTERING & LEAVING THE LOADING / UNLOADING BAY

Figure No.	Revision
SP3	A

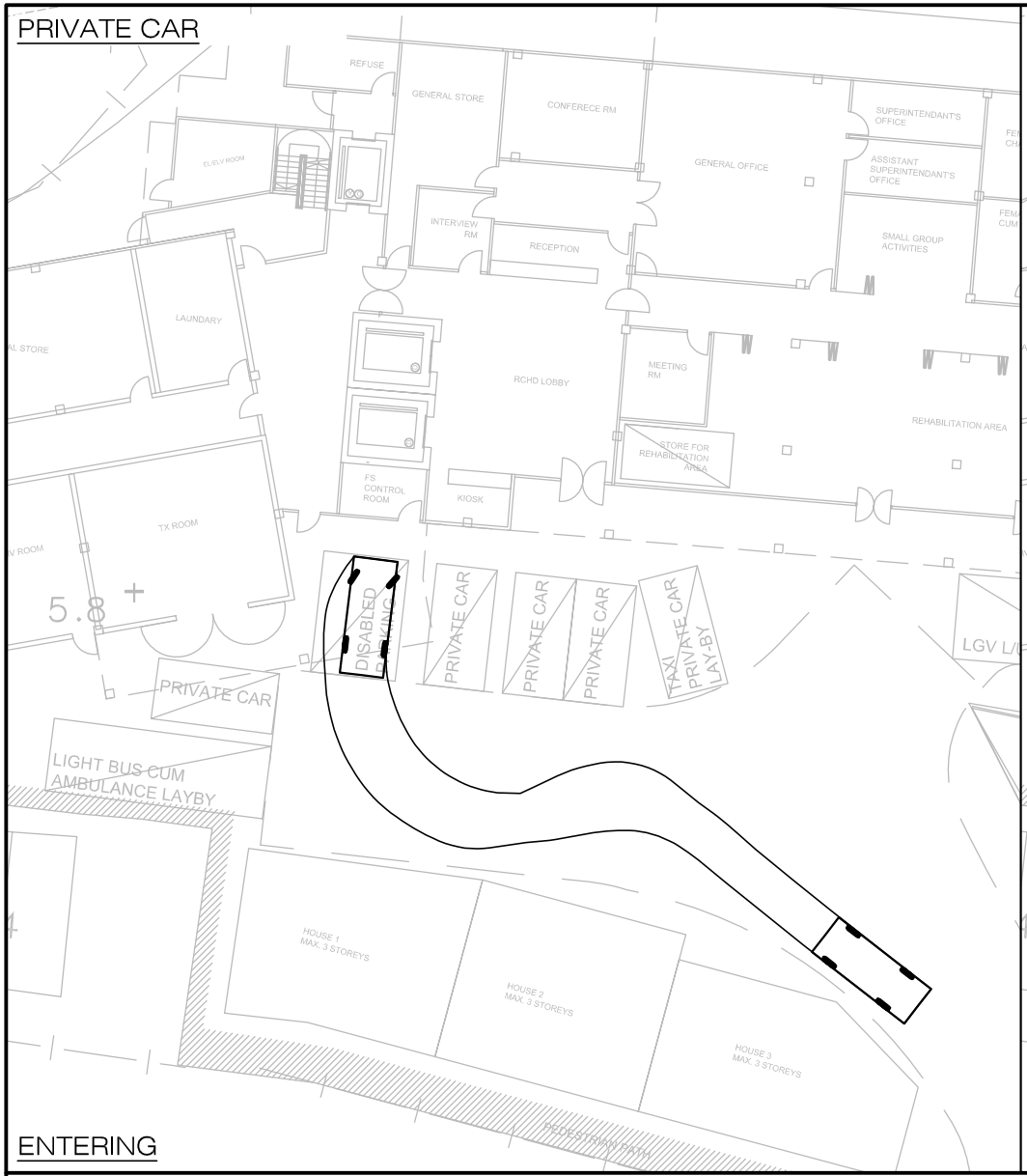
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Scale in A4	Date
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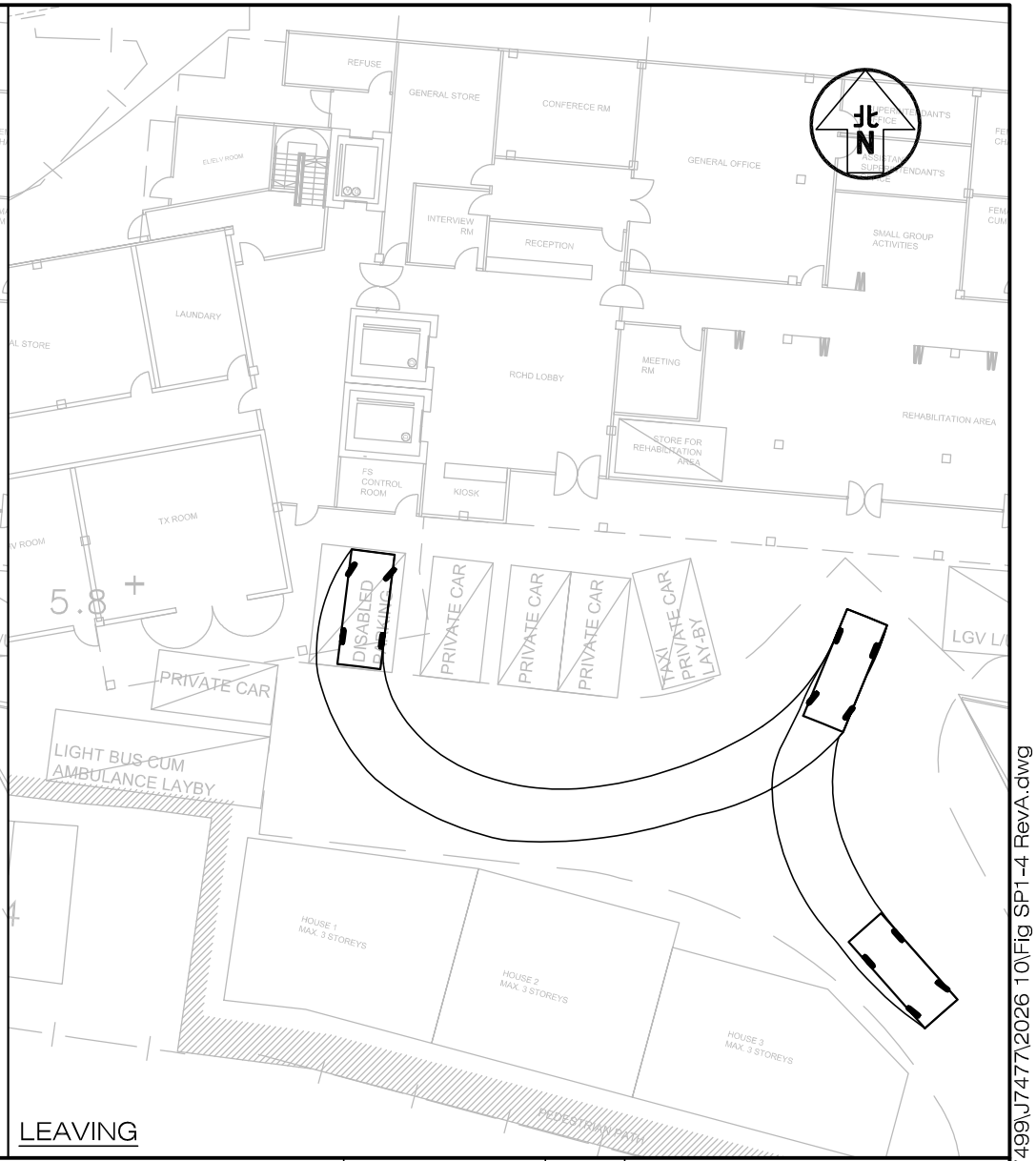
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PRIVATE CAR



ENTERING



LEAVING

Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

J7477

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE

Figure No.	Revision
SP4	A

Designed by	Drawn by	Checked by
C Y Y	S C Y	K C

Scale in A4	Date
1 : 300	28 OCT 2026

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Appendix 4

Noise Impact Assessment

SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

NOISE IMPACT ASSESSMENT REPORT

3 November 2026

Report No.: RT26594-NIA-01_v1

Prepared By:

BeeXergy Consulting Limited (BXG)

[redacted]

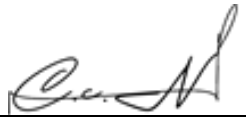
Project:	SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG NOISE IMPACT ASSESSMENT REPORT
Report No.:	RT26594-NIA-01_v1

Revision	Issue Date	Description	Author	Checker	Approver
1	3/11/2026	Issued for Comment	Various	CCN	HM

Prepared By:

Various

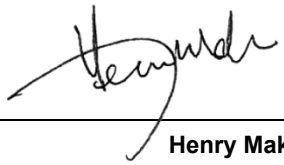
Checked by



C.C. Ng

Acoustic Principal

Approved by:



Henry Mak

Director

Disclaimer:

- This report is prepared and submitted by BeeXergy Consulting Limited with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

TABLE OF CONTENT

1. INTRODUCTION 1
1.1. BACKGROUND 1
1.2. PROJECT LOCATION 1
1.3. PROJECT DESCRIPTION 1
1.4. STRUCTURE OF THE REPORT 2
2. ROAD TRAFFIC NOISE IMPACT ASSESSMENT 3
2.1. INTRODUCTION 3
2.2. ASSESSMENT CRITERIA 3
2.3. NOISE SENSITIVE RECEIVERS 4
2.4. ASSESSMENT METHODOLOGY 4
2.5. ASSESSMENT RESULTS – BASE CASE SCENARIO 4
3. FIXED NOISE IMPACT ASSESSMENT 6
3.1. INTRODUCTION 6
3.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES 6
3.3. NOISE SENSITIVE RECEIVERS (NSRS) 9
3.4. IDENTIFICATION AND EVALUATION OF FIXED NOISE IMPACT 11
3.5. ASSESSMENT METHODOLOGY 13
3.6. ASSESSMENT RESULTS 14
3.7. FIXED NOISE IMPACT FROM THE PROPOSED DEVELOPMENT 16
3.8. CONCLUSION 17
4. CONCLUSION 18

FIGURES

Figure 1.1	Location of Application Site
Figure 2.1a – 2.1b	Location of Noise Assessment Points for Road Traffic Noise Assessment
Figure 3.1	Location of Existing and Planned Representative Noise Sensitive Receivers for Fixed Noise Impact Assessment
Figure 3.2	Location of Planned Representative Noise Assessment Points for Fixed Noise Impact Assessment
Figure 3.3	Location of Major Fixed Plant Noise Sources for Fixed Noise Impact Assessment

APPENDICES

Appendix 1.1	Master Layout Plan
Appendix 2.1	Year 2045 Peak Hour Traffic Forecast
Appendix 2.2	Detailed Results of Road Traffic Noise Assessment (Base Case Scenario)
Appendix 3.1	Site Survey Record
Appendix 3.2	Fixed Plant Noise Impact Assessment
Appendix 3.3	Maximum Allowable SWL

1. INTRODUCTION

1.1. BACKGROUND

1.1.1. The Subject Site is located at various lots in D.D.120 and adjoining Government Land, in Yuen Long. The location of the Subject Site is shown in **Figure 1.1**.

1.1.2. The Applicant has the intention to provide a Residential Care Home for Persons with Disabilities ("Proposed RCHD") and 3 numbers of New Territories Exempted House ("Proposed NTEH"), at the Subject Site (the "Proposed Development").

1.1.3. BeeXergy Consulting Limited was commissioned by the Project Proponent to undertake a Noise Impact Assessment (NIA) supporting its planning application under Section 16 of the Town Planning Ordinance (TPO) for the Proposed Development.

1.2. PROJECT LOCATION

1.2.1. The Application Site is located in Yuen Long district and it is located to the north of Shap Pat Heung Road and to the west of Tai Tong Road, as shown on **Figure 1.1**. The Application Site is currently zoned as "Village Type Development" (V) under the Yuen Long Approved Outline Zoning Plan (OZP) No. S/YL/23. The site is generally surrounded by scattered building structures including village buildings, warehouse, auto repairing workshops and an animal feeds factory. **Figure 1.1** shows the location of Application Site and its environs.

1.3. PROJECT DESCRIPTION

1.3.1. The Proposed Development will convert the existing permitted uses to Residential Care Home for Persons with Disabilities (RCHD), and houses. The Master Layout Plan provided by the I Consultants & Contracting Co. Ltd. (the Project Architect) is enclosed in **Appendix 1.1**.

1.4. STRUCTURE OF THE REPORT

1.4.1. This NIA Report comprises the following sections:

- Section 1 introduces the project background;
- Section 2 presents the road traffic noise impact assessment;
- Section 3 presents the fixed noise impact assessment; and
- Section 4 summarizes the findings of this NIA.

2. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

2.1. INTRODUCTION

2.1.1. The potential road traffic noise impact on the Proposed Development due to the nearby existing roads has been assessed. Practicable noise mitigation measures have been recommended, where necessary.

2.2. ASSESSMENT CRITERIA

2.2.1. Table 4.1 of Chapter 9 of the HKPSG provides the assessment criteria for road traffic noise impact at noise sensitive uses which rely on opened windows for ventilation. **Table 2.1** summarizes the adopted road traffic noise criteria for noise sensitive uses with openable windows at the Proposed Development.

Table 2.1 Road Traffic Noise Criteria for Noise Sensitive Uses

Location	Facility / Room	Noise Criteria, $L_{10\ (1\ hour)}$, dB(A)
GF	Conference Room	70
GF	General Office	70
GF	Superintendent's Office	70
GF	Multi-Purpose Hall	70
1F-2F	Dinning/ Multi-Purpose Room	70
1F-2F	Dormitory	70
1F-2F	Isolation Room [2]	70
1F-2F	End-of-life Care Room	70
1F-2F	Meeting Room/ Activity Room	70

Notes:

[1] The above standards apply to noise sensitive uses which rely on opened windows for ventilation and should be viewed as the maximum permissible noise levels assessed at 1m from the external façade.

[2] As advised by the Project Team, the Isolation Room is designated for infection control purposes. No medical operation and/or diagnostic activities will be carried out in the concerned room. Therefore, the noise planning standard of 70 dB(A) for domestic uses as stipulated in Table 4.1 of Chapter 9 of the HKPSG is adopted.

2.3. NOISE SENSITIVE RECEIVERS

2.3.1. Noise Assessment Points (NAPs) have been provided for noise sensitive uses with openable windows at the Proposed Development. The respective criteria for all types of noise sensitive uses with openable windows have been listed in **Table 2.1**. The locations of noise sensitive receivers (NSRs) for road traffic noise assessment are shown in **Figures 2.1a** to **2.1b**.

