寄件者: Otto Kan [redacted]
寄件日期: 2025年12月24日星期三 9:01
收件者: tpbpd/PLAND
副本: Chi Keong FUNG/PLAND; Andrea Wing Yin YAN/PLAND; Ivan Sze Yuet FUNG/PLAND; Kenneth To; Pauline Lam
主旨: RE: Planning Application No. Y/FSS/20 - Submission of FI (2)
附件: 20251224_Y_FSS_20_FI (2)_Final.pdf

類別: Internet Email

Dear Sir/Madam,

Reference is made to the captioned S12A Application.

On behalf of Applicant, we submit herewith the Further Information (FI) No. 2 to address comments from various Government departments.

Thank you for your kind attention.

Best regards,

Otto Kan
Town Planner

KTA Planning Limited
[redacted]

KTA
PLANNING LIMITED
規劃顧問有限公司

[redacted]

By Email

Our Ref: S3165/Sime/25/005Lg

24 December 2025

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

Dear Sir/Madam,

Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land, Fanling (Application No. Y/FSS/20)

- Further Information No. 2 -

Reference is made to the captioned S12A Application submitted to the Town Planning Board ("TPB") on 20 August 2025 and the departmental comments conveyed by Fanling, Sheung Shui & Yuen Long East District Planning Office in November 2025.

In response to the departmental comments from relevant Government Departments, Further Information ("FI") No. 2 has been prepared. This FI submission consists of:

Responses-to-Comments Table
Annex A – Replacement Pages of Traffic Impact Assessment
Annex B – Replacement Pages of Visual Impact Assessment
Annex C – Replacement Pages of Environmental Assessment

Meanwhile, should you have any queries in relation to the above, please do not hesitate to contact Mr Kenneth To or Ms Pauline Lam at [redacted] or Mr Otto Kan at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Pauline Lam

Encl. Responses-to-Comments Table with Annexes A to C

cc. DPO/FSYLE – Mr C.K. FUNG & Ms Andrea Yan
the Applicant & Team

PL/OK/vy

S.12A Amendment of Plan Application
Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land, Fanling

(Application No. Y/FSS/20)

<table>
<tr><th>Comments</th><th>Responses</th></tr>
<tr><td colspan="2">Comments from Transport Department
(Contact Person: Mr. Jeffery LAM; Tel: 2399 2549)</td></tr>
<tr><td>1. Table 2.2: The RFCs of So Kwun Po Interchange in AM peak hour and PM peak hour calculated are quite different from the understanding of TD. It seems that So Kwun Po Interchange is heavily congested during the peak hours. Please critically review.</td><td>(Annex A refers)

<u>Review of So Kwun Po Interchange Performance</u>

Following a review, the updated RFC for So Kwun Po Interchange under the existing AM and PM peak hour conditions are shown in Table 1A below. These figures correspond to the data provided in Table 2.2 of the Updated TIA.

TABLE 1A UPDATED RFC OF SO KWUN PO INTERCHANGE
<table>
<tr><th colspan="2" rowspan="2">Junction</th><th colspan="2">RFC</th></tr>
<tr><th>AM Peak Hour</th><th>PM Peak Hour</th></tr>
<tr><td>J08</td><td>So Kwun Po Interchange</td><td>0.722</td><td>0.705</td></tr>
</table>
<u>Benchmarking against Approved Projects</u>

To validate the above findings, reference has been made to the TIA of 2 recent projects:
Project 1 - Civil Engineering and Development Department. S.16 Planning Application for Proposed Minor Relaxation of Maximum Gross Floor Area and Building Height Restriction for Proposed Public Housing Development at Fanling 48. (Application No. A/FSS/254, approved by the Town Planning Board on 12 January 2024.).
Project 2 - Architectural Services Department / Food, Environmental and Hygiene Department. Provision of Crematorium at Wo Hop Shek Cemetery. (Dated November 2023.)

The RFCs at So Kwun Po Interchange from these 2 projects are presented in Table 1B.</td></tr>
</table>

<table>
<tr><th>Comments</th><th>Responses</th></tr>
<tr><td></td><td>TABLE 1B RFC OF SO KWUN PO INTERCHANGE FROM 2 REFERENCED PROJECTS
<table>
<tr><th rowspan="2">Item</th><th colspan="2">RFC</th></tr>
<tr><th>AM Peak Hour</th><th>PM Peak Hour</th></tr>
<tr><td>Project 1</td><td>0.68</td><td>0.67</td></tr>
<tr><td>Project 2</td><td>0.78</td><td>0.72</td></tr>
</table>
<u>Conclusion</u>
The RFC in Table 1A is of the same order as the 2 referenced projects, as shown in Table 1B. Hence, it can be concluded that the updated analysis is considered representative.</td></tr>
<tr><td>2. Table 3.3 and Table 3.4: Please advise the location(s) of the bicycle parking spaces.</td><td>The bicycle parking spaces will be provided in the bike room located at the B/F (Figure 3.2 refers).</td></tr>
<tr><td>3. Figure 3.1: Please clarify whether the latest road layout has been used.</td><td>The road layout shown included future alignment of Tai Wo Service Road West with proposed improvements being implemented by CEDD for the construction of Fanling Bypass and Public Housing Development at Fanling Area 48, which are expected to complete prior to opening of the Proposed Development.</td></tr>
<tr><td>4. Figure 3.3: There is no HGV12 in this figure. Please review.</td><td>Typo corrected. “HGV12” should have read “HGV11” in the legend.</td></tr>
<tr><td>5. Figure 3.4: There are two EVMC18's in this figure. Please review.</td><td>Typo corrected. One of the “EVMC18” should have read “EVMC17”.</td></tr>
<tr><td>6. Figure 4.1: The flows from some arms in So Kwun Po Interchange in 2034 peak hour without the proposed development are less than those with the proposed development. Please justify.</td><td>From our checking, we found traffic flows of all arms of the So Kwun Po Interchange in 2034 peak hour with Proposed Development (Figure 4.2) are no less than those without the Proposed Development (Figure 4.1).</td></tr>
<tr><td>7. Figure 2.9, Figure 4.1 and Figure 4.2: The inflows and outflows of the section of Wo Hing Road between Pak Wo Road and Tai Wo Service Road West do not match. Please critically review.</td><td>Vehicles are observed to u-turn from Wo Hing Road eastbound to Wo Hing Road westbound via the existing layby immediately east of Pak Wo Road, therefore, the inflows from Pak Wo Road and outflows to Tai Wo Service Road do not equal.

Figures 2.9, 4.1 and 4.2 are amended to show these u-turn movements to clarify the difference.</td></tr>
</table>

Comments	Responses
8. Response-to-Comment Table Item 8: Please be clarified that the methodology for modelling of traffic flows in the TIA study was not mentioned in the pre-submissions. In the formal submission, the latest BDTM model should have been used in the modelling.	**Comparison of Traffic Flows from BDTM (2020 Update) and BDTM (2024 Update)** The BDTM (2020 Update) purchased from Transport Department has a License Agreement made on 4th June 2025, between: (1) the Developer, (2) CKM Asia Limited, and (3) the Government, acting through Transport Department. As stated in Paragraph 2.1 of the BDTM License Agreement, the Licensed Materials, supplied by Transport Department is valid for use ***"for the period commencing from the date of this License Agreement until the completion date of the TIA for the proposed development project set out in clause 3 of the BDTM Data Order Form or two years from the date of License Agreement whichever is the earlier."*** Nevertheless, to address the comment that *"the latest BDTM model should have been used in the modelling"*, the comparison of 2031 traffic flows for selected road links from the BDTM (2020 Update) and from the BDTM (2024 Update) is made and presented in Table 8A. Table 8A shows that the 2031 traffic flows from the BDTM (2024 Update) are generally **lower** than traffic flows from BDTM (2020 Update), some 20% lower in the AM peak hour, and some 14% lower in the PM peak hour. **Conclusion on the use of the Conservative BDTM (2020 Update)** Since all traffic analysis in the TIA is conducted based on the BDTM (2020 Update), which has higher traffic flows, the TIA can be regarded as presenting a "worst-case" scenario. Therefore, the submitted assessment is robust and conservative.