2.4. ASSESSMENT METHODOLOGY

2.4.1. The Road Noise Module 2.7.2 of NoiseMap Enterprise Edition has been used to assess the road traffic noise impact from the existing road network within 300m assessment area on the representative NSRs at the Proposed Development. The road traffic noise model adopts the methodology outlined in the Calculation of Road Traffic Noise (CRTN) developed by the UK Department of Transport. The road traffic noise would be presented in terms of noise levels exceeding 10% of the one-hour period for the hour having the peak traffic flow $L_{10(1hour)}$ under various traffic forecast scenarios. Representative NAPs, key building structures with noise screening effects, topographical contours and road segments with traffic flow data have been inputted into the NoiseMap model in predicting the potential traffic noise impact.

2.4.2. Traffic flow of the existing roads within 300m assessment area have been forecasted by the Project traffic consultant. As stated in the CRTN, the traffic flow used for assessment shall be the maximum traffic projection within 15 years upon occupancy of the development. The assessment has been undertaken based on the projected AM peak hourly traffic flows in Year 2046, which corresponds to the maximum projected traffic conditions within 15 years upon occupancy of the Proposed Development, i.e. Year 2031. The traffic forecast data is enclosed in **Appendix 2.1**. The traffic forecasting methodology for producing the adopted traffic data will be submitted to the Transport Department (TD) for endorsement.

2.5. ASSESSMENT RESULTS – BASE CASE SCENARIO

2.5.1. Predicted peak hourly road traffic noise levels at the representative NSRs at the Proposed Development are summarized in **Table 2.2** and **Table 2.3** below. Detailed breakdown of the road traffic noise assessment results under base case scenario are presented in **Appendix 2.2**.

Table 2.2 Summary of Predicted Road Traffic Noise Levels (Base Case Scenario)

Floor	Facility / Room	Noise Criteria, dB(A)	Predicted Maximum $L_{10\ (1\ hour)}$, dB(A)
GF	Conference Room	70	48
GF	General Office	70	61
GF	Superintendent's Office	70	61
GF	Multi-Purpose Hall	70	63
1F-2F	Dormitory	70	65
1F-2F	Isolation Room	70	65
1F-2F	End-of-life Care Room	70	66
1F-2F	Meeting Room/ Activity Room	70	66
1F-2F	Dinning/ Multi-Purpose Room	70	66

Table 2.3 Road Traffic Noise Levels Compliance Rate

Total No. of NAP	91
Total No. of NAP with Noise Exceedance	0
Compliance Rate	100%

2.5.2. The assessment results revealed that all RCHD dormitory and non-dormitory units are compliant with the assessment criteria under the unmitigated scenario.

3. FIXED NOISE IMPACT ASSESSMENT

3.1. INTRODUCTION

3.1.1. This fixed noise impact assessment is prepared to address potential fixed noise impact on the noise sensitive uses of the Proposed Development. Practicable noise mitigation measures would be proposed to minimize the fixed noise impact from Proposed Development, where necessary.

3.1.2. The Proposed Development consists of residential and other ancillary facilities such as multi-purpose hall, kitchen, laundry, office, meeting room, conference room, dining room, rehabilitation area and activity room. The RCHD is noise sensitive in nature and will rely on openable windows for ventilation.

3.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

3.2.1. The relevant legislation, standards and guidelines applicable to the fixed noise impact assessment include:

- Noise Control Ordinance (NCO) (Cap. 400);
- Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM);
- Hong Kong Planning Standards and Guidelines (HKPSG);
- Good Practices on Pumping System Noise Control; and
- Good Practices on Ventilation System Noise Control.

3.2.2. IND-TM stipulates the appropriate Acceptable Noise Level (ANL) for fixed noise sources. The ANL is dependent on the Area Sensitivity Rating (ASR) of a NSR, as defined in Table 1 of the IND-TM (reproduced in **Table 3.1**). The ASR of an NSR is determined by the type of area where the NSR is located and the presence of any influencing factors (IFs) such as major roads (i.e. a road with Annual Average Daily Traffic (AADT) flow more than 30,000) and industrial areas.

Table 3.1 Area Sensitivity Ratings

Type of Area Containing NSR	Degree to which NSR is affected by IF		
	Not Affected	Indirectly Affected	Directly Affected
Rural area, including country parks or village type developments	A	B	B
Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
Urban area	B	C	C
Area other than those above	B	B	C

3.2.3. The HKPSG also states that in order to plan for a better environment, all planned fixed noise sources should be located and designed such that when assessed in accordance with the IND-TM, the noise contribution at NSRs due to planned operational noise sources shall not exceed the limits as stipulated in Table 4.1 of the HKPSG, as follows:

(a) 5 dB(A) below the appropriate ANL shown in Table 2 of IND-TM; or
(b) The prevailing background noise level (For quiet areas with level 5 dB(A) below the ANL)

3.2.4. The ANLs stipulated in the IND-TM are provided in **Table 3.2**.

Table 3.2 Acceptable Noise Levels

Time Period	Area Sensitivity Rating		
	A	B	C
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

3.2.5. The Influencing factors (IFs) identification within the 300 m assessment area has been conducted. According to The Annual Traffic Census 2024, the annual average daily traffic flow of Shap Pat Heung Road (29980 vehicles – Station 5711) and Tai Tong Road (11380 vehicles – Station 5856) is less than 30,000 vehicles which are not considered as IFs in IND-TM.

3.2.6. According to the IND-TM issued under the NCO, the Proposed Site is mainly surrounded by existing low density residential areas consisting of low-rise developments including village, gas station, storage warehouses, auto repairing workshops and an animal feeds factory. The type of area in where the subject site located is “Area other than those above” with NSR at such location is not affected by influencing factor (IF).

3.2.7. In view of the existing nature of the environment as described above, the ASR of "**B**" has been assigned to the representative NSRs since no IFs are affecting the proposed development. Noise standards of 65dB(A) and 55dB(A) are adopted for daytime and evening time, and night-time respectively.

3.2.8. To define the noise criterion, background noise measurement was conducted on 26 October 2026 from 1900 hour to 0700 hour on 27 October 2026 continuously in the subjected site. The measurement period was adopted based on the operation time of planned fixed noise source within the site. The measurement was conducted at Southeast of the subjected site close to the former Hang Heung Cake Factories. **Appendix 3.1** shows the background noise measurement details. The quietest 1hr period throughout the measurement was considered as worst-assessment duration during the day and evening time and nighttime assessment periods for the purpose of

defining the background nosie. Weather was fine during the entire measurement period. A microphone was set at location 1m from a reflective surface erected at 1.2m above ground. **Table 3.3** shows the measurement results.

Table 3.3 Background Noise Measurement Results

Point	Measurement Period	Prevailing Noise Level, dB(A) $L_{eq\ (1hr)}$
BG1	Day and Evening time (0700-2300)	42.7
	Nighttime (2300-0700)	40.3

3.2.9. The lowest background noise level (façade level) was measured as 42.7 dB(A) and 40.3 dB(A) during the daytime and nighttime period respectively. During the measurement the dominant noise sources are from the nearby domestic premises and the road traffic from Shap Pat Heung Road and Tai Tong Road and there was no substantial operation from the nearby abandoned fixed plant during measurement.

3.2.10. Since the lowest prevailing noise levels during daytime and nighttime are lower than the ANL-5 dB(A) as laid in the IND-TM. Thus, the measured background nosie levels of 42.7 dB(A) and 40.3 dB(A) are adopted as the fixed noise criterion for daytime (0700-1900 hrs) and nighttime (2300-0700 hrs) assessment.

3.2.11. **Table 3.4** shows the details of the fixed plant noise impact assessment criteria for this study.

Table 3.4 Noise Standard for existing and planned fixed noise sources

Standards	Time Period	$L_{eq\ (1-hr)}$				
		Prevailing B/G Noise Levels	ANL	ANL-5	Noise Assessment Criteria For Existing Fixed Noise Sources	Noise Assessment Criteria For Planned Fixed Noise Sources
Noise Control Ordinance	Day (0700-2300)	42.7 dB(A)	65dB(A)	60dB(A)	65dB(A)	42.7 dB(A)
	Night (2300-0700)	40.3 dB(A)	55dB(A)	50dB(A)	55dB(A)	40.3 dB(A)

Note:

(1) *Acceptable Noise Level for Area Sensitivity Ratings “B” stipulated in the IND-TM.

(2) In any event, the ASR and the ANLs adopted in this report are only indicative and they are used for assessment only. It should be noted that noise from fixed sources is controlled under section 13 of the NCO. Therefore, the Noise Control Authority shall determine fixed plant noise

impact based on prevailing legislation and practices being in force and taking account of contemporary conditions / situations of adjoining land uses. The assessment of noise impacts from fixed sources in this report shall not bind the Noise Control Authority in the context of law enforcement against any of the industrial noise being assessed.

3.3. NOISE SENSITIVE RECEIVERS (NSRS)

NSRs Around the Proposed Site

3.3.1. The assessment area for noise impact should generally be defined by a distance of 300m from the site boundary. These NSRs include both the existing and planned sensitive developments.

3.3.2. The representative existing and planned NSRs are identified by means of reviewing topographic maps, aerial photos, land status plans, relevant Outline Zoning Plans (OZP), Outline Development Plans, Layout Plans and other relevant published land use plans, including plans and drawings published by Lands Department and land use and development applications approved by the Town Planning Board, and supplemented by site inspections.

3.3.3. Key representative existing and planned Noise Sensitive Receivers (NSRs) within the 300 m assessment area in the vicinity of the Proposed Development have been identified.

3.3.4. The details of representative NSRs are tabulated in **Table 3.5** while the locations of representative NSRs indicated in **Figure 3.1**.

Table 3.5 Identified Noise Sensitive Receivers in the Vicinity of the Project Site

NSR ID	Description	Type of Use	Existing/ Planned	Approximate Distance from Proposed Development (m)[1]
N1	Village House (North of the Site)	Residential	Existing	< 5m
N2	Village House (South of the Site)	Residential	Existing	< 5m
N3	Proposed Kindergarten Special School Church (A/YL252)	Educational	Planned	55m
N4	Proposed RCHE at Tai Tong Rd (A/YL/302)	Residential	Planned	13m
N5	Proposed RCHE at junction of Tai Tong Rd and Shap Pat Heung Rd (A/YL/263)	Residential	Planned	36m
N6	Proposed RCHE at junction of Shap Pat Heung Rd and Tai Shu Ha Rd East (Y/YL19)	Residential	Planned	12m
N7	Proposed RCHE at Tai Tong Rd (A/YL/276)	Residential	Planned	128m
N8	Proposed Residential Houses (A/YL/185)	Residential	Planned	179m

Note:

[1] The shortest horizontal distance between the NSRs and the site boundary of the Proposed Development are adopted for the calculation of distance attenuation in planned Fixed Plant Noise Sources from the Proposed Development.

3.3.5. To illustrate the most adverse situation, solely the nearest NSRs surrounding the Proposed Site are exhibited and computed. It is presumed that if the nearest Noise Sensitive Receptors (NSRs) outlined in this report comply with the noise standards, all other NSRs will also adhere to these standards due to distance attenuation, the shielding effects of adjacent structures, and the sound masking provided by traffic noise.

NSRs in the Proposed RCHD

3.3.6. The planned NSRs of the Proposed Site are set as 1m from façade of the Proposed

building. The detail position of the planned NSRs is presented in **Figure 3.2**.

3.4. IDENTIFICATION AND EVALUATION OF FIXED NOISE IMPACT

Existing Fixed Plant Noise Sources

3.4.1. Several existing fixed noise sources have been identified within 300m assessment area through desktop study including referencing aerial photos and site visit conducted on 15 and 16 October 2026. The potential fixed noise sources include two gas stations (Sinopec and Caltex), two storage warehouses (Man Cheong Metals and Building Materials - Fraser Village Storage Warehouse and Glory International (HK) Ltd - Storage Warehouse), nine motor repairing workshops (Raymond Motors Service Centre, Kaiser (HK) Motor Service Centre, Takken Motor Service Center, Ka Po Motor Engineering Co., New Egal Motors Development, Rally Motor Services, Fan Kee Auto Service, Shing Tak Tyre (HK) Limited and New Power Motors Company), animal feeds factory (Tai Sang Feeds Co Ltd) and others (Man Cheong Metals and Building Materials Company Ltd) around the existing Application Site were observed.

3.4.2. The site survey record and noise measurement results are provided in **Table 2** and **Table 3** in **Appendix 3.1**. The existing fixed noise sources have been identified as tabulated in **Table 3.6** and illustrated graphically in **Figure 3.3**. The derived SWLs have considered the acoustic characteristics of tonality, impulsiveness and intermittency, if any.

Table 3.6 Information of the Identified Existing Fixed Noise Sources

Source ID	Location	Operation Hours	
		Day & Evening	Night
S1	SINOPEC - Tai Tong Rd Gas Station	Y	Y
S2	Raymond Motors Service Centre (利民車行維修服務中心)	Y	N
S3	Man Cheong Metals and Building Materials Company Ltd (萬昌五金建材有限公司)	Y	N
S4	Caltex - Tai Tong Rd Gas Station	Y	Y
S5	Kaiser (HK) Motor Service Centre (香港佳誠汽車服務中心)	Y	N
S6	Takken Motor Service Centre (德勤電單車服務中心)	Y	N
S7	Hang Heung Cake Factories (恆香製餅廠) (Demolished)	NA	NA
S8	Tai Sang Feeds Co Ltd (大生行飼料有限公司)	Y	N
S9	Man Cheong Metals and Building Materials - Fraser Village Storage Warehouse (萬昌五金建材禮修村)	Y	N
S10	Glory International (HK) Ltd - Storage Warehouse (光輝地板行貨倉)	Y	N
S11	Motor Repairing Workshop	Y	N
S12	New Egal Motors Development (新英格爾汽車發展)	Y	N
S13	Rally Motor Services (越野汽車服務)	Y	N
S14	Fan Kee Auto Service (范記農車修理)	Y	N
S15	Shing Tak Tyre (HK) Limited (成達膠輪(香港)有限公司)	Y	N
S16	New Power Motors Company(新力勁車行)	Y	N

Planned Fixed Plant Noise Sources Around the Proposed Site

3.4.3. The planned fixed noise sources around the Proposed Site are identified. With reference to the RNTPC Paper No. A/YL/276, A/YL/263, A/YL/302 and A/YL/252, the planned fixed noise sources including the outdoor AC units, pump room and the emergency generator room which are located on the rooftop. According to the RNTPC Paper No. Y/YL/19 and A/YL/185, the proposed development are residential buildings and houses which only contain outdoor AC units with less than 2.5kW motor power. Therefore, noise arisen from these fixed noise sources is considered negligible.

3.4.4. The locations of planned fixed plant noise sources are tabulated in **Table 3.7** and provided in **Figure 3.3**.

Table 3.7 Information of the Identified Planned Fixed Noise Sources

Source ID	Location	Operation Hours	
		Day & Evening	Night
S17	Lot 1846 RP in D.D. 120 and adjoining Government Land, Ma Tin Pok (A/YL/276)	Y	Y
S18	Lots 1695 S.D RP, 1741 RP (Part) and 1394 S.B RP (Part) in D.D. 120 and adjoining Government land, Tai Kei Leng (A/YL/263)	Y	Y
S19	Lots 1695 S.E ss.1 RP, 1695 S.F ss.1 and 1695 S.H RP (Part) in D.D. 120 and adjoining Government land, Tai Kei Leng (A/YL/302)	Y	Y
S20	Lots 1694, 1695 S.F RP (Part) and 3721 in D.D. 120, Tai Kei Leng (A/YL/252)	Y	Y

3.5. ASSESSMENT METHODOLOGY

3.5.1. Standard acoustic principles were adopted for prediction of cumulative fixed noise impact. In accordance with the IND-TM, a barrier correction of -10dB(A) is applied where the line of sight from the representative NSR would be completely blocked by building structure or barriers. A façade correction of +3dB(A) is also adopted. Tonality of 3dB(A) is also assumed for all fixed noise sources as a conservative assessment approach. The expected accuracy of the overall predictions is +/- 3 dB. Hence, a safety factor of +3 dB is added to account for uncertainty in the acoustic predictions.

3.5.2. The fixed noise levels are determined by adopting standard acoustics principles. The following formula was used for calculating the fixed noise levels associated with the existing and planned fixed plant:

$$SPL_{NSR} = SWL + C_{dist} + C_{bar} + C_{fac} + C_{ton} + C_{saf}$$

Where

SPL_{NSR} = Predicted Noise Level at Selected Representative NSR
SWL = Maximum Sound Power Level of the Fixed Plant Noise Source
C_{dist} = Distance Correction in dB(A) ($20\log D + 8$, where D is the Distance between NSR and Source)
C_{bar} = Barrier Correction
C_{fac} = Façade Correction (+3dB(A))
C_{ton} = Tonality Correction (+3dB(A), where applicable)
C_{saf} = Safty Factor Correction (+3dB(A))

3.6. ASSESSMENT RESULTS

3.6.1. The results of cumulative fixed noise impact assessment for daytime/evening and night-time periods are summarized in **Table 3.8** below with detailed calculations provided in **Appendix 3.2**.

Table 3.8 Predicted Fixed Noise Levels at Representative NSRs

NSR ID	Existing Fixed Noise Source		Noise Criteria, dB(A) (Day & Evening / Night)	Compliance (Yes/No)
	Predicted Fixed Noise Level, dB(A)			
	Day & Evening	Night		
GF_N1	45	-	65/55	Yes
GF_N2	42	-		Yes
GF_N3	40	-		Yes
GF_N4	48	-		Yes
GF_N5	47	-		Yes
1F_N1	44	-		Yes
1F_N2	42	-		Yes
1F_N3	40	-		Yes
1F_N4	48	-		Yes
1F_N5	47	-		Yes
1F_N6	37	-		Yes
1F_N7	38	-		Yes
1F_N8	38	-		Yes
1F_N9	39	-		Yes
1F_N10	40	-		Yes
1F_N11	41	-		Yes
1F_N12	42	-		Yes
1F_N13	41	-		Yes
1F_N14	41	-		Yes
1F_N15	41	-		Yes
1F_N16	41	-		Yes
1F_N17	40	-		Yes
1F_N18	39	-		Yes
1F_N19	50	-		Yes
1F_N20	52	-		Yes
1F_N21	54	-		Yes
1F_N22	57	-		Yes
1F_N23	57	-		Yes
1F_N24	59	-		Yes

NSR ID	Existing Fixed Noise Source		Noise Criteria, dB(A) (Day & Evening / Night)	Compliance (Yes/No)
	Predicted Fixed Noise Level, dB(A)			
	Day & Evening	Night		
1F_N25	61	-	65/55	Yes
1F_N26	65	-		Yes
1F_N27	65	-		Yes
1F_N28	64	-		Yes
2F_N1	44	-		Yes
2F_N2	42	-		Yes
2F_N3	40	-		Yes
2F_N4	48	-		Yes
2F_N5	47	-		Yes
2F_N6	37	-		Yes
2F_N7	37	-		Yes
2F_N8	38	-		Yes
2F_N9	39	-		Yes
2F_N10	40	-		Yes
2F_N11	41	-		Yes
2F_N12	42	-		Yes
2F_N13	41	-		Yes
2F_N14	41	-		Yes
2F_N15	41	-		Yes
2F_N16	40	-		Yes
2F_N17	39	-		Yes
2F_N18	39	-		Yes
2F_N19	49	-		Yes
2F_N20	51	-		Yes

3.6.2. According to the fixed noise assessment results, no exceedance is predicted at all representative NSRs of the Proposed Development under base case scenario for both daytime/evening and night-time periods.

3.7. FIXED NOISE IMPACT FROM THE PROPOSED DEVELOPMENT

Impact Identification and Evaluation

3.7.1. According to the latest development scheme, potential fixed noise sources within the Proposed Development include the emergency generator room, LV room, HV room, TX room, pump rooms and ventilation system of the kitchens.

3.7.2. To ensure the fixed plant noise generated by the Proposed Development would not cause excessive impact to neighbouring noise sensitive uses, fixed noise sources within the Proposed Development shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG.

3.7.3. Provisions shall be made to control the fixed noise sources by suitable at source noise control measures such as silencers and acoustic linings when necessary. As such, it is anticipated that the fixed plant noise impact on the surrounding NSRs due to the operation of the Proposed Development will not exceed the relevant noise criteria under the HKPSG and NCO.

Recommended Mitigation Measures

3.7.4. The following noise mitigation measures are recommended to control noise emissions from planned fixed plant noise sources within the Proposed Development:

- Select quieter plant / equipment during procurement; and
- Provide suitable at source noise control measures such as silencers and acoustic linings when necessary.

Planned Fixed Plant Noise Sources in the Proposed Site

3.7.5. At the time of preparation of this report, information regarding the sound power levels of the outdoor A/C unit and emergency generator are not available from project proponents. The assessment approach is to specify a maximum allowable sound power level of the plant equipment which is determined by backward calculation with a known maximum allowable impact sound level i.e. the criteria. As tonality information is not available as well, tonality correction has been considered in the assessment as worst case consideration.

3.7.6. Detailed calculation of the Maximum Allowable Sound Power Level of the corresponding planned fixed noise source is summarised in **Table 3.9** and provided in **Appendix 3.3**.

Table 3.9 Maximum Allowable SWL for Planned Fixed Noise Source

Noise Source	Maximum Cumulative Allowable SWL, dB(A)	
	Day and Evening time	Night-time
Building Equipment in the Proposed Site	50	48

3.8. CONCLUSION

3.8.1. The existing fixed noise sources have been identified within 300m assessment area. Fixed noise impact assessment has been conducted for the Proposed Development. Based on the assessment results, no exceedance is predicted at all representative NSRs of the Proposed Development under the base case scenario. Hence, no insurmountable fixed noise impact on the Proposed Development is envisaged.

3.8.2. To ensure the fixed plant noise generated by the Proposed Development would not cause excessive impact to neighboring noise sensitive uses, fixed noise sources within the Proposed Development shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG. Provisions shall be made to control the fixed noise sources by suitable at source noise control measures such as silencers and acoustic linings when necessary. As such, it is anticipated that the fixed plant noise impact on the surrounding NSRs due to the operation of the Proposed Development will not exceed the relevant noise criteria under the HKPSG and NCO.

4. CONCLUSION

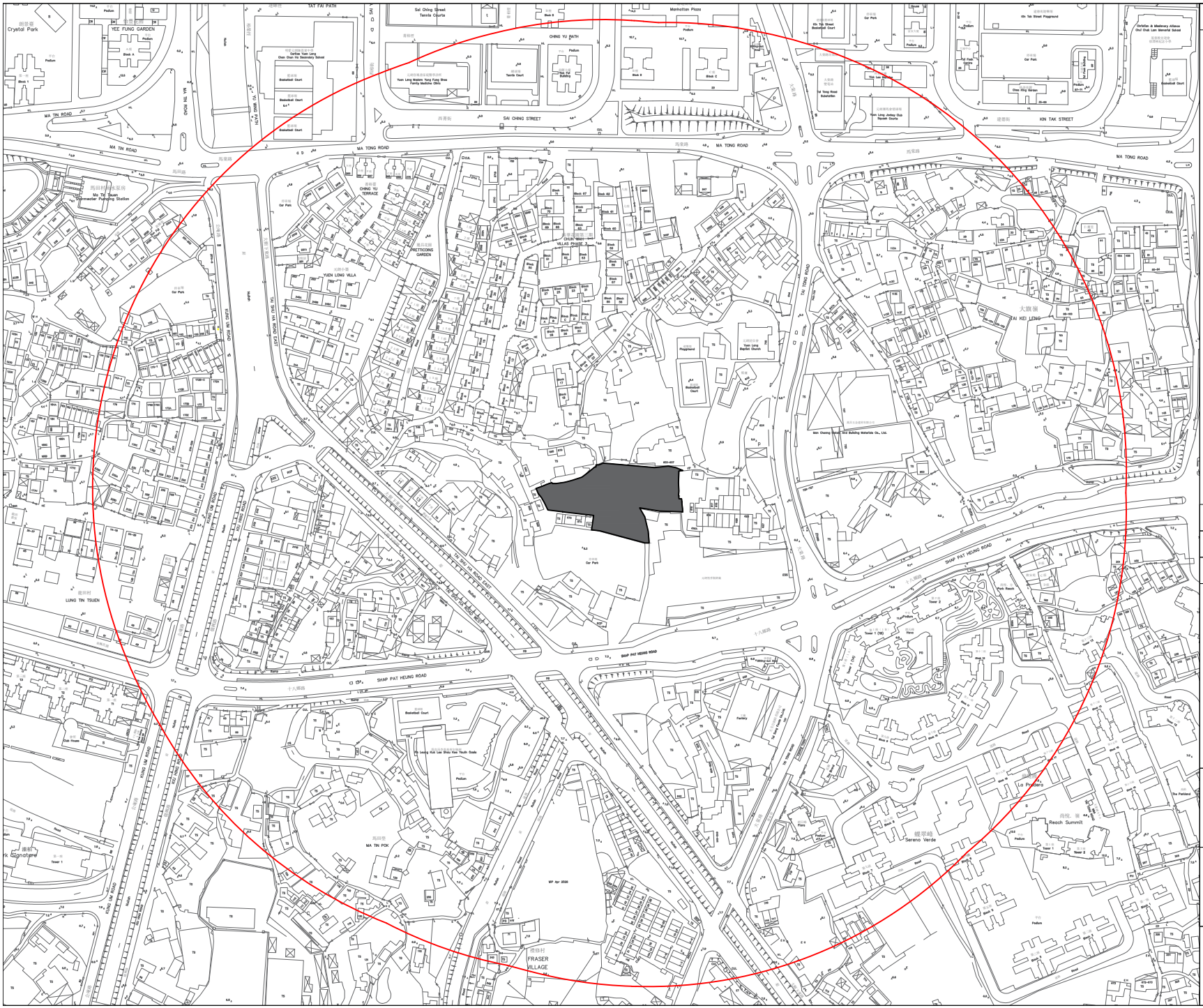
4.1.1. The Applicant has the intention to provide a Residential Care Home for Persons with Disabilities ("Proposed RCHD") with up to 180 beds and 3 numbers of New Territories Exempted House at the Subject Site. This NIA Report addressed the potential road traffic noise and fixed noise impacts during the operation of the Proposed Development.

4.1.2. Road traffic noise impact on the planned noise sensitive uses within the Proposed Development has been assessed. The assessment results indicate that the Proposed Development complies with the relevant road traffic noise criteria, and no adverse road traffic noise impacts are anticipated.

4.1.3. Fixed noise impact on the Proposed Development has also been assessed. Based on the assessment results, no exceedance is predicted at all representative NSRs of the Proposed Development under the base case scenario. Hence, no insurmountable fixed noise impact on the Proposed Development is envisaged.

4.1.4. Fixed noise sources within the Proposed Development shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG. Suitable at source noise control measures such as silencers and acoustic linings should be provided when necessary.

FIGURE 1.1
LOCATION OF APPLICATION SITE



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LEGEND:

- Project Boundary
- 300m Noise Assessment Area

	Prepared	Checked	Approved
Initial	SW	EN	HM
Date	20261026	20261026	20261026

Project Title

PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

NOISE IMPACT ASSESSMENT

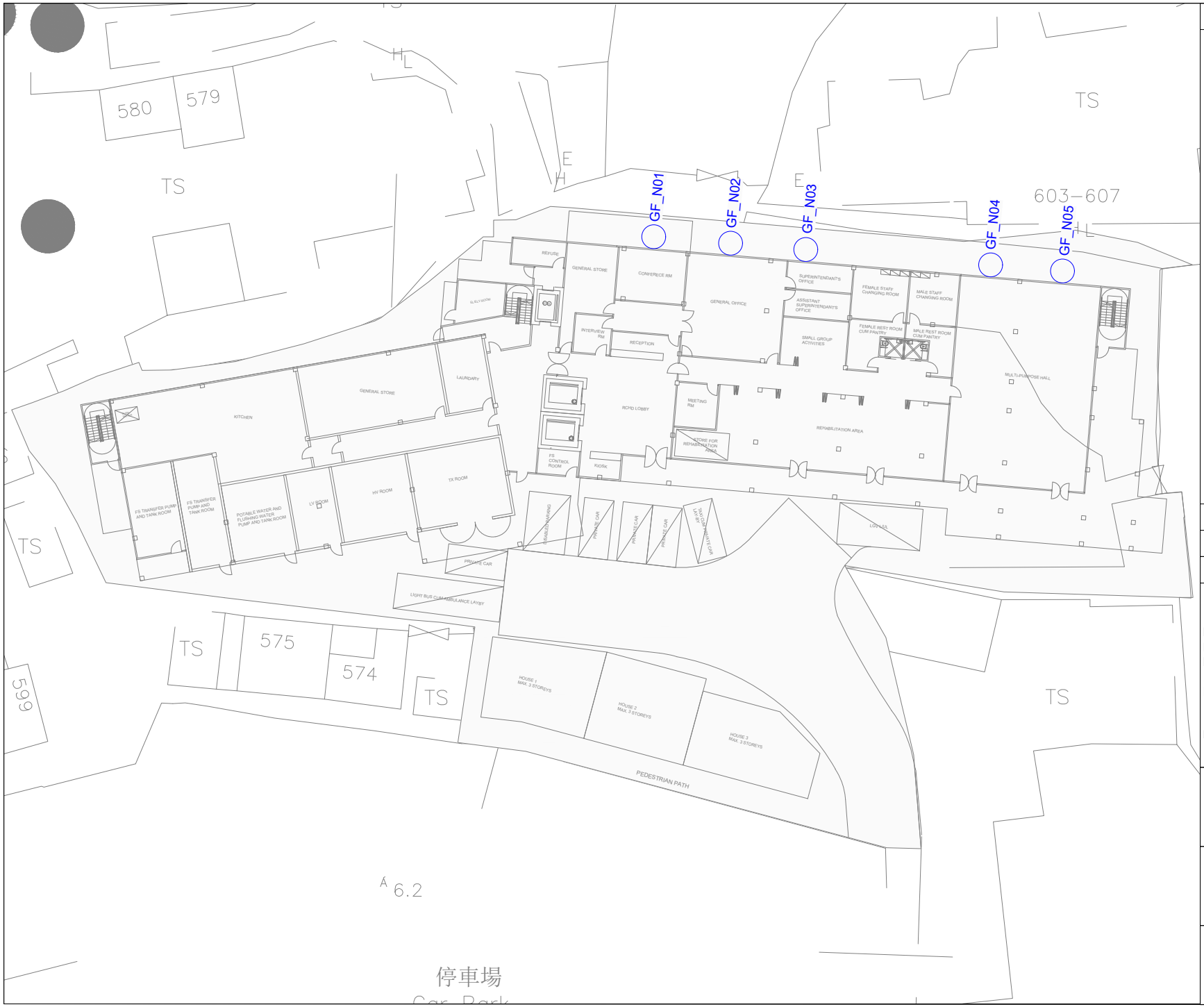
Figure Title
Location of Application Site