TABLE 8A COMPARISON OF 2031 PEAK HOUR TRAFFIC FLOW OBTAINED FROM BDTM (2020 UPDATE) AND BDTM (2024 UPDATE)

Road Link	Section	Dir.	AM Peak Hour			PM Peak Hour		
			BDTM (2020 Update)	BDTM (2024 Update)	Change	BDTM (2020 Update)	BDTM (2024 Update)	Change
Fanling Highway	Between Wo Hop Shek Interchange and So Kwun Po Interchange	NB	3,239	2,312	-28.6%	2,759	2,202	-20.2%
		SB	3,993	2,873	-28.0%	3,322	2,958	-11.0%
Jockey Club Road	Between Wo Hop Shek Interchange and Yuk Tong Path	NB	1,225	1,201	-2.0%	1,670	1,259	-24.6%
		SB	1,668	1,231	-26.2%	1,234	1,042	-15.6%
Pak Wo Road	Between Wo Hop Shek Interchange and Wah Ming Road / Yat Ming Road	EB	616	481	-21.9%	456	278	-39.0%
		WB	410	408	-0.5%	346	335	-3.2%

Comments			Responses					
Wo Hing Road	Between Wah Ming Road and Tai Wo Service Road West	NB	266	250	-6.0%	230	193	-16.1%
		SB	68	100	47.1%	83	84	1.2%
Tai Wo Service Road	Between Wo Hing Road and Kiu Tau Road	NB	217	184	-15.2%	170	191	12.4%
		SB	58	79	36.2%	71	91	28.2%
So Kwun Po Road	Between Pak Wo Road and So Kwun Po Interchange	NB	1,223	946	-22.6%	927	781	-15.7%
		SB	1,151	826	-28.2%	939	820	-12.7%
So Kwun Po Road	Between So Kwun Po Interchange and Slip Roads to/from San Wan Road	NB	2,807	2,362	-15.9%	2,818	2,491	-11.6%
		SB	2,864	2,472	-13.7%	2,381	2,054	-13.7%
TOTAL			**23,595**	**19,125**	**-20.0%**	**18,059**	**15,449**	**-14.5%**

Note:
- Peak hour traffic flows shown above are extracted from the original BDTM (2020 Update) and BDTM (2024 Update) obtained from Transport Department without altering.
- Highlighted cells indicate higher traffic flows between BDTM (2020 Update) and BDTM (2024 Update).
- Negative percentage change indicates traffic flows of BDTM (2020 Update) is **HIGHER** than BDTM (2024 Update).

Comments from Urban Design and Landscape Unit, Planning Department (Contact Person: Ms. Vanessa TSANG; Tel: 3565 3942)	
VIA (i) Para. 7.1.5 – The close-up viewpoint should be VP2 (Figure 6.2) instead of VP6.	(**Annex B** refers) Noted and updated.
RtC (ii) Item 5(a) – The Consultant may wish to note TPB PG-No. 41 regarding visual envelope.	The TPB PG-No. 41 is noted.

Compiled by: KTA
Date: 23 December 2025

Annex A

Replacement Pages of Traffic Impact Assessment

1.0 INTRODUCTION

Background

1.1 The Subject Site is located near Wo Hop Shek Village in Fanling, and its location is shown in **Figure 1.1**.

1.2 The Applicant, i.e. Sime Darby Motor Services Limited ("SDMS"), is a well-established motor vehicle dealer and distributor in Hong Kong, and has over 50 years of history in retail, distribution, assembly, servicing, and car rental businesses.

1.3 SDMS intends to develop the Subject Site, which is currently occupied by warehouses, into a Research and Development ("R&D") centre focusing on electric vehicle ("EV") technology, namely the "EV Mobility City" (hereinafter "Proposed EV Mobility City").

1.4 According to the Approved Fanling / Sheung Shui Outline Zoning Plan No. S/FSS/28 ("Approved OZP"), the Subject Site is zoned "Government, Institution or Community." To facilitate future development of the Subject Site, s12A Rezoning Application is being submitted.

1.5 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to conduct a Traffic Impact Assessment ("TIA") for the Proposed EV Mobility City in support of the s12A Rezoning Application. This TIA report has been updated in responses to the comments provided by Transport Department in October and December 2025.

Structure of Report

1.6 After this introduction, the remaining chapters contain the following:

Chapter 2 - Describes the existing situation;
Chapter 3 - Provides details on the Proposed EV Mobility City;
Chapter 4 - Describes the traffic impact analysis; and
Chapter 5 - Gives the overall conclusion.

TABLE 2.1 SURVEYED JUNCTINONS AND ROAD LINKS

Ref.	Survey Locations
	Junctions
J01	Junction of Tai Wo Service Road West / Kiu Tau Road
J02	Junction of Wo Hing Road / Tai Wo Service Road West
J03	Roundabout of Wah Ming Road / Lui Ming Road / Ming Yin Road / Wo Hing Road
J04	Southern Junction of Pak Wo Road / Yat Ming Road / Wah Ming Road
J05	Northern Junction of Pak Wo Road / Yat Ming Road / Wah Ming Road
J06	Wo Hop Shek Interchange
J07	Wo Hing Road / Existing Site Access
J08	So Kwun Po Interchange
	Road Links
L01	Tai Wo Service Road West (Wo Hing Road – Kiu Tau Road)
L02	Wo Hing Road (Wah Ming Road – Tai Wo Service Road West)
L03	Pak Wo Road (Wo Hop Shek Interchange – Wah Ming Road)
L04	Wo Hing Road (Pak Wo Road – Tai Wo Service Road West)

2.10 **Figure 2.1** shows the Area of Influence ("AOI") and the locations of the surveyed junctions and road links. **Figures 2.2 – 2.8** shows the existing junction layouts.

2.11 The traffic counts were classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. The AM peak hour is found to be 0730 to 0830 hours, and the PM peak hour is found to be 1730 to 1830 hours respectively. **Figure 2.9** presents the existing AM and PM peak hour traffic flow established in pcu/hour.

Performance of the Surveyed Junctions

2.12 Performance of the surveyed junctions were calculated based on the existing traffic flows, and the analyses were undertaken using the methods outlined in Volume 2 of Transport Planning and Design Manual ("TPDM"), which is published by the Transport Department. Table 2.2 summarises the analysis results, and the detailed calculations are found in **Appendix A**.

TABLE 2.2 EXISTING JUNCTION PERFORMANCE

Ref.	Junctions	Type of Junction	Parameter	AM Peak Hour	PM Peak Hour
J01	Tai Wo Service Road West / Kiu Tau Road	Priority	RFC	0.033	0.038
J02	Wo Hing Road / Tai Wo Service Road West	Priority	RFC	0.278	0.215
J03	Wah Ming Road / Lui Ming Road / Ming Yin Road / Wo Hing Road	Roundabout	RFC	0.306	0.253
J04	Pak Wo Road / Yat Ming Road / Wah Ming Road (Southern Junction)	Signal	RC	53%	77%
J05	Pak Wo Road / Yat Ming Road / Wah Ming Road (Northern Junction)	Signal	RC	63%	119%
J06	Wo Hop Shek Interchange	Signal	RC	32%	50%
J07	Wo Hing Road / Site Access	Priority	RFC	0.000	0.000
J08	So Kwun Po Interchange	Roundabout	RFC	0.718	0.701

Note: RFC - Ratio of Flow to Capacity RC – Reserve Capacity

2.13 The above results indicate the surveyed junctions operate with capacities.

Performance of the Surveyed Road Links

2.14 Performance of the surveyed road links, in terms of Peak Hourly Flows / Design Flow Ratio ("P/Df") is calculated, and the analysis results are summarized in Table 2.3.

TABLE 2.3 EXISTING P/Df OF SURVEYED ROAD LINKS

Ref.	Road Link	Config.	Direction	Design Flow (pcu/hr)	P/Df	
					AM Peak Hour	PM Peak Hour
L01	Tai Wo Service Road West (Wo Hing Road – Kiu Tau Road)	Single-2	Northbound	1,160	0.146	0.144
			Southbound	1,160	0.138	0.136
L02	Wo Hing Road (Wah Ming Road – Tai Wo Service Road West)	Single-2	Northbound	1,000	0.249	0.178
			Southbound	1,400	0.396	0.255
L03	Pak Wo Road (Wo Hop Shek Interchange – Wah Ming Road)	Dual-2	Northbound	3,050	0.372	0.305
			Southbound	3,050	0.275	0.242
L04	Wo Hing Road (Pak Wo Road – Tai Wo Service Road West)	Single-2	Eastbound	1,000	0.209	0.151
			Westbound	1,000	0.564	0.336

Existing Public Transport Services

2.15 The Subject Site is located close to public transport services, including franchised bus and green mini-bus ("GMB") routes operate along Tai Wo Service Road West, Wo Hing Road, Pak Wo Road and Lui Ming Road. Table 2.4 presents the details.

TABLE 2.4 ROAD–BASED PUBLIC TRANSPORT SERVICES OPERATING IN VICINITY OF THE SUBJECT SITE

Route	Origin - Destination	
KMB 61S	Tuen Mun City Centre ↔ Wo Hop Shek (Kiu Tau Road)	(c)
KMB 70K	Fanling (Wah Ming) ↺ Ching Ho	
KMB 70S	Hung Hom Station ↔ Wo Hop Shek	(c)
KMB 73	Fanling (Wah Ming) ↔ Tai Po Industrial Estate	
	Fanling (Wah Ming) ↔ Tai Po Central	(a)
KMB 73A	Fanling (Wah Ming) ↔ Yu Chui Court	
KMB 73B	Chuen On Road (Nethersole Hospital) ↺ Sheung Shui	
KMB 73S	Fanling Station ↔ Wo Hop Shek (Kiu Tau Road)	(c)
KMB 74S	Ping Tin ↔ Wo Hop Shek	(c)
KMB 76S	Fanling Station ↔ Wo Hop Shek	(c)
KMB 78	Sha Tau Kok → Sheung Shui (Tai Ping)	(a)
KMB 78B	Queen's Hill → Sheung Shui (Choi Yuen)	(a)
	Sheung Shui (Choi Yuen) → Queen's Hill	(a)
KMB 78S	Shueng Shui → Sha Tau Kok	(a)
	Sha Tau Kok → Shueng Shui	(a)
KMB 261X	Fanling (Cheung Wah) ↔ So Kwun Wat	(a)
KMB 264R	Tin Yiu ↔ Tai Po Market Station	(a)
KMB 270A	Sheung Shui ↔ Tsim Sha Tsui East (Mody Road)	
KMB 270B	Sheung Shui ↔ Olympic Station	
	Sheung Shui → Charming Garden	(a)
	Charming Garden → Sheung Shui	(a)
KMB 270C	Fanling (Luen Wo Hui) → Tsim Sha Tsu East (Mody Road)	(a)
	Tsim Sha Tsu East (Mody Road) → Fanling (Luen Wo Hui)	(a)
KMB 270D	Fanling (Luen Wo Hui) → Sham Shui Po	(a)
	Sham Shui Po (Yen Chow Street) → Fanling (Luen Wo Hui)	(a)
KMB 270P	Sheung Shui → Kowloon Station	(a)
KMB 270R	Hong Kong Coliseum → Fanling (Luen Wo Hui)	(c)
KMB 270S	Tsim Sha Tsui East (Mody Road) → Fanling (Luen Wo Hui)	(a)