Figure No.	**Rev.**
Figure 1.1	0

BXG

FIGURE 2.1A – 2.1B

LOCATION OF NOISE ASSESSMENT POINTS FOR ROAD TRAFFIC NOISE ASSESSMENT



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LEGEND:

Noise Assessment Point

	Prepared	Checked	Approved
Initial	SW	EN	HM
Date	20261022	20261022	20261022

Project Title

PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

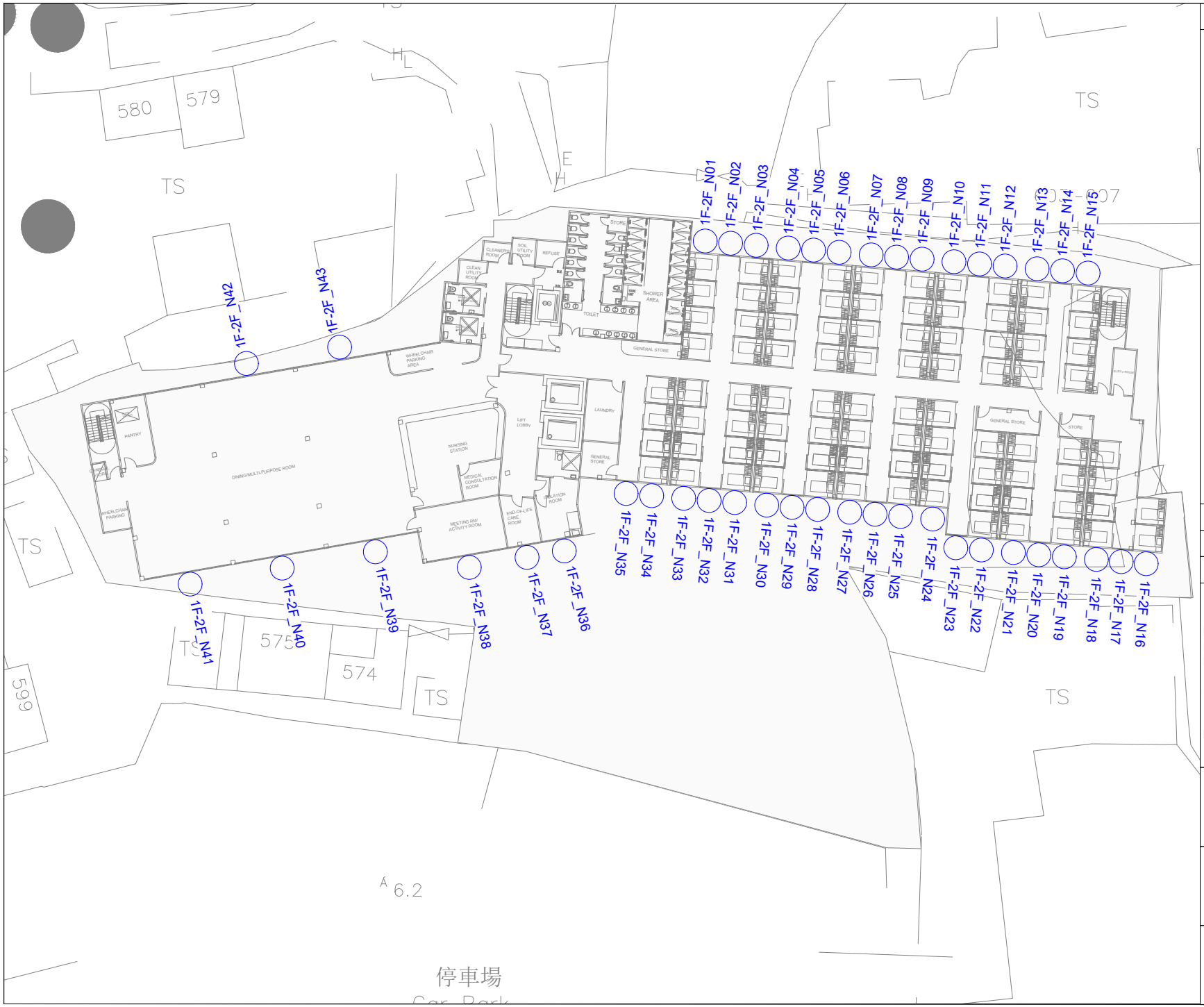
NOISE IMPACT ASSESSMENT

Figure Title

Location of Noise Assessment Points (G/F)

Figure No.	**Rev.**
Figure 2.1a	0

BXG



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LEGEND:

Noise Assessment Point

	Prepared	Checked	Approved
Initial	SW	EN	HM
Date	20261022	20261022	20261022

Project Title

PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

NOISE IMPACT ASSESSMENT

Figure Title

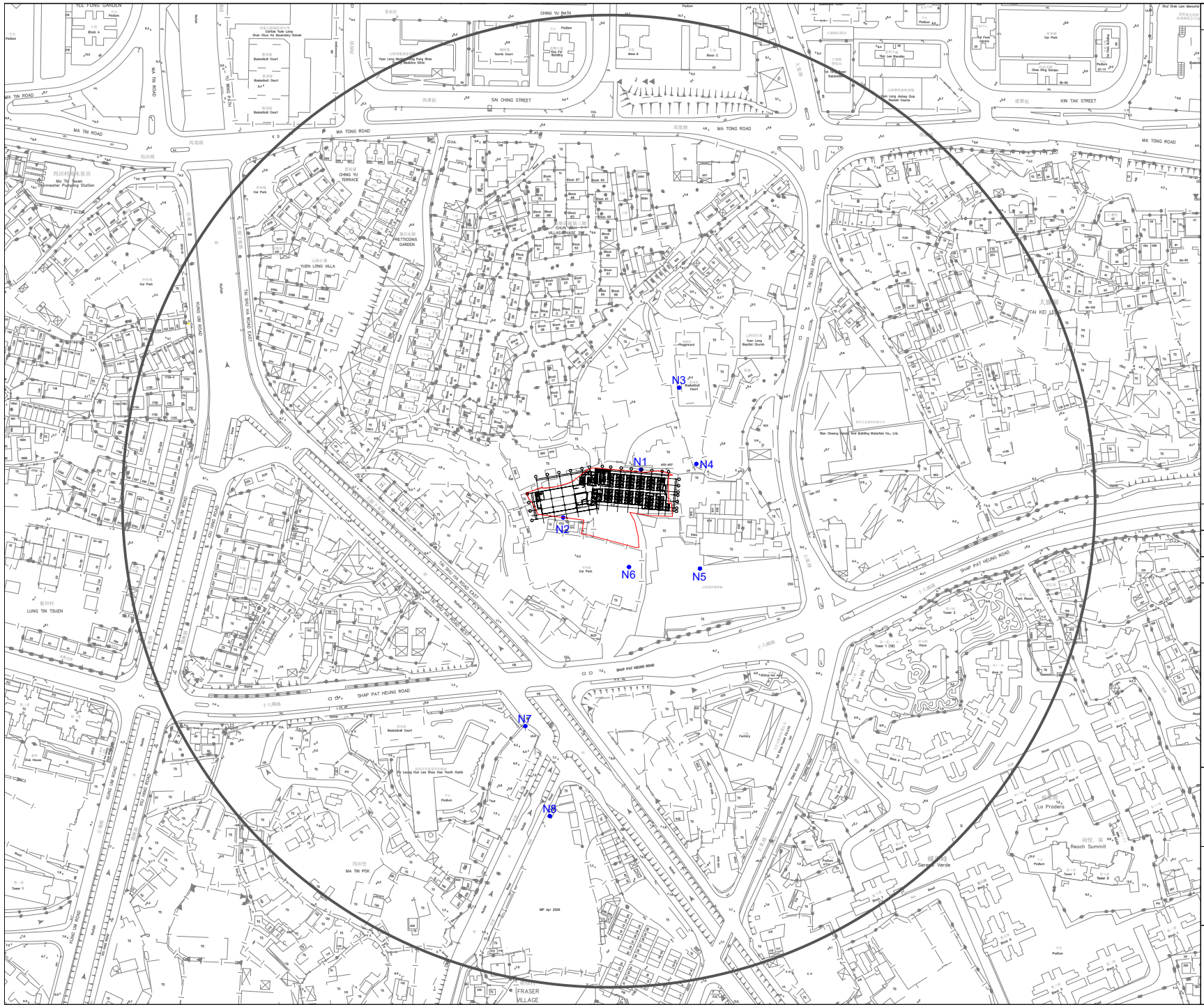
Location of Noise Assessment Points (1/F-2/F)

Figure No.	**Rev.**
Figure 2.1b	0

BXG

FIGURE 3.1

LOCATION OF EXISTING AND PLANNED REPRESENTATIVE NOISE SENSITIVE RECEIVERS FOR FIXED NOISE IMPACT ASSESSMENT



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LEGEND:

- Site Boundary
- 300m Study Area
- Existing and Planned NSRs

	Prepared	Checked	Approved
Initial	FS	EN	HM
Date	20261023	20261023	20261023

Project Title

PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

NOISE IMPACT ASSESSMENT

Figure Title

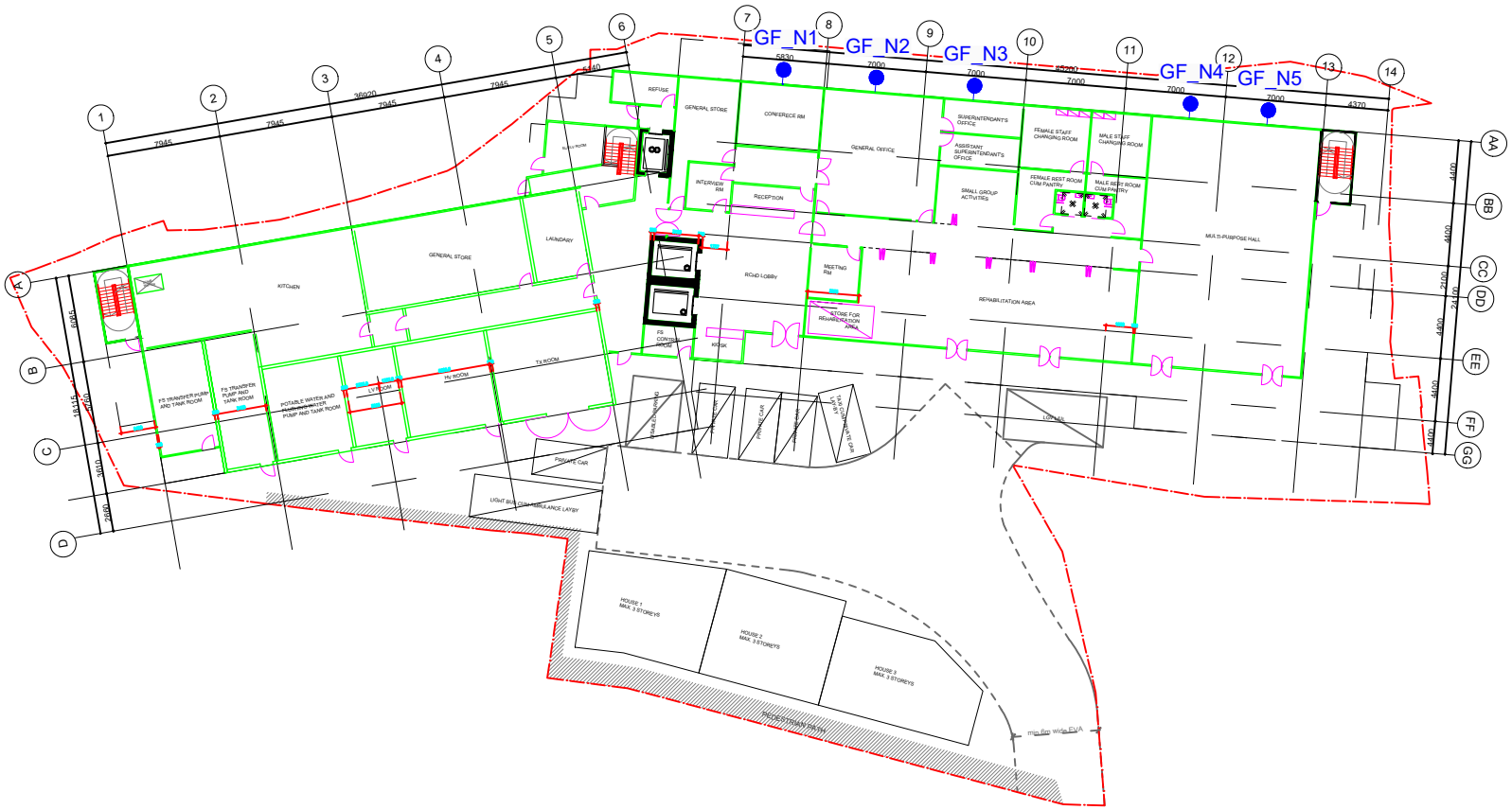
Locations of Existing and Planned NSRs

Figure No.	**Rev.**
Figure 3.1	0

BXG

FIGURE 3.2

LOCATION OF PLANNED REPRESENTATIVE NOISE ASSESSMENT POINTS FOR FIXED NOISE IMPACT ASSESSMENT



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LEGEND:

- Site Boundary
- Noise Assessment Point

	Prepared	Checked	Approved
Initial	FS	EN	HM
Date	20261023	20261023	20261023

Project Title

PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

NOISE IMPACT ASSESSMENT

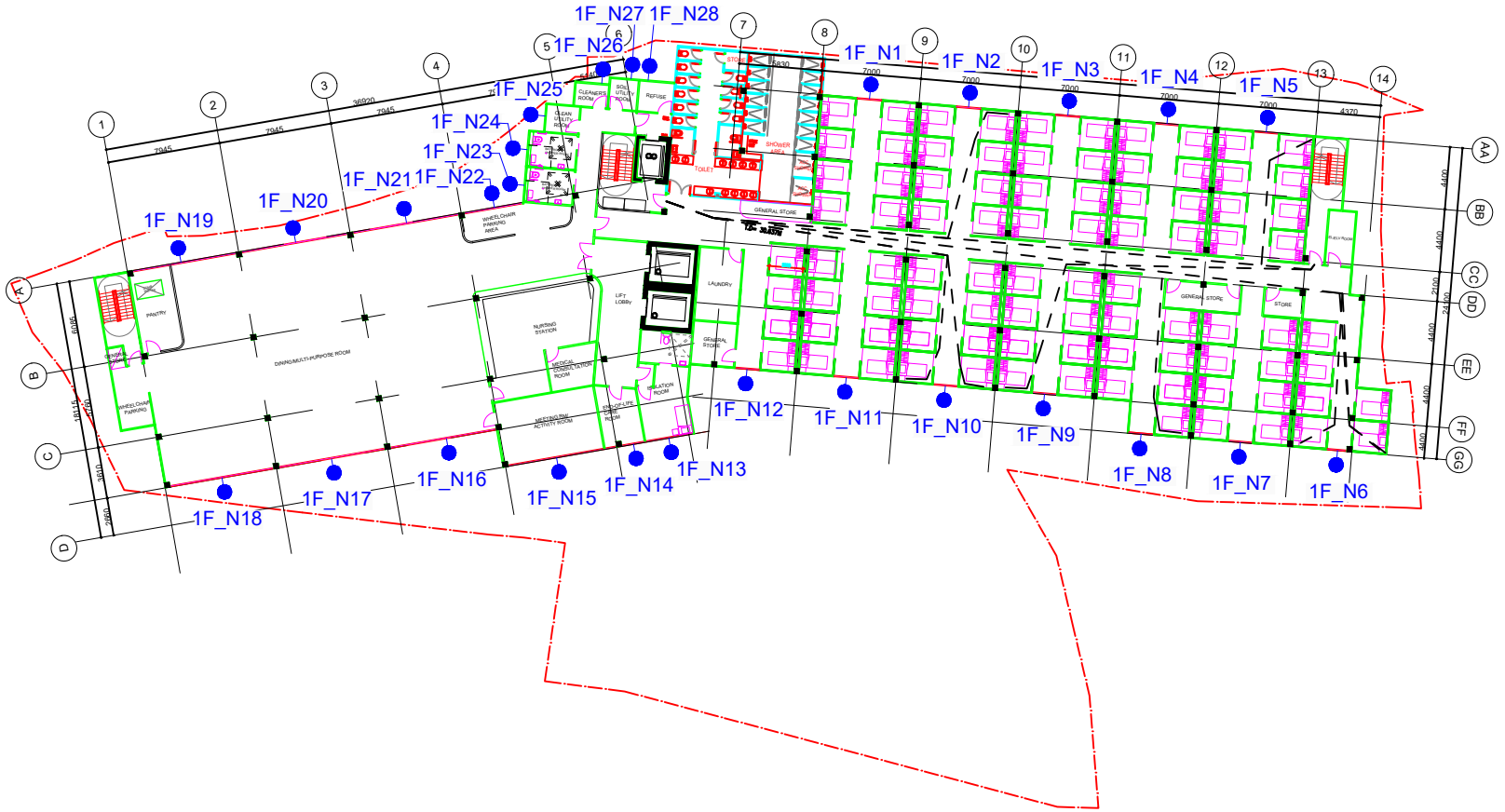
Figure Title

Locations of Planned NSRs in RCHD (G/F)

Figure No.	**Rev.**
Figure 3.2a	0

BXG

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LEGEND:

- Site Boundary
- Noise Assessment Point

	Prepared	Checked	Approved
Initial	FS	EN	HM
Date	20261023	20261023	20261023

Project Title

PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

NOISE IMPACT ASSESSMENT

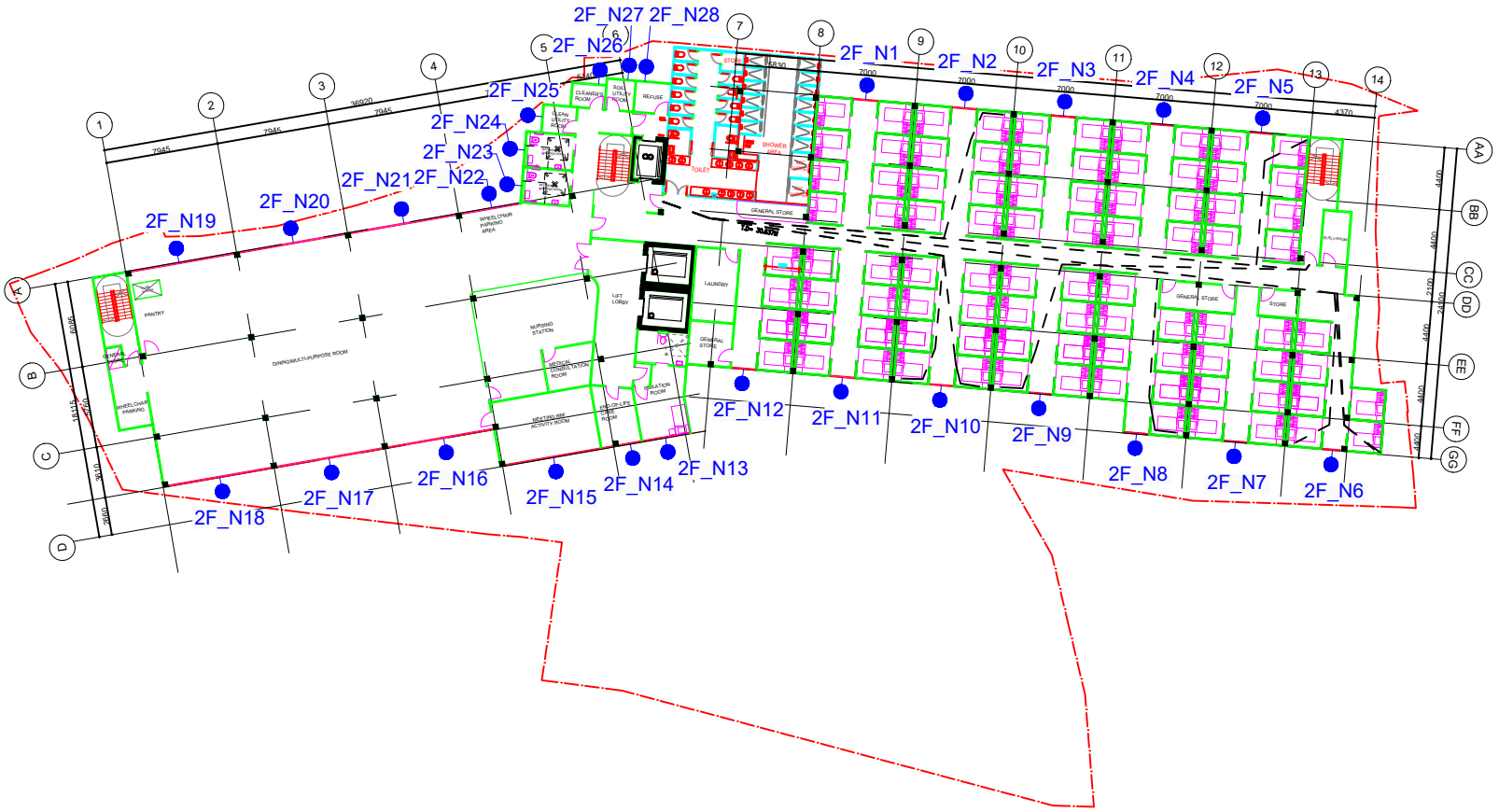
Figure Title

Locations of Planned NSRs in RCHD (1/F)

Figure No.	**Rev.**
Figure 3.2b	0

BXG

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LEGEND:

- Site Boundary
- Noise Assessment Point

	Prepared	Checked	Approved
Initial	FS	EN	HM
Date	20261023	20261023	20261023

Project Title

PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

NOISE IMPACT ASSESSMENT

Figure Title

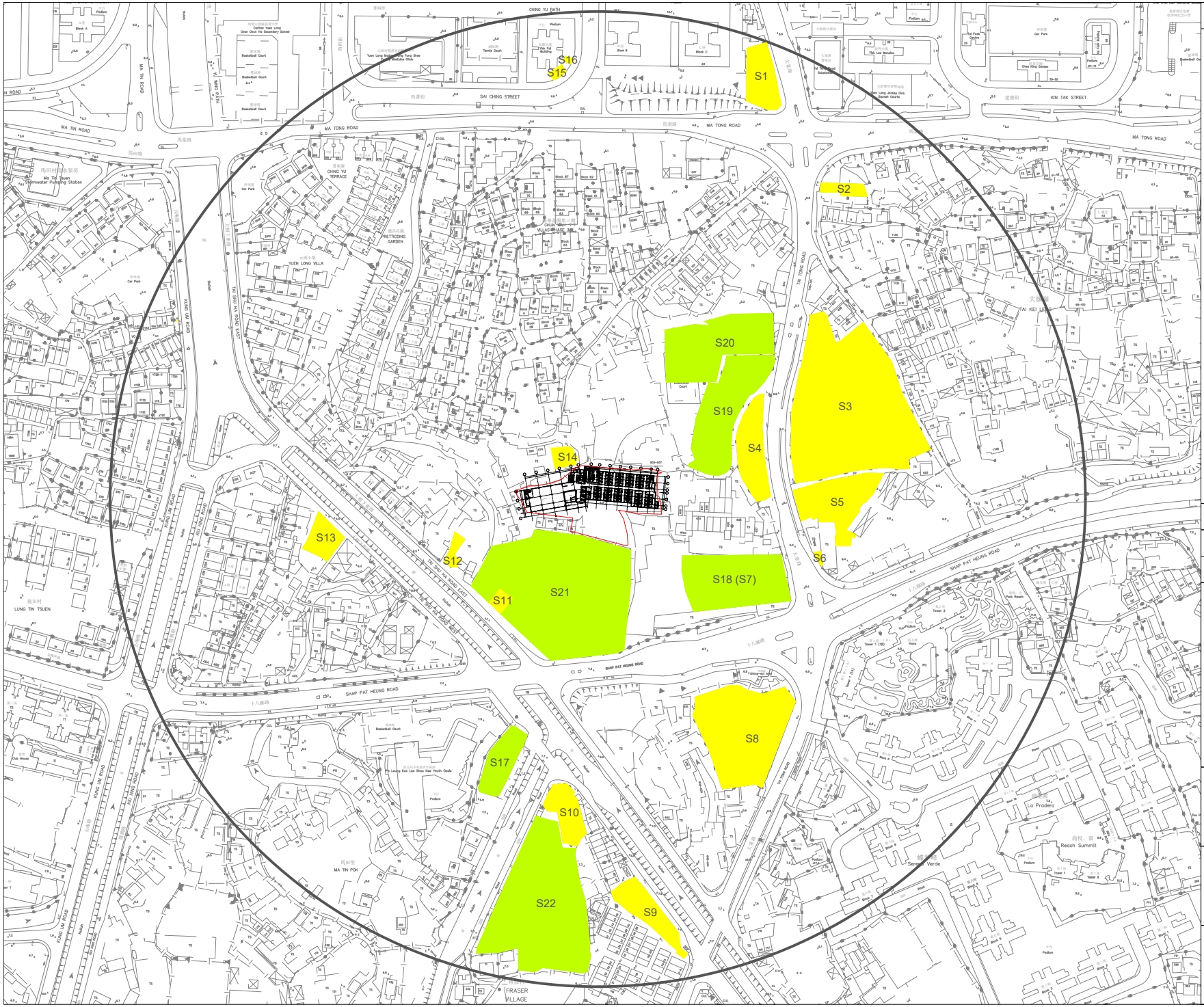
Locations of Planned NSRs in RCHD (2/F)

Figure No.	**Rev.**
Figure 3.2c	0

BXG

FIGURE 3.3

LOCATION OF MAJOR FIXED PLANT NOISE SOURCES FOR FIXED NOISE IMPACT ASSESSMENT



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LEGEND:

- Site Boundary
- 300m Study Area
- Existing Fixed Noise Sources
- Planned Fixed Noise Sources

	Prepared	Checked	Approved
Initial	FS	EN	HM
Date	20261023	20261023	20261023

Project Title

PROPOSED RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES AND HOUSE AT VARIOUS LOTS IN D.D.120 AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