2034 Traffic Flows

4.8 Year 2034 traffic flows with the Proposed EV Mobility City are derived as follows:

2034 Traffic Flows with the Proposed EV Mobility City = *2034 Traffic Flows without the Proposed EV Mobility City* + *Traffic Generated by the Proposed EV Mobility City*

4.9 **Figures 4.1 and 4.2** show the 2034 AM and PM peak hour traffic flows for the scenarios without and with the Proposed EV Mobility City respectively. **Figure 4.3** shows the traffic generation of the Proposed EV Mobility City.

2034 Junction Capacity Analysis

4.10 Year 2034 junction capacity analysis for the scenarios without and with the Proposed EV Mobility City are summarised in Table 4.4 and detailed calculations are found in the **Appendix A**.

TABLE 4.4 2034 JUNCTION PERFORMANCE

Ref.	Junction	Type of Junction	Parameter	Without the Proposed EV Mobility City		With the Proposed EV Mobility City	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
J01	Tai Wo Service Road West / Kiu Tau Road	Priority	RFC	0.035	0.184	0.035	0.184
J02	Wo Hing Road / Tai Wo Service Road West	Priority	RFC	0.348	0.263	0.354	0.291
J03	Wah Ming Road / Lui Ming Road / Ming Yin Road / Wo Hing Road	Round-about	RFC	0.415	0.348	0.427	0.356
J04	Pak Wo Road / Yat Ming Road / Wah Ming Road (Southern Junction)	Signal (Note 1)	RC	24%	31%	22%	28%
J05	Pak Wo Road / Yat Ming Road / Wah Ming Road (Northern Junction)	Signal	RC	22%	63%	21%	61%
J06	Wo Hop Shek Interchange	Signal	RC	8%	23%	6%	21%
J07	Wo Hing Road / Site Access	Priority	RFC	0.000	0.000	0.058	0.055
J08	So Kwun Po Interchange	Round-about	RFC	0.951	0.911	0.957	0.924

Note 1: With planned traffic improvement works to be implemented by Others.
RFC - Ratio of Flow to Capacity RC – Reserve Capacity

4.11 Table 4.4 shows that, except for J06 during the AM peak hour, the junctions analyzed have capacity to accommodate the expected traffic growth to 2034, and the traffic generated by the Proposed EV Mobility City.

Conceptual Traffic Improvement Scheme at J06

4.12 Table 4.4 shows that J06 is expected to operate with limited capacity (RC < 15%) in the AM peak hour for both scenarios, i.e., without and with the Proposed EV Mobility.

4.13 As shown in **Figure 4.3**, the Proposed EV Mobility is estimated to only generate 15 pcu and attract 14 pcu, i.e. a total of 29 pcu, during the AM peak hour to J06, which is only 1% of the total hourly traffic flow passing through J06 *[Calculation: 29 ÷ 2,997 = 1%]*. Hence, the associated impact from the Proposed EV Mobility is negligible.

4.14 To improve the operation of J06, a conceptual traffic improvement scheme presented in **Figure 4.4** is identified for consideration.

4.15 Table 4.5 presents the results of the junction capacity analysis for J06 with the conceptual traffic improvement scheme implemented for the scenarios without with the Proposed EV Mobility City, and the operational conditions are expected to enhance with RC ≥ 15%.

TABLE 4.5 2034 JUNCTION PERFORMANCE FOR J06 WITH CONCEPTUAL TRAFFIC IMPROVEMENT SCHEME

Ref.	Junction	Type of Junction	Parameter	Without the Proposed EV Mobility City		With the Proposed EV Mobility City	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
J06	Wo Hop Shek Interchange	Signal	RC	17%	23%	15%	21%

2034 Road Link Capacity Analysis

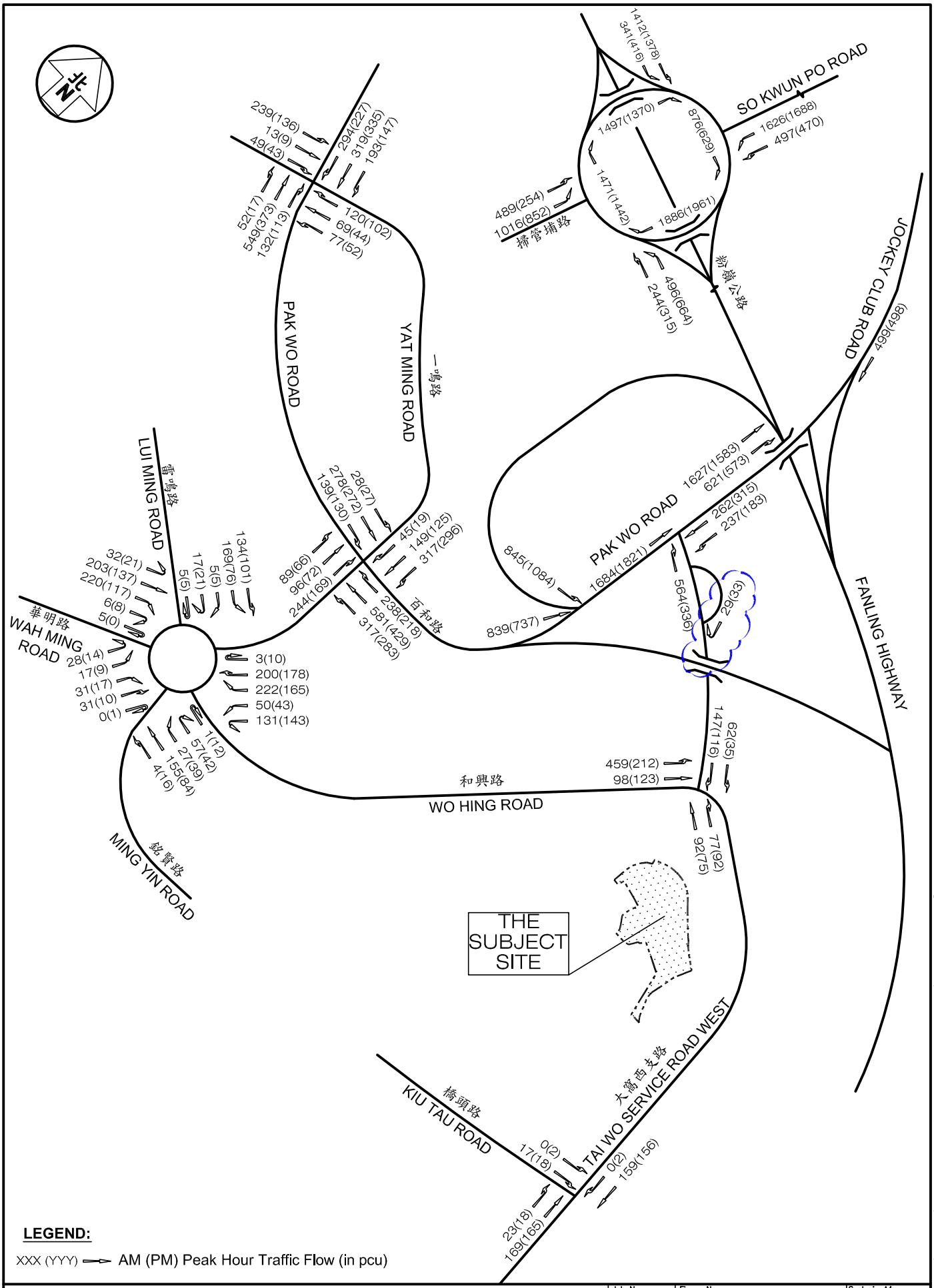
4.16 Year 2034 road link capacity analysis for the scenarios without and with the Proposed EV Mobility City are summarised in Table 4.6.