NOISE IMPACT ASSESSMENT

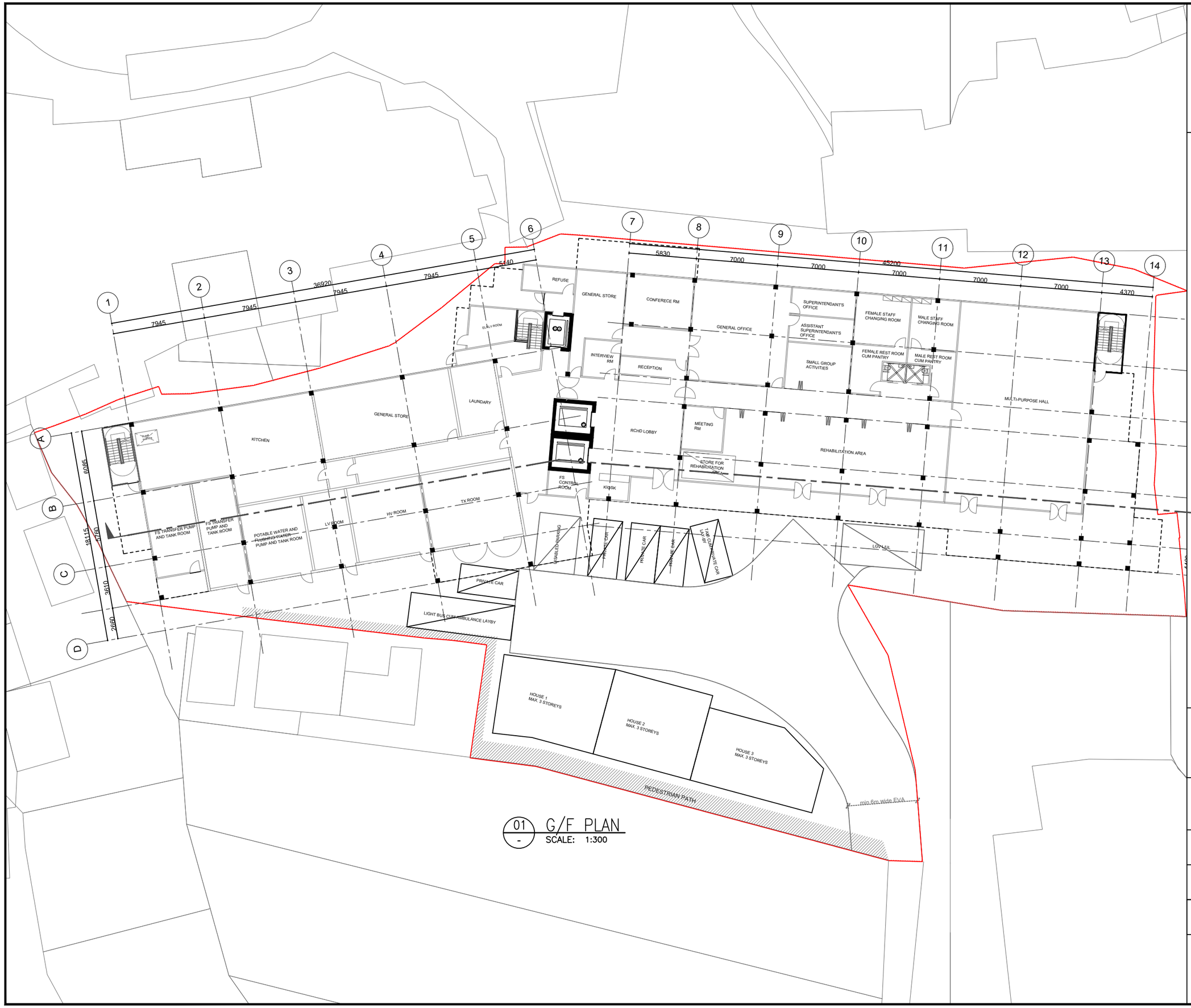
Figure Title

Locations of Existing and Planned Noise Source

Figure No.	**Rev.**
Figure 3.3	0

BXG

APPENDIX 1.1
MASTER LAYOUT PLAN



01 G/F PLAN
SCALE: 1:300

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REV.	DESCRIPTION	DATE

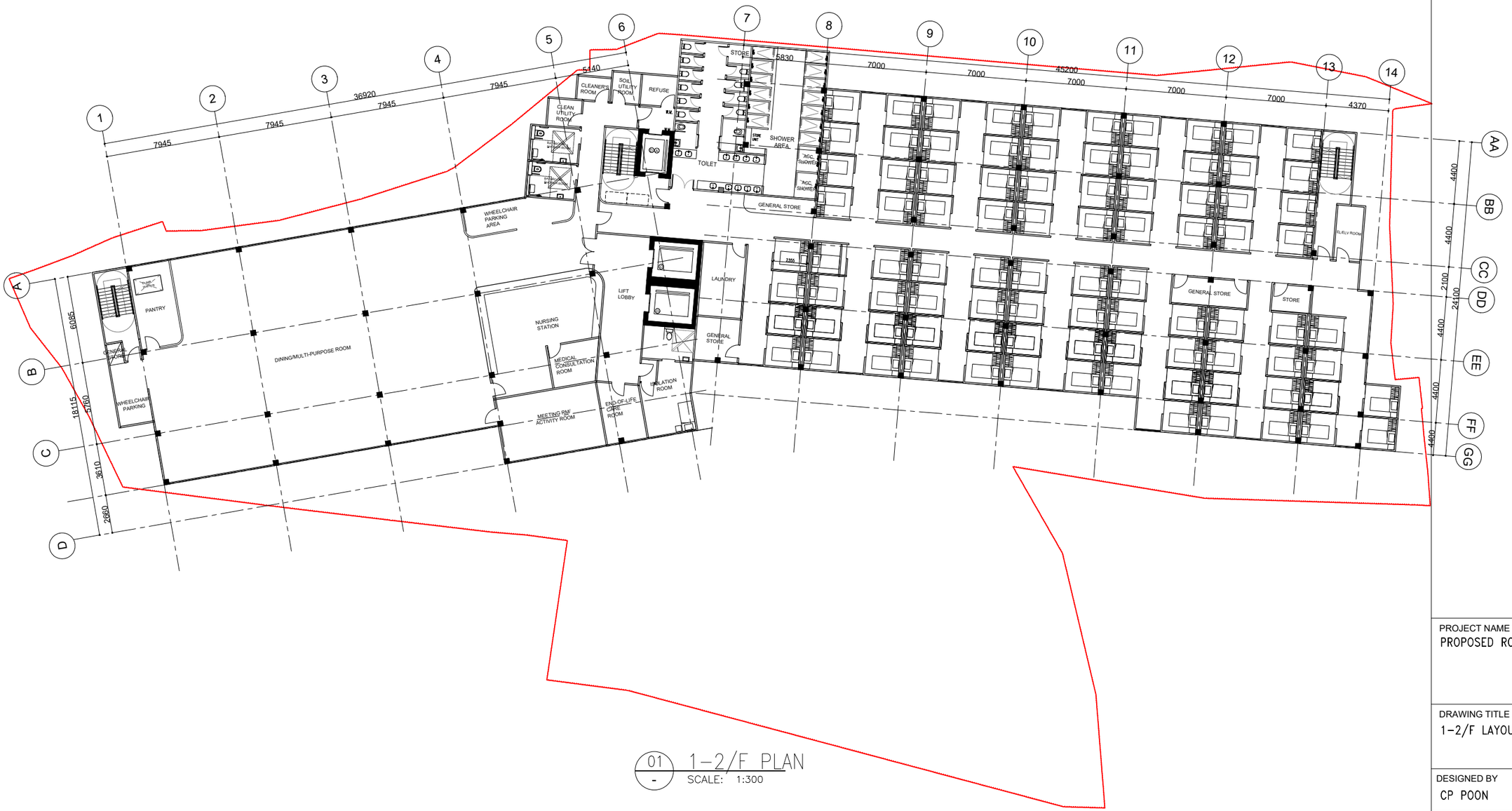
PROJECT NAME
PROPOSED RCHD AT HANG HEUNG SITE C

DRAWING TITLE
G/F LAYOUT PLAN

DESIGNED BY	DRAWN BY
CP POON	E.T.
APPROVED BY	DATE
CALVIN FUNG	22-10-2026

PROJECT NO	DRAWING NO	REVISION	SCALE
–	LAY001	–	1:300@A3

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Room 601, 6 / F, Eastern Centre, 1065 King's Road, Quarry Bay, H. K. TEL : 852 - 2834 6888 FAX : 852 - 2838 4663



01 1-2/F PLAN
- SCALE: 1:300

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REV.	DESCRIPTION	DATE

PROJECT NAME
PROPOSED RCHD AT HANG HEUNG SITE C

DRAWING TITLE
1-2/F LAYOUT PLAN

DESIGNED BY	DRAWN BY
CP POON	E.T.
APPROVED BY	DATE
CALVIN FUNG	22-10-2026

PROJECT NO	DRAWING NO	REVISION	SCALE
-	LAY002	-	1:300@A3

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REV.	DESCRIPTION	DATE

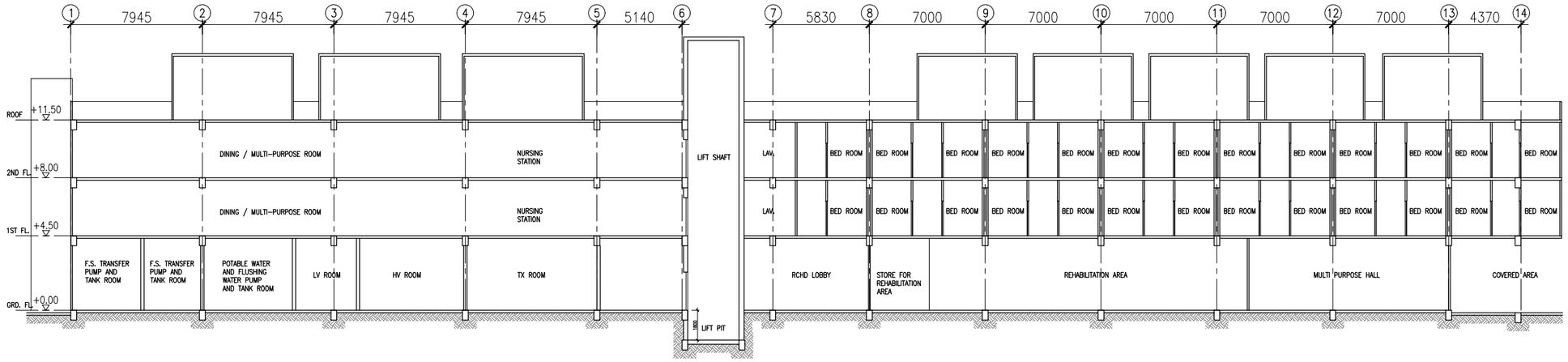
PROJECT NAME
PROPOSED RCHD AT HANG HEUNG SITE C

DRAWING TITLE
R/F LAYOUT PLAN

DESIGNED BY	DRAWN BY
CP POON	E.T.
APPROVED BY	DATE
CALVIN FUNG	22-10-2026

PROJECT NO	DRAWING NO	REVISION	SCALE
-	LAY003	-	1:300@A3

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01 SECTION
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REV.	DESCRIPTION	DATE

PROJECT NAME
PROPOSED RCHD AT HANG HEUNG SITE C

DRAWING TITLE
SECTION

DESIGNED BY	DRAWN BY
CP POON	E.T.

APPROVED BY	DATE
CALVIN FUNG	22-10-2026

PROJECT NO	DRAWING NO	REVISION	SCALE
-	SEC001	-	1:300@A3

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APPENDIX 2.1
YEAR 2046 PEAK HOUR TRAFFIC FORECAST

Year 2046 Peak Hour Traffic Forecast

Ref.	Road Name	Weekday AM Peak		Weekday PM Peak		Speed (km/h)
		Traffic Flow (veh/hr)	HV%	Traffic Flow (veh/hr)	HV%	
1	Sai Ching Street (WB)	60	26	40	20	50
2	Wai Tong Road (EB)	280	24	300	22	50
3	Wai Tong Road (WB)	410	21	530	20	50
4	Wai Tong Road (EB)	260	25	270	20	50
5	Wai Tong Road (WB)	630	22	750	20	50
6	Kung Um Road (2-way)	60	33	20	19	50
7	Tai Shu Ha Road East (NB)	230	28	530	23	50
8	Kung Um Road (NB)	10	6	10	12	50
9	Kau Hing Road (SB)	180	30	280	26	50
10	Tai Shu Ha Road West (NB)	20	9	50	15	50
11	Tai Shu Ha Road East (SB)	190	23	280	17	50
12	Tai Tong Road (NB)	320	36	440	28	50
13	Tai Tong Road (SB)	260	42	430	31	50
14	Shap Pat Heung Road (EB)	380	22	290	30	50
15	Shap Pat Heung Road (WB)	610	28	310	28	50
16	Shap Pat Heung Road (EB)	430	35	300	30	50
17	Shap Pat Heung Road (WB)	420	32	470	35	50
18	Shap Pat Heung Road (EB)	570	36	530	27	50
19	Shap Pat Heung Road (WB)	330	32	550	30	50
20	Shap Pat Heung Road (EB)	590	32	650	28	50
21	Shap Pat Heung Road (WB)	410	31	670	25	50
22	Kung Um Road (NB)	580	37	420	30	50
23	Kau Hing Road (SB)	530	33	840	35	50
24	Tai Shu Ha Road West (2-way)	220	27	80	29	50
25	Unnamed Road (2-way)	20	27	20	29	50
26	Unnamed Road (2-way)	20	27	20	29	50
27	Tai Shu Ha Road West (2-way)	230	31	310	33	50
28	Tai Shu Ha Road East (SB)	150	20	110	23	50
29	Tai Tong Road (NB)	260	34	320	33	50
30	Tai Tong Road (SB)	270	45	290	31	50
31	Tai Tong Road (NB)	260	34	320	33	50
32	Tai Tong Road (SB)	270	45	290	31	50
33	Tai Shu Ha Road West (2-way)	250	42	390	33	50
34	Tai Shu Ha Road East (SB)	200	27	130	24	50
35	Tai Shu Ha Road West (2-way)	190	30	290	26	50
36	Deck Bridge (EB)	10	6	10	12	50
37	Deck Bridge (2-way)	180	30	280	26	50

Remarks:

[1] Traffic flow rounded up to the nearest 10.

[2] Heavy vehicles (HV) inculde all categories of motor vehicles except private car, taxi and motorcycle.

APPENDIX 2.2
DETAILED RESULTS OF ROAD TRAFFIC NOISE ASSESSMENT
(BASE CASE SCENARIO)

Floor	Floor Slab Level, mPD	NAP Level, mPD	GF_N01	GF_N02	GF_N03	GF_N04	GF_N05
G/F	7.00	8.20	48	61	61	63	63
Noise Criteria			70	70	70	70	70
Compliance			Y	Y	Y	Y	Y

Floor	Floor Slab Level, mPD	NAP Level, mPD	1F-2F_N01	1F-2F_N02	1F-2F_N03	1F-2F_N04	1F-2F_N05	1F-2F_N06	1F-2F_N07	1F-2F_N08	1F-2F_N09	1F-2F_N10	1F-2F_N11	1F-2F_N12	1F-2F_N13	1F-2F_N14	1F-2F_N15	1F-2F_N16	1F-2F_N17	1F-2F_N18	1F-2F_N19	1F-2F_N20	1F-2F_N21	1F-2F_N22
1/F	11.5	12.70	61	61	61	61	61	62	62	62	62	63	63	63	63	64	64	61	60	60	60	60	61	62
2/F	15	16.20	61	61	61	62	62	62	62	62	63	63	63	63	64	64	65	65	64	64	64	64	64	65
Noise Criteria			70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Compliance			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Floor	Floor Slab Level, mPD	NAP Level, mPD	1F-2F_N23	1F-2F_N24	1F-2F_N25	1F-2F_N26	1F-2F_N27	1F-2F_N28	1F-2F_N29	1F-2F_N30	1F-2F_N31	1F-2F_N32	1F-2F_N33	1F-2F_N34	1F-2F_N35	1F-2F_N36	1F-2F_N37	1F-2F_N38	1F-2F_N39	1F-2F_N40	1F-2F_N41	1F-2F_N42	1F-2F_N43
1/F	11.5	12.70	63	63	64	64	64	64	64	64	64	64	64	64	64	65	65	65	65	66	66	52	52
2/F	15	16.20	65	64	64	64	65	65	65	65	65	65	65	65	65	65	66	66	66	66	66	54	54
Noise Criteria			70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Compliance			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

APPENDIX 3.1
SITE SURVEY RECORD

BG Noise Measurement

Table 1 Background Information of Measurement

Date & Time	19:00:00 26 October 2026 – 07:00:00 27 October 2026
Weather	Fine
Location	Southeast of the subjected site close to the former Hang Heung Cake Factories
Measurement Parameter	$L_{eq\ (1\text{-}hr)}$
Instrument	Cirrus CR:171B Class 1 Sound Level Meter