TABLE 4.6 YEAR 2034 P/Df OF ROAD LINKS

Ref.	Road Link	Config.	Direction	Design Flow (pcu/hr)	P/Df			
					Without the Proposed EV Mobility City		With the Proposed EV Mobility City	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
L01	Tai Wo Service Road West (Wo Hing Road – Kiu Tau Road)	Single-2	Northbound	1,160	0.332	0.265	0.352	0.297
			Southbound	1,160	0.287	0.276	0.321	0.303
L02	Wo Hing Road (Wah Ming Road – Tai Wo Service Road West)	Single-2	Northbound	1,000	0.334	0.235	0.341	0.246
			Southbound	1,400	0.514	0.358	0.531	0.371
L03	Pak Wo Road (Wo Hop Shek Interchange – Wah Ming Road)	Dual-2	Northbound	3,050	0.433	0.355	0.437	0.358
			Southbound	3,050	0.299	0.269	0.299	0.269
L04	Wo Hing Road (Pak Wo Road – Tai Wo Service Road West)	Single-2	Eastbound	1,000	0.294	0.227	0.309	0.240
			Westbound	1,000	0.775	0.474	0.791	0.500

Config. – Configuration

4.17 Table 4.6 shows that the road links analyzed have capacity to accommodate the expected traffic growth to 2034, and the traffic generated by the Proposed EV Mobility City.



LEGEND:

XXX (YYY) ⟶ AM (PM) Peak Hour Traffic Flow (in pcu)

Project Title: Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land Wo Hing Road / Tai Wo Service Road West, Fanling, NT	Job No. J7411	Figure No. 2.9			Scale in A4 N.T.S.
	Designed by W C H	Drawn by S C Y	Checked by K C	Revision C	Date 07 NOV 2025

Figure Title: **EXISTING PEAK HOUR TRAFFIC FLOW**

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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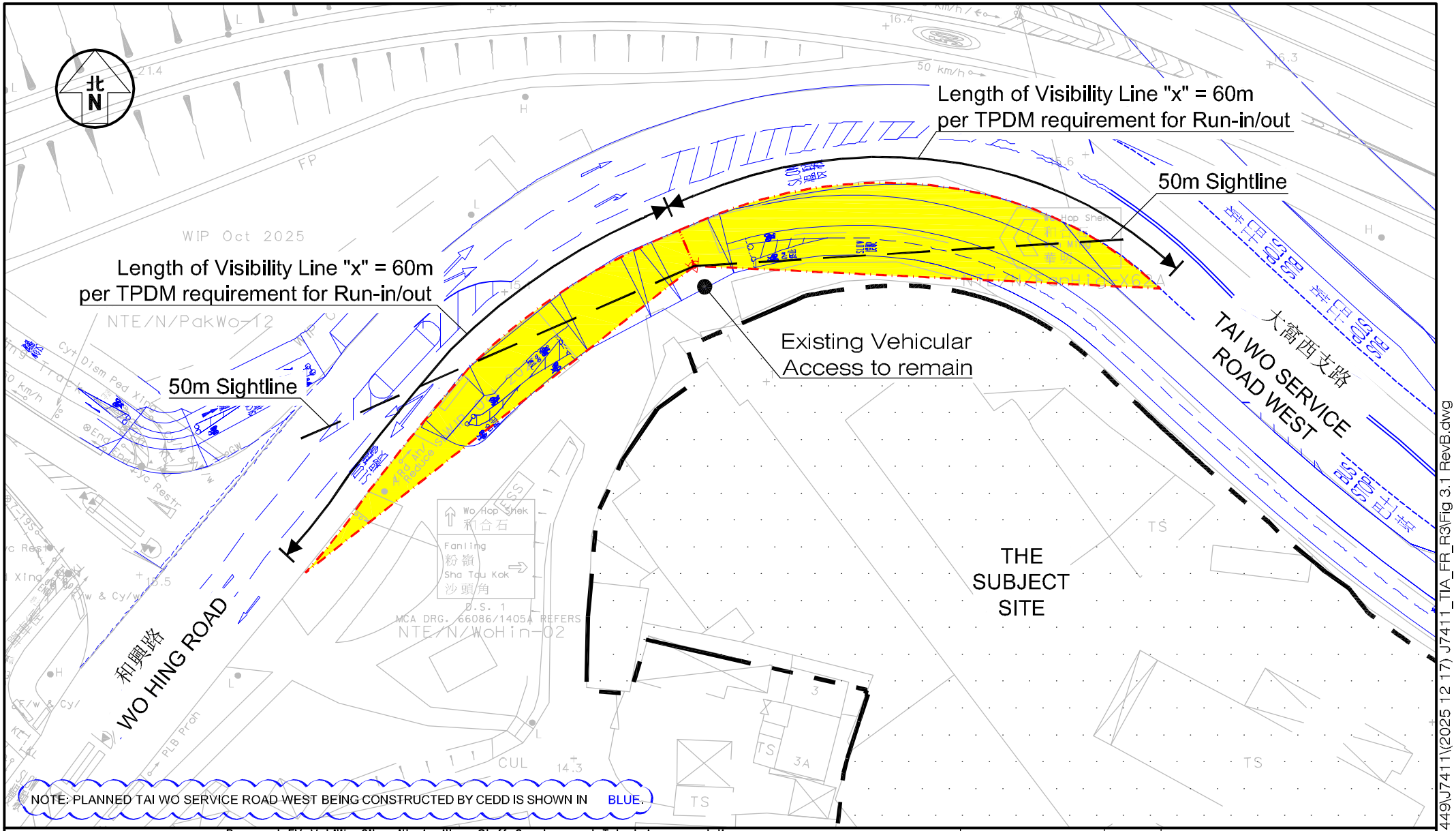

Project Title	Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land Wo Hing Road / Tai Wo Service Road West, Fanling, NT	J7411	Figure No. 3.1 / Revision C
Figure Title	VISIBILITY ASSESSMENTS AT EXISTING VEHICULAR ACCESSES ON WO HING ROAD		Designed by W C H / Drawn by S C Y / Checked by K C / Scale in A4 1 : 500 / Date 17 DEC 2025

CKM Asia Limited
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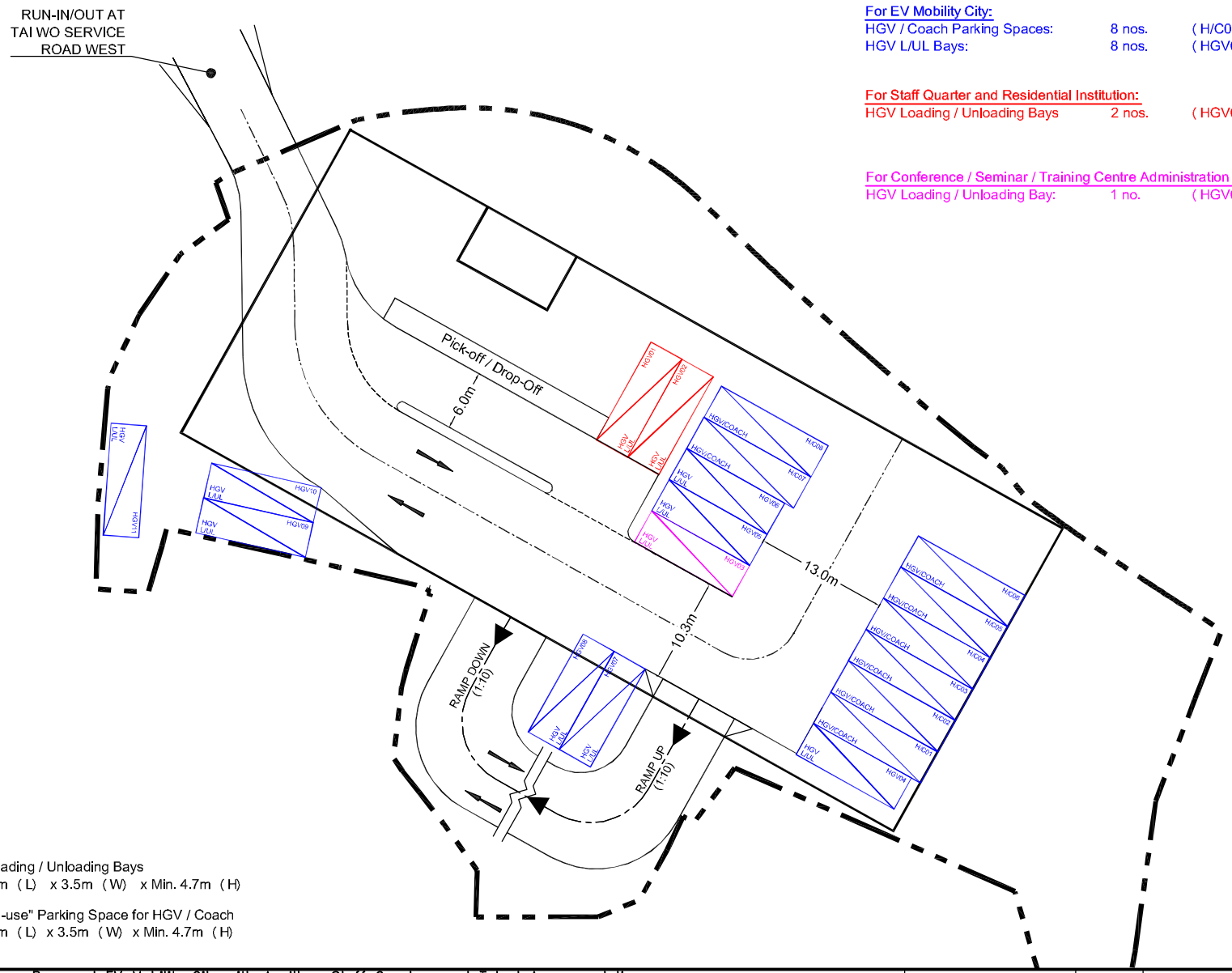