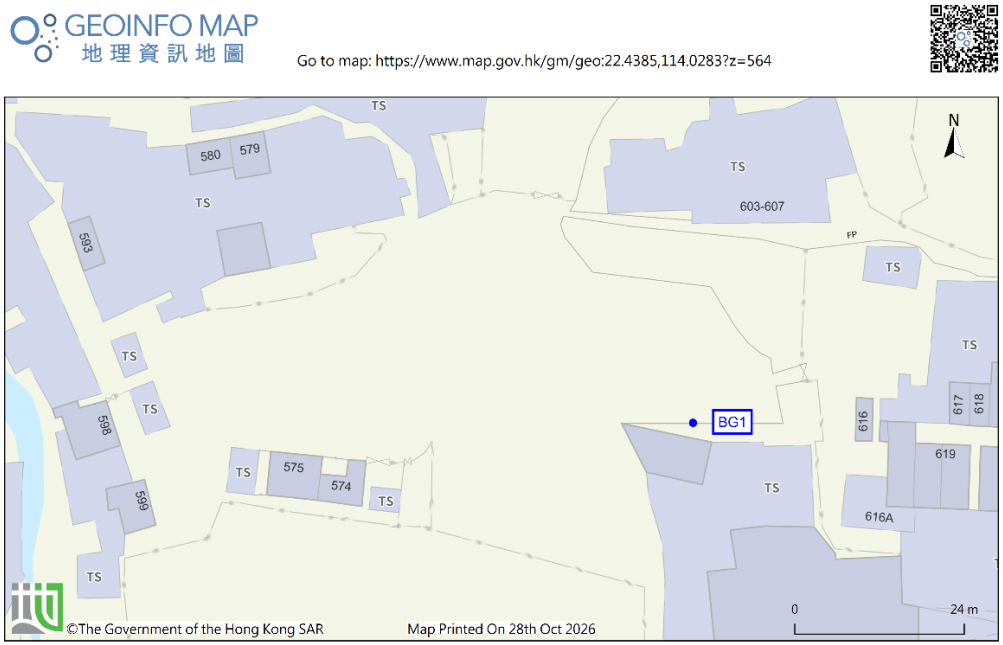


Figure 1 Measurement Location

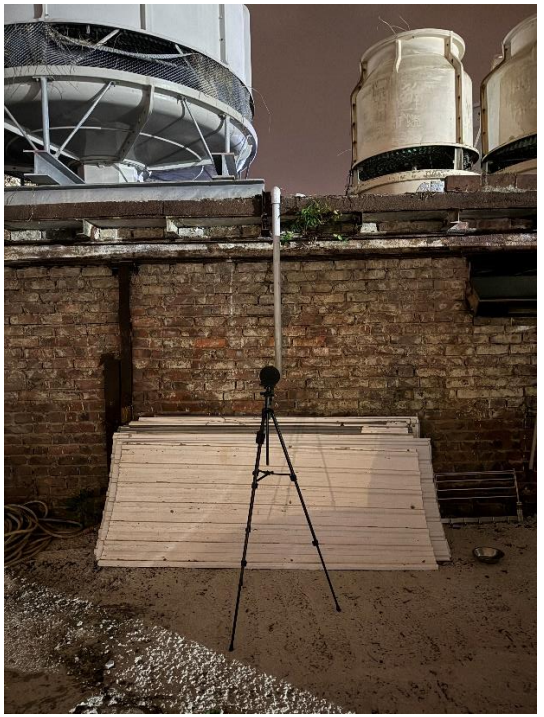


Figure 2 Photo Record

Site Visit Record

Date & Time: 1500-1700 15 October 2026 & 0930-1100 16 October 2026

Table 2 Site Visit Observations

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S1	SINOPEC Tai Tong Rd Gas Station	General Description and Characteristics • The gas station is located in the Northeast of the application site (>200m) with 24-hour operation. No noise activities were found during the site survey, and the environment was dominated by traffic noise. Therefore, it is not considered as a potential noise source. Time Period of Operation • As advised by the worker, the gas station operates 24-hour operation	-	-	NA	NA	 

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S2	Raymond Motors Service Centre 利民車行維修服務中心	<u>General Description and Characteristics</u> • It is located in the far Northeast of the application site (>200m) with opening hours from 1000 hrs to 1900 hrs. • Based on the observations from site surveys, the operation mainly involved insignificant air-compressor noise. However, due to distance attenuation and shielding effects of surrounding buildings, it is not considered as a potential noise source. <u>Time Period of Operation</u> • As advised by the worker, there is no operation at night.	Operation noise	-	NA	NA	 

Table 2 Site Visit Observations (Cont)

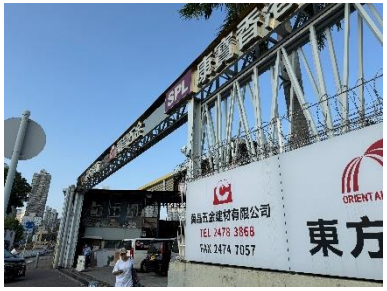
Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S3	Man Cheong Metals and Building Materials Company Ltd 萬昌五金建材有限公司	<u>General Description and Characteristics</u> • Man Cheong Metals and Building Materials Company Ltd is located in the East of the application site (>100m). The operation hours are from 08:00 hrs to 18:30 hrs from Monday to Saturday. • A manual forklift was observed with bulks of goods surrounded. Occasional loading and unloading activities with the manual forklift were observed during site visit. However, due to distance attenuation and shielding effects of surrounding buildings, it is not considered as an identified noise source. <u>Time Period of Operation</u> • As advised by the worker, there is no operation at night.	Operation noise	-	NA	NA	 

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S4	Caltex Tai Tong Rd Gas Station	<u>General Description and Characteristics</u> • The gas station is located in the East of the application site with 24-hour operation. Air conditioners were identified during the site survey but no audible sound from them was perceived from the street as the environment was dominated by traffic noise. Therefore, it is not considered as a potential noise source.	-	-	NA	NA	 

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S5	Kaiser (HK) Motor Service Centre 香港佳誠汽車服務中心	<u>General Description and Characteristics</u> • The motor service centre is located in the East of the application site with opening hours from 10:00 hrs to 18:00 hrs. No noisy activities were observed during the site visit. Therefore, it is not considered as a potential noise source. <u>Time Period of Operation</u> • As advised by the worker, there is no operation at night	-	-	NA	NA	

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S6	Takken Motor Service Centre 德勤電單車服務中心	<u>General Description and Characteristics</u> • The motor service centre is located in the East of the application site with opening hours from 10:30 hrs to 19:30 hrs from Monday to Saturday. • Based on the observations from site surveys, the operation mainly involved insignificant grinding, hammering and air-compressor noise while the operation work was done inside the centre. It is considered as an identified noise source. <u>Deviation of Sound Power Level (SWL)</u> • The measured SWL of the operation noise was 87 dB(A). Please refer to **Table 2** for noise measurement details and derivations of sound power level. <u>Time Period of Operation</u> • As advised by the worker, there is no operation at night.	Operation noise	Point Source	87	NA	 

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S7	Hang Heung Cake Factories 恆香製餅廠	<u>General Description and Characteristics</u> • The cake factory was demolished. Therefore, it is not considered as a potential noise source.	-	-	NA	NA	 

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S8	Tai Sang Feeds Co Ltd 大生行飼料有限公司	<u>General Description and Characteristics</u> • The factory is located in the Southeast of the application site (>100m) with opening hours from 08:15 hrs to 17:00 hrs. Window typed air conditioners were identified during the site survey while no audible sound from them was perceived from the street as the environment was dominated by traffic noise. Therefore, it is not considered as a potential noise source. <u>Time Period of Operation</u> • As advised by the worker, there is no operation at night.	-	-	NA	NA	 

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S9	Man Cheong Metals and Building Materials - Fraser Village Storage Warehouse 萬昌五金建材禮修村倉	<u>General Description and Characteristics</u> • The enclosed storage warehouse is located in the far Southwest of the application site (>200m). No noisy activities were observed during the site visit. Therefore, due to distance attenuation, enclosed structures and shielding effects of surrounding buildings, it is not considered as a potential noise source.	-	-	NA	NA	 

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S10	Glory International (HK) Ltd - Storage Warehouse 光輝地板行貨倉	General Description and Characteristics • The enclosed storage warehouse is located in the far Southwest of the application site (>150m). No noisy activities were observed during the site visit. Therefore, due to distance attenuation, enclosed structures and shielding effects of surrounding buildings, it is not considered as a potential noise source.	-	-	NA	NA	

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S11	Motor Repairing Workshop	<u>General Description and Characteristics</u> • The auto repair workshop is located in the West of the application site with opening hours from 0930 hrs to 1830 hrs from Monday to Saturday. No noisy activities were observed during the site visit. Therefore, it is not considered as a potential noise source. <u>Time Period of Operation</u> • As advised by the worker, there is no operation at night.	-	-	NA	NA	 

Table 2 Site Visit Observations (Cont)

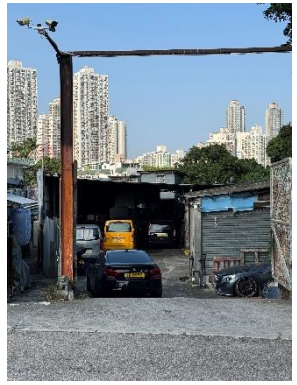
Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S12	New Egal Motors Development	<u>General Description and Characteristics</u> • The auto repair workshop is located in the West of the application site with opening hours from 0900 hrs to 1900 hrs from Monday to Saturday. No noisy activities were observed during the site visit. Therefore, it is not considered as a potential noise source. <u>Time Period of Operation</u> As advised by the worker, there is no operation at night.	-	-	NA	NA	 

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S13	Rally Motor Services 越野汽車服務	<u>General Description and Characteristics</u> • It is located in the West of the application site (>100m) with opening hours from 0900 hrs to 1900 hrs from Monday to Saturday. No noisy activities were observed during the site visit. Therefore, due to distance attenuation and shielding effects of surrounding buildings, it is not considered as a potential noise source. <u>Time Period of Operation</u> • As advised by the worker, there is no operation at night.	-	-	NA	NA	 

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S14	Fan Kee Auto Service 范記農車修理	<u>General Description and Characteristics</u> • It is located in the West of the application site (>100m) with opening hours from 0900 hrs to 1800 hrs from Monday to Saturday. • Based on the observations from site surveys, the operation works mainly involved farming machine problems fixing with engine noises while the operation works were done inside the centre. It is considered as an identified noise source. <u>Deviation of Sound Power Level (SWL)</u> • The measured SWL of the engine noises were 85 dB(A). Please refer to **Table 2** for noise measurement details and derivations of sound power level. <u>Time Period of Operation</u> • As advised by the worker, there is no operation at night.	Engine Noises	Point Source	85	NA	 

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S15	Shing Tak Tyre (HK) Limited 成達膠輪(香港)有限公司	<u>General Description and Characteristics</u> • It is located in the North of the application site (>200m) with opening hours from 0930 hrs to 1900 hrs. • The operation mainly involved tyre replacement with the Tyre Nut Opener Machine at roadside was observed during the site visit. It is considered as a potential noise source. <u>Deviation of Sound Power Level (SWL)</u> • The measured SWL of the machine was 95 dB(A). Please refer to **Table 2** for noise measurement details and derivations of sound power level. <u>Time Period of Operation</u> • As advised by the worker, there is no operation at night.	Tyre Nut Opener Machine	Point Source	95	NA	 

Table 2 Site Visit Observations (Cont)

Noise Source ID	Noise Source	Observations	Key Noise Source	Type of Fixed Noise Source (Point Source/ Area Source)	Sound Power Level (SWL), dB(A)		Photo Record
					Day & Evening	Night	
S16	New Power Motors Company 新力勁車行	<u>General Description and Characteristics</u> • It is located in the North of the application site (>200m) with opening hours from 0930 hrs to 1800 hrs from Monday to Saturday. No noisy activities were observed during the site visit. Therefore, due to distance attenuation and shielding effects of surrounding buildings, it is not considered as a potential noise source. <u>Time Period of Operation</u> As advised by the worker, there is no operation at night.	-	-	NA	NA	 

Table 3 Noise Measurement Data for Determination of Sound Power Level

Noise Sources ID	Noise Sources	Source Description	Measured SPL, dB(A)	Measured BG Noise, dB(A)	Corrected SPL with BG Noise, dB(A) [1]	Measurement Distance from Source, m	SWL, dB(A) [2]	SWL adopted in Noise from Fixed Source Calculation, dB(A)
S6	Takken Motor Service Center	Operation noise	67.1	62.3	65.4	5	87.4	87
S14	Fan Kee Auto Service	Engine Noises	57.3	54.7	53.8	15	85.3	85
S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	65.6	60.7	63.9	15	95.4	95

Note:

[1] The Corrected SPL with BG Noise is calculated by the equation of $10\log\ (10^{Impact} - 10^{BG})$

[2] The SWL is calculated by the equation of $SPL + 20\log\ (Measurement\ Distance) + 8$

APPENDIX 3.2
FIXED PLANT NOISE IMPACT ASSESSMENT

Project No: RT26594-NIA-01
Project Name: Proposed RCHE at Various Lots In D.D.120 and Adjoining Government Land, Tai Kei Leng, Yuen Long
Title: Predicted Fixed Noise Levels

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
GF_N1	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	0	151.5	151.5	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	0	19.4	19.4	-34	-10	3	44	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	0	265.3	265.3	-56	-10	3	32	-
													Total SPL	45	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
GF_N2	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	0	144.8	144.8	-51	-10	3	29	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	0	26.4	26.4	-36	-10	3	42	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	0	266.9	266.9	-57	-10	3	31	-
													Total SPL	42	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
GF_N3	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	0	138.2	138.2	-51	-10	3	29	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	0	33.4	33.4	-38	-10	3	40	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	0	268.6	268.6	-57	-10	3	31	-
													Total SPL	40	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
GF_N4	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	0	131.0	131	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	0	40.4	40.4	-40	0	3	48	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	0	270.5	270.5	-57	-10	3	31	-
													Total SPL	48	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
GF_N5	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	0	125.0	125	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	0	47.4	47.4	-42	0	3	46	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	0	272.6	272.6	-57	-10	3	31	-
													Total SPL	47	-
													Criteria ANL	65	55
													Exceedance	N	N

Note:
[1] The assessment point is 1.2 above floor level. The assessment level of the Sources and G/F of RCHD are 8.1 mPD.
[2] Slant Distance is calculated by the Pythagorean theorem which is (Slant Distance)^2 = (Height Difference between Source & NAP)^2 + (Horizontal Distance between Source & NAP)^2.
[3] Barrier Correction:
-5dB = fixed plant noise sources falling within the view angle of the NSR but with no direct line of sight the opening, a 5 dB(A) attenuation would be applied.
-10dB = the NSR with no direct line of sight to the source/opening which is located on the other side of the building or completely blocked by other building(s).