Project Title	Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land Wo Hing Road / Tai Wo Service Road West, Fanling, NT	J7411	Figure No. 3.3 / Revision C
Figure Title	INDICATIVE INTERNAL TRANSPORT LAYOUT GROUND FLOOR (G/F)		Designed by W C H / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 600 / Date 17 DEC 2025

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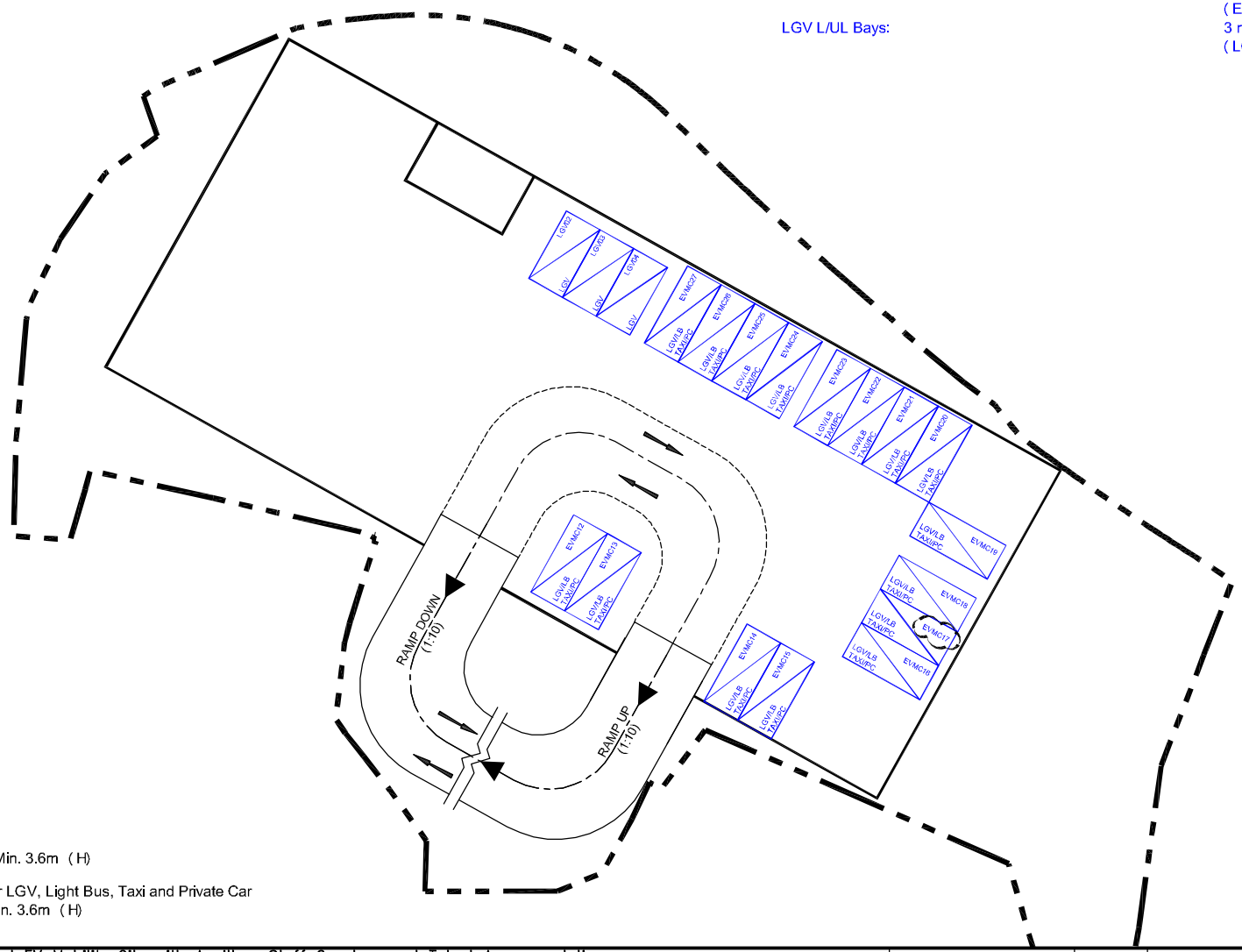
T:\JOB\J7400-J7449\J7411\ (2025 12 17) J7411_TIA_FR_R3\Fig 3.2 - 3.8 RevC.dwg

For EV Mobility City

LGV / Light Bus / Taxi / Private Car Parking Spaces:	16 nos. (EVMC12 - EVMC27)
LGV L/UL Bays:	3 nos. (LGV02 - LGV04)



LEGEND:

LGV Loading / Unloading Bays
@ 7.0m (L) x 3.5m (W) x Min. 3.6m (H)

"Shared-use" Parking Space for LGV, Light Bus, Taxi and Private Car
@ 8.0m (L) x 3.5m (W) x Min. 3.6m (H)

Project Title	Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land Wo Hing Road / Tai Wo Service Road West, Fanling, NT	J7411	Figure No. 3.4 / Revision C
Figure Title	INDICATIVE INTERNAL TRANSPORT LAYOUT FIRST FLOOR (1/F)		Designed by W C H / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 600 / Date 17 DEC 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
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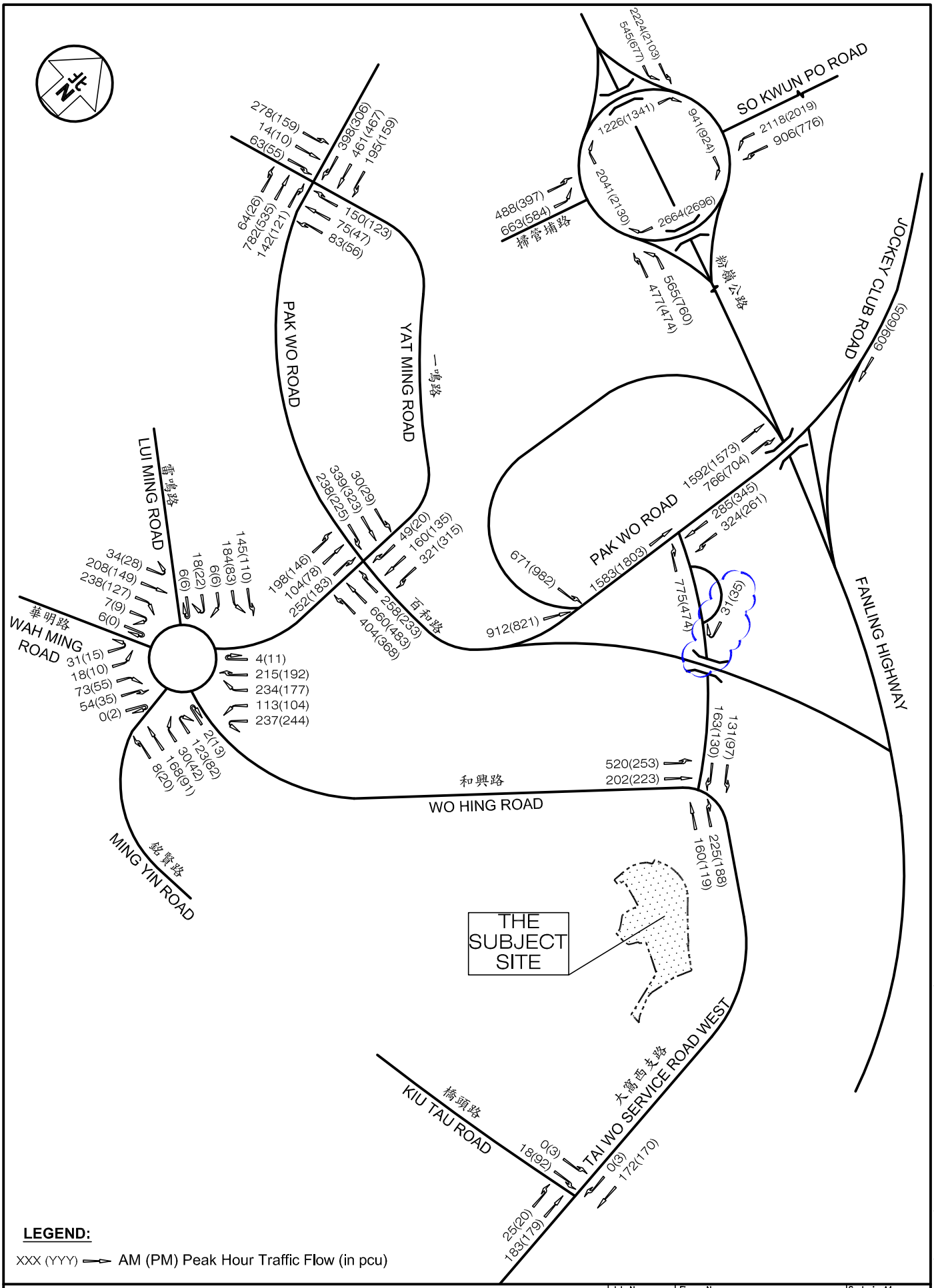
T:\JOB\J7400-J7449\J7411\ (2025 12 17) J7411_TIA_FR_R3\Fig 3.2 - 3.8 RevC.dwg



LEGEND:

XXX (YYY) → AM (PM) Peak Hour Traffic Flow (in pcu)

Project Title: Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land Wo Hing Road / Tai Wo Service Road West, Fanling, NT	Job No. J7411	Figure No. 4.1		Scale in A4 N.T.S.	
	Designed by W C H	Drawn by S C Y	Checked by K C	Revision C	Date 17 DEC 2025

Figure Title: **YEAR 2034 PEAK HOUR TRAFFIC FLOW WITHOUT THE PROPOSED EV MOBILITY CITY**

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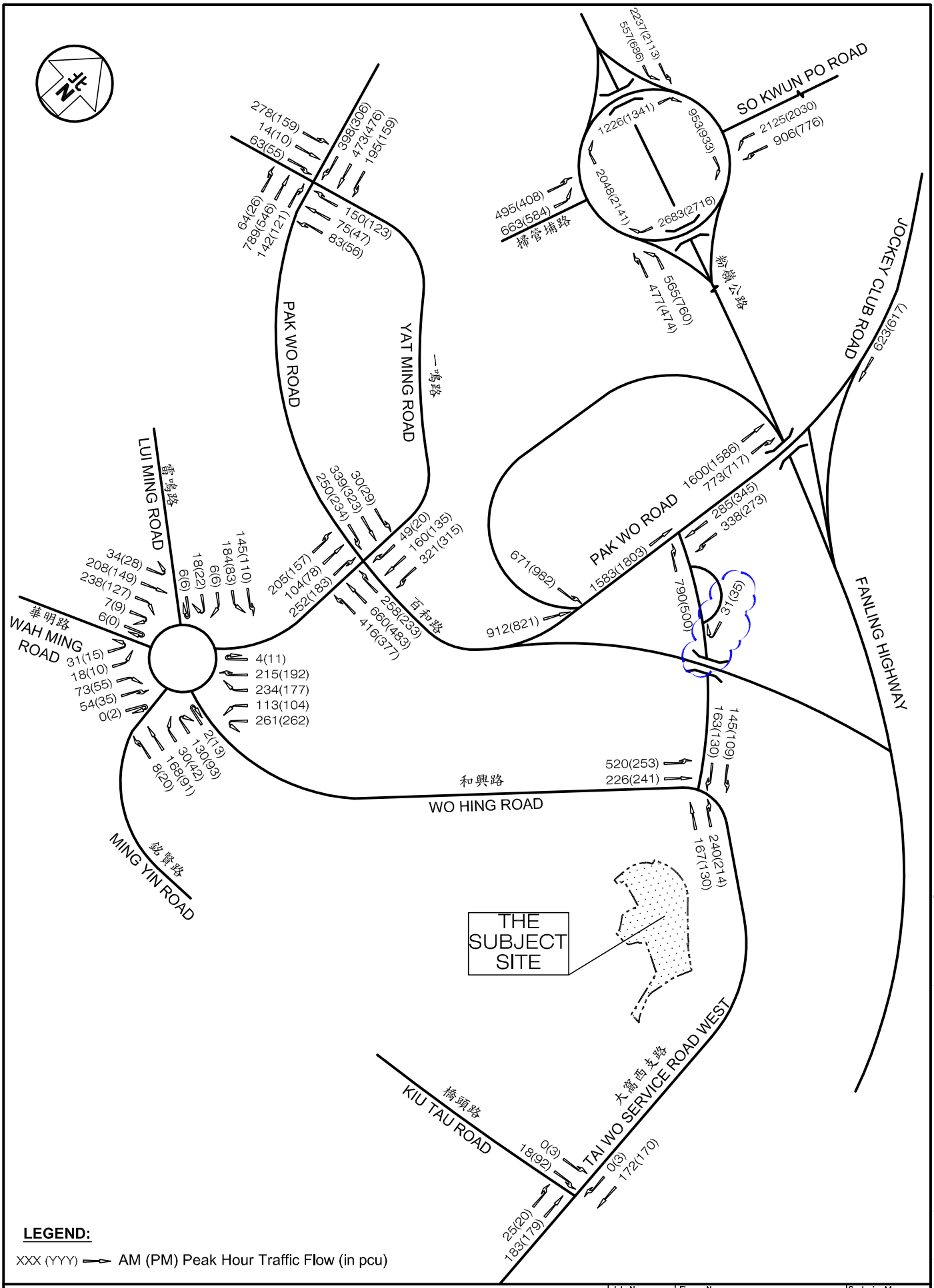
T:\JOB\J7400-J7449\J7411\(2025 11 07) J7411_TIA_FR_R2\Fig 4.1 RevB.dwg



Project Title: Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land Wo Hing Road / Tai Wo Service Road West, Fanling, NT	Job No. J7411	Figure No. 4.2			Scale in A4 N.T.S.
	Designed by W C H	Drawn by S C Y	Checked by K C	Revision C	Date 17 DEC 2025

Figure Title

YEAR 2034 PEAK HOUR TRAFFIC FLOW WITH THE PROPOSED EV MOBILITY CITY

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APPENDIX A -
Junction Capacity Analysis

Roundabout Analysis

Junction: So Kwun Po Road / Fanling Highway Interchange — Job Number: J7411
Scenario: Existing Condition — J8 - P. 1
Design Year: 2025 — Designed By: MCY — Checked By: WCH — Date: 17 December 2025

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	/	/	/	/					1626	876
From B	/	/	/	/					496	1886
From C	/	/	/	/					1016	1471
From D	/	/	/	/					341	1497
From E										
From F										
From G										
From H										
Total									3479	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	/	/	/	/					1688	629
From B	/	/	/	/					664	1961
From C	/	/	/	/					852	1442
From D	/	/	/	/					416	1370
From E										
From F										
From G										
From H										
Total									3620	

Legend

Arm	Road (in clockwise order)
A	So Kwun Po Rd (Southbound)
B	Fanling Highway (Westbound)
C	So Kwun Po Rd (Northbound)
D	Fanling Highway (Eastbound)
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	11.5	8.0	15.0	25.0	90.0	60.0	0.2
From B	8.5	5.5	16.0	15.0	90.0	11.0	0.3
From C	12.0	7.5	35.0	8.5	90.0	36.0	0.8
From D	7.5	5.0	60.0	12.5	90.0	25.0	0.3
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	10.417	20.086	1.024	0.880	3156	0.663	2266	2410	1626	1688	0.718	0.701
From B	7.329	20.086	1.024	1.054	2221	0.530	1287	1245	496	664	0.386	0.533
From C	9.170	20.086	1.024	1.000	2779	0.609	1883	1900	1016	852	0.540	0.448
From D	6.524	20.086	1.024	1.050	1977	0.496	1297	1363	341	416	0.263	0.305
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction: So Kwun Po Road / Fanling Highway Interchange — Job Number: J7411
Scenario: Without Proposed EV Mobility City — J8 - P. 2
Design Year: 2034 — Designed By: MCY — Checked By: WCH — Date: 17 December 2025

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	/	/	/	/					2118	941
From B	/	/	/	/					565	2664
From C	/	/	/	/					663	2041
From D	/	/	/	/					545	1226
From E										
From F										
From G										
From H										
Total									3891	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	/	/	/	/					2019	924
From B	/	/	/	/					760	2696
From C	/	/	/	/					584	2130
From D	/	/	/	/					677	1341
From E										
From F										
From G										
From H										
Total									4040	

Legend

Arm	Road (in clockwise order)
A	So Kwun Po Rd (Southbound)
B	Fanling Highway (Westbound)
C	So Kwun Po Rd (Northbound)
D	Fanling Highway (Eastbound)
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	11.5	8.0	15.0	25.0	90.0	60.0	0.2
From B	8.5	5.5	16.0	15.0	90.0	11.0	0.3
From C	12.0	7.5	35.0	8.5	90.0	36.0	0.8
From D	7.5	5.0	60.0	12.5	90.0	25.0	0.3
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_3	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	10.417	20.086	1.024	0.880	3156	0.663	2228	2238	2118	2019	0.951	0.902
From B	7.329	20.086	1.024	1.054	2221	0.530	852	834	565	760	0.663	0.911
From C	9.170	20.086	1.024	1.000	2779	0.609	1535	1481	663	584	0.432	0.394
From D	6.524	20.086	1.024	1.050	1977	0.496	1438	1378	545	677	0.379	0.491
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction: So Kwun Po Road / Fanling Highway Interchange — Job Number: J7411
Scenario: With Proposed EV Mobility City — J8 - P. 3
Design Year: 2034 — Designed By: MCY — Checked By: WCH — Date: 17 December 2025

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	/	/	/	/					2125	953
From B	/	/	/	/					565	2683
From C	/	/	/	/					663	2048
From D	/	/	/	/					557	1226
From E										
From F										
From G										
From H										
Total									3910	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	/	/	/	/					2030	933
From B	/	/	/	/					760	2716
From C	/	/	/	/					584	2141
From D	/	/	/	/					686	1341
From E										
From F										
From G										
From H										
Total									4060	