Project No: RT26594-NIA-01
Project Name: Proposed RCHE at Various Lots In D.D.120 and Adjoining Government Land, Tai Kei Leng, Yuen Long
Title: Predicted Fixed Noise Levels

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N1	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	151.5	151.5668169	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	19.4	19.91506967	-34	-10	3	44	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	265.3	265.3381616	-56	-10	3	32	-
													Total SPL	44	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N2	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	144.8	144.9	-51	-10	3	29	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	26.4	26.8	-37	-10	3	41	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	266.9	266.9	-57	-10	3	31	-
													Total SPL	42	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N3	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	138.2	138.3	-51	-10	3	29	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	33.4	33.7	-39	-10	3	39	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	268.6	268.6	-57	-10	3	31	-
													Total SPL	40	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N4	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	131.0	131.1	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	40.4	40.6	-40	0	3	48	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	270.5	270.5	-57	-10	3	31	-
													Total SPL	48	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N5	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	125.0	125.1	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	47.4	47.6	-42	0	3	46	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	272.6	272.6	-57	-10	3	31	-
													Total SPL	47	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N6	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	112.0	112.1	-49	-10	3	31	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	60.2	60.4	-44	-10	3	34	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	297.5	297.5	-57	-10	3	31	-
													Total SPL	37	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N7	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	118.8	118.9	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	54.1	54.3	-43	-10	3	35	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	295.5	295.5	-57	-10	3	31	-
													Total SPL	38	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N8	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	125.7	125.8	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	48.1	48.3	-42	-10	3	36	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	293.5	293.5	-57	-10	3	31	-
													Total SPL	38	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N9	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	133.0	133.1	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	41	41.2	-40	-10	3	38	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	289.6	289.6	-57	-10	3	31	-
													Total SPL	39	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N10	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	139.9	140.0	-51	-10	3	29	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	35.6	35.9	-39	-10	3	39	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	288.0	288.0	-57	-10	3	31	-
													Total SPL	40	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N11	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	146.8	146.9	-51	-10	3	29	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	30.8	31.1	-38	-10	3	40	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	286.5	286.5	-57	-10	3	31	-
													Total SPL	41	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N12	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	153.7	153.8	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	26.9	27.3	-37	-10	3	41	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	285.2	285.2	-57	-10	3	31	-
													Total SPL	42	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N13	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	157.9	158.0	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	30.2	30.5	-38	-10	3	40	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	289.6	289.6	-57	-10	3	31	-
													Total SPL	41	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N14	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	160.2	160.3	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	30.3	30.6	-38	-10	3	40	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	289.8	289.8	-57	-10	3	31	-
													Total SPL	41	-
													Criteria ANL	65	55
													Exceedance	N	N

Note:
[1] The assessment point is 1.2 above floor level. The assessment level of the Sources is 8.1 mPD while 1/F of RCHD is 12.6mPD.
[2] Slant Distance is calculated by the Pythagorean theorem which is (Slant Distance)^2 = (Height Difference between Source & NAP)^2 + (Horizontal Distance between Source & NAP)^2.
[3] Barrier Correction:
-5dB = fixed plant noise sources falling within the view angle of the NSR but with no direct line of sight the opening, a 5 dB(A) attenuation would be applied.
-10dB = the NSR with no direct line of sight to the source/opening which is located on the other side of the building or completely blocked by other building(s).

Project No: RT26594-NIA-01
Project Name: Proposed RCHE at Various Lots In D.D.120 and Adjoining Government Land, Tai Kei Leng, Yuen Long
Title: Predicted Fixed Noise Levels

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N15	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	165.4	165.5	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	31.3	31.6	-38	-10	3	40	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	290.6	290.6	-57	-10	3	31	-
													Total SPL	41	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N16	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	173.2	173.3	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	31.6	31.9	-38	-10	3	40	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	289.0	289.0	-57	-10	3	31	-
													Total SPL	41	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N17	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	181.0	181.1	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	36.4	36.7	-39	-10	3	39	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	290.4	290.4	-57	-10	3	31	-
													Total SPL	40	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N18	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	188.4	188.5	-54	-10	3	26	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	41.9	42.1	-40	-10	3	38	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	291.9	291.9	-57	-10	3	31	-
													Total SPL	39	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N19	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	194.8	194.9	-54	-10	3	26	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	33.4	33.7	-39	0	3	49	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	274.9	274.9	-57	-10	3	31	-
													Total SPL	50	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N20	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	187.2	187.3	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	25.7	26.1	-36	0	3	52	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	273.2	273.2	-57	-10	3	31	-
													Total SPL	52	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N21	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	180	180.1	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	18.7	19.2	-34	0	3	54	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	271.8	271.8	-57	-10	3	31	-
													Total SPL	54	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N22	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	174.4	174.5	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	13.8	14.5	-31	0	3	57	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	270.8	270.8	-57	-10	3	31	-
													Total SPL	57	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N23	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	173.3	173.4	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	12.6	13.4	-31	0	3	57	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	270.2	270.2	-57	-10	3	31	-
													Total SPL	57	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N24	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	173.8	173.9	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	10.4	11.3	-29	0	3	59	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	267.7	267.7	-57	-10	3	31	-
													Total SPL	59	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N25	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	173.3	173.4	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	7.7	8.9	-27	0	3	61	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	265.4	265.4	-56	-10	3	32	-
													Total SPL	61	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N26	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	169.5	169.6	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	3.0	5.4	-23	0	3	65	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	262.4	262.4	-56	-10	3	32	-
													Total SPL	65	-
													Criteria ANL	65	55
													Exceedance	Y	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N27	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	167.7	167.8	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	3.4	5.6	-23	0	3	65	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	262.2	262.2	-56	-10	3	32	-
													Total SPL	65	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
1F_N28	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	4.5	166.5	166.6	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	4.5	4.3	6.2	-24	0	3	64	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	4.5	262.4	262.4	-56	-10	3	32	-
													Total SPL	64	-
													Criteria ANL	65	55
													Exceedance	N	N

Note:
[1] The assessment point is 1.2 above floor level. The assessment level of the Sources is 8.1 mPD while 1/F of RCHD is 12.6mPD.
[2] Slant Distance is calculated by the Pythagorean theorem which is (Slant Distance)^2 = (Height Difference between Source & NAP)^2 + (Horizontal Distance between Source & NAP)^2.
[3] Barrier Correction:
-5dB = fixed plant noise sources falling within the view angle of the NSR but with no direct line of sight the opening, a 5 dB(A) attenuation would be applied.
-10dB = the NSR with no direct line of sight to the source/opening which is located on the other side of the building or completely blocked by other building(s).

Project No: RT26594-NIA-01
Project Name: Proposed RCHE at Various Lots In D.D.120 and Adjoining Government Land, Tai Kei Leng, Yuen Long
Title: Predicted Fixed Noise Levels

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N1	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	151.5	151.7	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	19.4	21.0	-34	-10	3	44	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	265.3	265.4	-56	-10	3	32	-
													Total SPL	44	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N2	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	144.8	145.0	-51	-10	3	29	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	26.4	27.6	-37	-10	3	41	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	266.9	267.0	-57	-10	3	31	-
													Total SPL	42	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N3	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	138.2	138.4	-51	-10	3	29	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	33.4	34.3	-39	-10	3	39	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	268.6	268.7	-57	-10	3	31	-
													Total SPL	40	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N4	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	131.0	131.2	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	40.4	41.2	-40	0	3	48	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	270.5	270.6	-57	-10	3	31	-
													Total SPL	48	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N5	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	125.0	125.3	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	47.4	48.1	-42	0	3	46	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	272.6	272.7	-57	-10	3	31	-
													Total SPL	47	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N6	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	112.0	112.3	-49	-10	3	31	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	60.2	60.7	-44	-10	3	34	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	297.5	297.6	-57	-10	3	31	-
													Total SPL	37	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N7	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	118.8	119.1	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	54.1	54.7	-43	-10	3	35	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	295.5	295.6	-57	-10	3	31	-
													Total SPL	37	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N8	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	125.7	126.0	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	48.1	48.8	-42	-10	3	36	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	293.5	293.6	-57	-10	3	31	-
													Total SPL	38	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N9	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	133.0	133.2	-50	-10	3	30	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	41	41.8	-40	-10	3	38	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	289.6	289.7	-57	-10	3	31	-
													Total SPL	39	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N10	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	139.9	140.1	-51	-10	3	29	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	35.6	36.5	-39	-10	3	39	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	288.0	288.1	-57	-10	3	31	-
													Total SPL	40	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N11	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	146.8	147.0	-51	-10	3	29	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	30.8	31.8	-38	-10	3	40	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	286.5	286.6	-57	-10	3	31	-
													Total SPL	41	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N12	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	153.7	153.9	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	26.9	28.1	-37	-10	3	41	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	285.2	285.3	-57	-10	3	31	-
													Total SPL	42	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N13	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	157.9	158.1	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	30.2	31.2	-38	-10	3	40	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	289.6	289.7	-57	-10	3	31	-
													Total SPL	41	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N14	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	160.2	160.4	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	30.3	31.3	-38	-10	3	40	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	289.8	289.9	-57	-10	3	31	-
													Total SPL	41	-
													Criteria ANL	65	55
													Exceedance	N	N

Note:
[1] The assessment point is 1.2 above floor level. The assessment level of the Sources is 8.1 mPD while 2/F of RCHD is 16.1 mPD.
[2] Slant Distance is calculated by the Pythagorean theorem which is (Slant Distance)^2 = (Height Difference between Source & NAP)^2 + (Horizontal Distance between Source & NAP)^2.
[3] Barrier Correction:
-5dB = fixed plant noise sources falling within the view angle of the NSR but with no direct line of sight the opening, a 5 dB(A) attenuation would be applied.
-10dB = the NSR with no direct line of sight to the source/opening which is located on the other side of the building or completely blocked by other building(s).

Project No: RT26594-NIA-01
Project Name: Proposed RCHE at Various Lots In D.D.120 and Adjoining Government Land, Tai Kei Leng, Yuen Long
Title: Predicted Fixed Noise Levels

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N15	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	165.4	165.6	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	31.3	32.3	-38	-10	3	40	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	290.6	290.7	-57	-10	3	31	-
													Total SPL	41	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N16	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	173.2	173.4	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	31.6	32.6	-38	-10	3	40	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	289.0	289.1	-57	-10	3	31	-
													Total SPL	40	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N17	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	181.0	181.2	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	36.4	37.3	-39	-10	3	39	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	290.4	290.5	-57	-10	3	31	-
													Total SPL	39	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N18	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	188.4	188.6	-54	-10	3	26	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	41.9	42.7	-41	-10	3	37	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	291.9	292.0	-57	-10	3	31	-
													Total SPL	39	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N19	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	194.8	195.0	-54	-10	3	26	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	33.4	34.3	-39	0	3	49	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	274.9	275.0	-57	-10	3	31	-
													Total SPL	49	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N20	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	187.2	187.4	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	25.7	26.9	-37	0	3	51	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	273.2	273.3	-57	-10	3	31	-
													Total SPL	51	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N21	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	180	180.2	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	18.7	20.3	-34	0	3	54	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	271.8	271.9	-57	-10	3	31	-
													Total SPL	54	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N22	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	174.4	174.6	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	13.8	16.0	-32	0	3	56	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	270.8	270.9	-57	-10	3	31	-
													Total SPL	56	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N23	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	173.3	173.5	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	12.6	14.9	-31	0	3	57	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	270.2	270.3	-57	-10	3	31	-
													Total SPL	57	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N24	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	173.8	174.0	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	10.4	13.1	-30	0	3	58	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	267.7	267.8	-57	-10	3	31	-
													Total SPL	58	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N25	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	173.3	173.5	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	7.7	11.1	-29	0	3	59	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	265.4	265.5	-56	-10	3	32	-
													Total SPL	59	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N26	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	169.5	169.7	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	2.8	8.5	-27	0	3	61	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	262.4	262.5	-56	-10	3	32	-
													Total SPL	61	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N27	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	167.7	167.9	-53	-10	3	27	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	3.4	8.7	-27	0	3	61	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	262.2	262.3	-56	-10	3	32	-
													Total SPL	61	-
													Criteria ANL	65	55
													Exceedance	N	N

NSR	Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Level Difference [1], m	Horizontal Distance, m	Slant Distance [2], m	Distance	Correction Barrier [3]	Façade	Predicted SPL, $L_{eq(30mins)}$	
				Day & Evening	Night	Day & Evening	Night							Day & Evening	Night
2F_N28	S6	Takken Motor Service Center	Operation noise	Y	N	87	-	8.0	166.5	166.7	-52	-10	3	28	-
	S14	Fan Kee Auto Service	Engine Noises	Y	N	85	-	8.0	4.3	9.1	-27	0	3	61	-
	S15	Shing Tak Tyre (HK) Limited	Tyre Nut Opener Machine	Y	N	95	-	8.0	262.4	262.5	-56	-10	3	32	-
													Total SPL	61	-
													Criteria ANL	65	55
													Exceedance	N	N

Note:
[1] The assessment point is 1.2 above floor level. The assessment level of the Sources is 8.1 mPD while 2/F of RCHD is 16.1 mPD.
[2] Slant Distance is calculated by the Pythagorean theorem which is (Slant Distance)^2 = (Height Difference between Source & NAP)^2 + (Horizontal Distance between Source & NAP)^2.
[3] Barrier Correction:
-5dB = fixed plant noise sources falling within the view angle of the NSR but with no direct line of sight the opening, a 5 dB(A) attenuation would be applied.
-10dB = the NSR with no direct line of sight to the source/opening which is located on the other side of the building or completely blocked by other building(s).

APPENDIX 3.3
MAXIMUM ALLOWABLE SWL

Project No: RT26594-NIA-01
Project Name: Proposed RCHE at Various Lots In D.D.120 and Adjoining Government Land, Tai Kei Leng, Yuen Long
Title: Maximum Allowable Sound Power Level for Planned Fixed Noise Source

Period	Source	NSR ID	NSR	Noise Criteria	Shortest Distance to NAP, m	Correction, dB(A)				SWL, dB(A)	Maxumum Allowable SWL, dB(A)
						Distance	Façade	Tonality	Barrier [1]		
Day and Evening	Building Equipment in the Site	N1	Village House (North of the Site)	42.7	2	14	-3	-3	0	50.7	50
		N2	Village House (South of the Site)		2	14	-3	-3	0	50.7	
		N3	Proposed Kindergarten Special School Church (A/YL252)		55	43	-3	-3	0	79.5	
		N4	Proposed RCHE at Tai Tong Rd (A/YL/302)		13	30	-3	-3	0	67.0	
		N5	Proposed RCHE at junction of Tai Tong Rd and Shap Pat Heung Rd (A/YL/263)		36	39	-3	-3	0	75.8	
		N6	Proposed RCHE at junction of Shap Pat Heung Rd and Tai Shu Ha Rd East (Y/YL19)		12	30	-3	-3	0	66.3	
		N7	Proposed RCHE at Tai Tong Rd (A/YL/276)		128	50	-3	-3	0	86.8	
		N8	Proposed Residential Houses (A/YL/185)		179	53	-3	-3	0	89.8	
Night		N1	Village House (North of the Site)	40.3	2	14	-3	-3	0	48.3	48
		N2	Village House (South of the Site)		2	14	-3	-3	0	48.3	
		N3	Proposed Kindergarten Special School Church (A/YL252)		55	43	-3	-3	0	77.1	
		N4	Proposed RCHE at Tai Tong Rd (A/YL/302)		13	30	-3	-3	0	64.6	
		N5	Proposed RCHE at junction of Tai Tong Rd and Shap Pat Heung Rd (A/YL/263)		36	39	-3	-3	0	73.4	
		N6	Proposed RCHE at junction of Shap Pat Heung Rd and Tai Shu Ha Rd East (Y/YL19)		12	30	-3	-3	0	63.9	
		N7	Proposed RCHE at Tai Tong Rd (A/YL/276)		128	50	-3	-3	0	84.4	
		N8	Proposed Residential Houses (A/YL/185)		179	53	-3	-3	0	87.4	

Note:
[1] Barrier Correction:
-5dB = fixed plant noise sources falling within the view angle of the NSR but with no direct line of sight the opening, a 5 dB(A) attenuation would be applied.
-10dB = the NSR with no direct line of sight to the source/opening which is located on the other side of the building or completely blocked by other building(s).