Legend

Arm	Road (in clockwise order)
A	So Kwun Po Rd (Southbound)
B	Fanling Highway (Westbound)
C	So Kwun Po Rd (Northbound)
D	Fanling Highway (Eastbound)
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	11.5	8.0	15.0	25.0	90.0	60.0	0.2
From B	8.5	5.5	16.0	15.0	90.0	11.0	0.3
From C	12.0	7.5	35.0	8.5	90.0	36.0	0.8
From D	7.5	5.0	60.0	12.5	90.0	25.0	0.3
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_4	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	10.417	20.086	1.024	0.880	3156	0.663	2221	2232	2125	2030	0.957	0.909
From B	7.329	20.086	1.024	1.054	2221	0.530	841	823	565	760	0.672	0.924
From C	9.170	20.086	1.024	1.000	2779	0.609	1531	1474	663	584	0.433	0.396
From D	6.524	20.086	1.024	1.050	1977	0.496	1438	1378	557	686	0.387	0.498
From E												
From F												
From G												
From H												

Annex B

Replacement Pages of Visual Impact Assessment

7.1.4 As illustrated in **Figures 6.1** (VP1)**, 6.3** (VP3), and **6.5** (VP5), while the Proposed Development would be visually compatible with the adjacent planned high-rise public housing, it would inevitably lead to some level of visual obstruction towards the mountain backdrop and existing open sky-view, and slightly affect the visual openness from these VPs. There will be a slight visual change experienced by public viewers at these VPs. That being said, the Proposed Development would mostly be seen in front of / as an extension to the planning public housing and blend in well with the existing sub-urban townscape of Fanling. It is therefore anticipated that the overall visual impact for these VPs will be slightly adverse.

7.1.5 As a close-up viewpoint, the magnitude of visual change of VP2 is concluded to be slight to moderate (**Figure 6.2** refers). With the implementation of the planned public housing, the existing open sky-view will be inevitably changed and the visual openness will be affected, with or without the Propose Development. However, considering the close distance between the Site and this VP, and that the Proposed Development will bring the sub-urban townscape forward, the overall visual impact on the public viewers of this VP will be moderately adverse. However, the Proposed Development would be visually compatible with the high-rise residential developments in local and wider context.

7.1.6 In view of the above, it is considered that the Proposed Development would be compatible to the surrounding and wider context and would not result in significant adverse visual impact, hence acceptable in visual terms.

Annex C

Replacement Pages of Environmental Assessment

assessment. All assessment points were taken at 1.2 m above the floor and 1 m away from the façade of the staff quarters and residential institution.

2.4.2 **Figure 2.1** illustrates the locations of the selected representative NSRs for road traffic noise impact assessment.

2.5 Design Constraints

2.5.1 Due to the heavy traffic flows of Fanling Highway and Fanling Bypass (Eastern Section) (under construction), no noise sensitive uses would be located at the façade of the staff quarters and residential institution facing Fanling Highway and Fanling Bypass directly.

2.6 Noise Mitigation Measures Incorporated under Base Case Scenario

2.6.1 As mentioned in **Section 2.5.1**, it is identified that the major road traffic noise sources are Fanling Highway and Fanling Bypass (Eastern Section). To address the potential road traffic noise impact, building setback, podium building and orientation of dwellings have been duly considered in the buildings design and arrangement to reduce the road traffic noise impact as far as practicable.

2.6.2 The staff quarters and residential institution are erected atop a 7-storey podium, which is approximately 41m high. This would increase the separation distance between the carriageway and the noise sensitive receivers of the dwellings and screening of the nearby roads would be provided.

2.7 Road Traffic Noise Impact Assessment Result (Base Case)

2.7.1 The predicted road traffic noise impact on the selected representative noise sensitive receivers (NSRs) without direct noise mitigation measures have been assessed. The predicted results are shown in **Appendix 2.3**. According to the predicted results, there are exceedances of road traffic noise standard at various locations of the staff quarters and residential institution, which is up to 12 dB(A) and 11 dB(A) under AM peak scenario and PM peak scenario respectively.

2.8 Proposed Noise Mitigation Measures

Vertical Acoustic Fin

2.8.1 Full-height acoustic fins of 1.5m long are proposed at strategic locations to reduce the view angle to the traffic noise sources. The locations of the proposed vertical acoustic fins are shown in **Figure 2.2**. The noise reduction effect is determined by using CRTN methodology taking into account the view angle correction but would not be higher than 3 dB(A) for conservatism.

2.8.2 It is noted that erection of vertical acoustic fins near NSRs would possibly induce noise reflection and would particularly create a semi-enclosure area if two consecutive fins are near to each other and hence inducing possible multi-reflection effects. In order to minimise the potential multi-reflection effects at NSRs, repetitive fins close to each other is avoided and sound absorptive material (SAM) (with noise reduction coefficient (NRC) of not less than 0.9) is proposed at the surface of the vertical acoustic fins facing window opening where necessary and practicable.

Acoustic Window (Baffle Type) [AW(BT)]

2.8.3 According to "Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact" (ProPECC PN 5/23), there are configurations of AW(BT) with opening of around 0.5 m^2 (600mm x 870mm) and 1.1 m^2 (750mm x 1500mm), inner sliding door with gap width of 100mm to 175mm and overlapping length of at least 100mm. Noise reduction of 6 dB(A) and 7 dB(A) are

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 Proposed Development arising from the existing and planned fixed noise sources. Practicable noise mitigation measures would be recommended where necessary.

3.2 Identification of Fixed Noise Sources

3.2.1 Only two fixed noise sources have been identified through desktop review and site survey conducted in June 2025. Location of identified fixed noise sources are shown in **Figure 3.1** and the photo records of site survey of the identified fixed noise are shown in **Appendix 3.1**.

Brilliant Towing Company

3.2.2 Brilliant Towing Company is located immediately to the southeast of the Application Site. Minor activities (e.g. tyre replacement) and parking of lorries were observed during site survey. By considering the minor activities observed, the noise Sound Power Level (SWL) of 97.0 dB(A) based on the findings in "Redevelopment of Lai Sun Yuen Long Centre at Nos.21-35 Wang Yip Street East, YLTL 362" (Approved Planning Application: A/YL/304) has been referenced and adopted in this assessment. No nighttime operation was observed.

K. Kee Engineering Company Limited

3.2.3 According to the Preliminary Environmental Review Report under the Approved Planning Application (Application No.: A/FSS/295) for a proposed public housing development, a covered warehouse was identified. According to the observation during site survey. 5 electric hoists were observed and only 1 of the electric hoisted was being operated during the site visit. The SWL of 95.0 dB(A) of the electric hoist in "Technical Memorandum on Noise from Construction Work Other Than Percussive Piling" has been referenced and adopted in this assessment. It is assumed that 5 electric hoists would be operated at the same time as a worst-case scenario. No nighttime operation was observed.

3.2.4 The SWLs of the identified fixed noise sources are shown in **Appendix 3.2**.

3.3 Assessment Criteria

3.3.1 According to the "*Technical Memorandum For The Assessment Of Noise From Places Other Than Domestic Premises, Public Places Or Construction Sites*" (IND-TM) issued under the Noise Control Ordinance (NCO), the airborne noise shall comply with the Acceptable Noise Level (ANL), which depends on the Area Sensitive Rating (ASR).

3.3.2 According to the IND-TM, four (4) types of areas are defined and including: Rural Area, Low Density Residential Area, Urban Area and Area Other Than Those Above. The Application Site is located in Fanling area and considered not rural, low density residential nor urban.

3.3.3 According to the Annual Traffic Census 2024, the Annual Average Daily Traffic (AADT) for Fanling Highway was over 114,000 (i.e. Station 6084). The Fanling Highway therefore acts as an Influencing Factor (IF, with AADT over 30,000). ASR "B" is applicable to the facades, which do not have direct lines of sight and not affected by the IF (i.e. Fanling Highway). ASR "C" would be assigned to the facades directly affected by Fanling Highway. The ASR and ANLs according to IND-TM are tabulated below.

Appendix 2.1 Year 2046 Traffic Forecast (15 Years from 2031)

TABLE – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2046 TRAFFIC FORECAST

Date: 17 December 2025 Job No.: J7411

Link ID	Road Section	From Road	To Road	AM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L001	Tai Wo Service Road West (NB)	Planned Road in Area 48 (NB)	Kiu Tau Road	150	50.4%	49.6%
L002	Tai Wo Service Road West (SB)	Kiu Tau Road	Planned Road in Area 48 (NB)	200	55.8%	44.2%
L003	Wo Hing Road (SB)	Unnamed Planned Road	Pak Wo Road Slip Road	400	72.9%	27.1%
L004	Wo Hing Road (NB)	Pak Wo Road Slip Road	Unnamed Planned Road	350	71.3%	28.7%
L005	Planned Road in Area 48 (NB)	Cul-de-sac	Tai Wo Service Road West	250	85.6%	14.4%
L006	Planned Road in Area 48 (SB)	Tai Wo Service Road West	Cul-de-sac	200	85.5%	14.5%
L007	Wo Hing Road (SB)	Wo Hing Road	Wo Hing Road Carpark	350	72.4%	27.6%
L008	Wo Hing Road (NB)	Wo Hing Road Carpark	Wo Hing Road	700	75.2%	24.8%
L009	Wo Hing Road Open Car Park	Wo Hing Road	Wo Hing Road Carpark	50	58.1%	41.9%
L010	Wo Hing Road Open Car Park	Wo Hing Road Carpark	Wo Hing Road	100	54.8%	45.2%
L011	Wo Hing Road (SB)	Wo Hing Road Open Car Park	Wo Ka Lau Road	350	71.2%	28.8%
L012	Wo Hing Road (NB)	Wo Ka Lau Road	Wo Hing Road Open Car Park	700	75.6%	24.4%
L013	Pak Wo Road (WB)	Fanling Highway (NB) Slip Road	Wah Ming Road	1,250	80.1%	19.9%
L014	Pak Wo Road (EB)	Yat Ming Road	Fanling Highway (NB) Slip Road	850	74.8%	25.2%
L015	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (WB)	650	71.6%	28.4%
L016	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (EB)	1,050	87.3%	12.7%
L017	Pak Wo Road (WB)	Wo Hing Road	Fanling Highway (NB) Slip Road	250	47.4%	52.6%
L018	Pak Wo Road (EB)	Fanling Highway (NB) Slip Road	Wo Hing Road	1,450	73.4%	26.6%
L019	Pak Wo Road (WB)	Jockey Club Road	Wo Hing Road	550	62.7%	37.3%
L020	Pak Wo Road (EB)	Wo Hing Road	Fanling Highway (SB) Slip Road	2,200	74.6%	25.4%
L021	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (WB)	4,700	74.0%	26.0%
L022	Fanling Highway (NB)	Fanling Highway (NB) Slip Road	So Kwun Po Road	4,100	74.6%	25.4%
L023	Jockey Club Road (NB)	Pak Wo Road	San Wan Road	1,450	73.2%	26.8%
L024	Jockey Club Road (SB)	Yuk Tong Path	Jockey Club Road	1,600	71.9%	28.1%
L025	Jockey Club Road (SB)	Fanling Highway (SB) Slip Road	Fanling Highway (SB) Slip Road	550	62.7%	37.3%
L026	Fanling Highway (SB) Slip Road	Jockey Club Road	Fanling Highway	1,050	76.2%	23.8%
L027	Fanling Highway (SB) Slip Road	Jockey Club Road	Fanling Highway	750	77.3%	22.7%
L028	Fanling Highway (SB) Slip Road	Fanling Highway (SB) Slip Road	Fanling Highway	1,800	76.7%	23.3%
L029	Fanling Highway (SB)	So Kwun Po Road	Fanling Highway (SB) Slip Road	4,050	72.7%	27.3%
L030	*> > Link ID Not Used < <*					
L031	Fanling Highway (NB)	Fanling Bypass	Fanling Highway (NB) Slip Road	5,700	76.4%	23.6%
L032	Fanling Highway (SB)	Wo Hop Shek Interchange	Fanling Highway Slip Road	5,800	73.7%	26.3%
L033	Tai Wo Service Road East (WB)	Fanling Highway Slip Road	Tai Wo Service Road East	50	78.4%	21.6%
L034	Tai Wo Service Road East (EB)	Tai Wo Service Road East	Fanling Highway Slip Road	50	75.6%	24.4%
L035	Fanling Highway Slip Road (SB)	Fanling Highway Slip Road	Tai Wo Service Road East Slip Road	700	59.6%	40.4%
L036	Fanling Highway (SB)	Fanling Highway Slip Road	Fanling Highway Slip Road	5,150	75.5%	24.5%
L037	Fanling Highway Slip Road (SB)	Tai Wo Service Road East Slip Road	Fanling Highway	250	61.4%	38.6%
L038	Tai Wo Service Road East Slip Road (NB)	Fanling Highway Slip Road	Tai Wo Service Road East	200	85.4%	14.6%
L039	Tai Wo Service Road East Slip Road (SB)	Tai Wo Service Road East	Fanling Highway Slip Road	200	80.8%	19.2%
L040	Tai Wo Service Road East (WB)	Tai Wo Service Road East Slip Road	Unnamed Slip Road	200	83.5%	16.5%
L041	Tai Wo Service Road East (EB)	Unnamed Slip Road	Tai Wo Service Road East Slip Road	150	88.8%	11.2%
L042	Unnamed Road (WB)	Unnamed Road	Unnamed Road	50	50.0%	50.0%
L043	Unnamed Road (EB)	Unnamed Road	Unnamed Road	50	76.9%	23.1%
L044	Unnamed Road (NB)	Wo Ka Lau Road	Unnamed Road	50	72.7%	27.3%
L045	Unnamed Road (SB)	Unnamed Road	Wo Ka Lau Road	50	64.3%	35.7%
L046	Wo Hop Shek Road (NB)	Wo Ka Lau Road	Wo Hop Shek Road	50	75.0%	25.0%
L047	Wo Hop Shek Road (SB)	Wo Hop Shek Road	Wo Ka Lau Road	50	66.7%	33.3%
L048	Fanling Bypass (NB)	Fanling Highway	Sha Tau Kok Road Interhchange	1,100	71.3%	28.7%
L049	Fanling Bypass (SB)	Fanling Bypass Roundabout	Fanling Highway	1,850	70.9%	29.1%
L050	Wo Hing Road (EB)	Pak Wo Road	Wo Hing Road	300	74.5%	25.5%
L051	Wo Hing Road (WB)	Wo Hing Road	Pak Wo Road	750	76.4%	23.6%
L052	Fanling Highway (NB)	Heung Yuen Wai Highway	Fanling Bypass	6,800	75.6%	24.4%
L053	Fanling Highway (SB)	Tai Wo Service Road East Slip Road	Fanling Bypass	450	57.3%	42.7%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

TABLE – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2046 TRAFFIC FORECAST

Date: 17 December 2025 Job No.: J7411

Link ID	Road Section	From Road	To Road	PM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L001	Tai Wo Service Road West (NB)	Planned Road in Area 48 (NB)	Kiu Tau Road	150	50.0%	50.0%
L002	Tai Wo Service Road West (SB)	Kiu Tau Road	Planned Road in Area 48 (NB)	200	64.6%	35.4%
L003	Wo Hing Road (SB)	Unnamed Planned Road	Pak Wo Road Slip Road	350	75.7%	24.3%
L004	Wo Hing Road (NB)	Pak Wo Road Slip Road	Unnamed Planned Road	350	71.7%	28.3%
L005	Planned Road in Area 48 (NB)	Cul-de-sac	Tai Wo Service Road West	150	88.1%	11.9%
L006	Planned Road in Area 48 (SB)	Tai Wo Service Road West	Cul-de-sac	200	88.1%	11.9%
L007	Wo Hing Road (SB)	Wo Hing Road	Wo Hing Road Carpark	250	63.6%	36.4%
L008	Wo Hing Road (NB)	Wo Hing Road Carpark	Wo Hing Road	500	70.4%	29.6%
L009	Wo Hing Road Open Car Park	Wo Hing Road	Wo Hing Road Carpark	100	73.7%	26.3%
L010	Wo Hing Road Open Car Park	Wo Hing Road Carpark	Wo Hing Road	50	65.8%	34.2%
L011	Wo Hing Road (SB)	Wo Hing Road Open Car Park	Wo Ka Lau Road	250	61.5%	38.5%
L012	Wo Hing Road (NB)	Wo Ka Lau Road	Wo Hing Road Open Car Park	500	70.5%	29.5%
L013	Pak Wo Road (WB)	Fanling Highway (NB) Slip Road	Wah Ming Road	950	70.3%	29.7%
L014	Pak Wo Road (EB)	Yat Ming Road	Fanling Highway (NB) Slip Road	750	76.3%	23.7%
L015	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (WB)	950	73.5%	26.5%
L016	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (EB)	650	71.3%	28.7%
L017	Pak Wo Road (WB)	Wo Hing Road	Fanling Highway (NB) Slip Road	300	68.7%	31.3%
L018	Pak Wo Road (EB)	Fanling Highway (NB) Slip Road	Wo Hing Road	1,650	74.8%	25.2%
L019	Pak Wo Road (WB)	Jockey Club Road	Wo Hing Road	600	69.1%	30.9%
L020	Pak Wo Road (EB)	Wo Hing Road	Fanling Highway (SB) Slip Road	2,150	75.2%	24.8%
L021	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (WB)	4,950	66.4%	33.6%
L022	Fanling Highway (NB)	Fanling Highway (NB) Slip Road	So Kwun Po Road	4,050	64.9%	35.1%
L023	Jockey Club Road (NB)	Pak Wo Road	San Wan Road	1,450	71.8%	28.2%
L024	Jockey Club Road (SB)	Yuk Tong Path	Jockey Club Road	1,500	77.5%	22.5%
L025	Jockey Club Road (SB)	Fanling Highway (SB) Slip Road	Fanling Highway (SB) Slip Road	600	69.1%	30.9%
L026	Fanling Highway (SB) Slip Road	Jockey Club Road	Fanling Highway	950	82.0%	18.0%
L027	Fanling Highway (SB) Slip Road	Jockey Club Road	Fanling Highway	700	82.4%	17.6%
L028	Fanling Highway (SB) Slip Road	Fanling Highway (SB) Slip Road	Fanling Highway	1,650	82.1%	17.9%
L029	Fanling Highway (SB)	So Kwun Po Road	Fanling Highway (SB) Slip Road	4,150	78.3%	21.7%
L030	*> > Link ID Not Used < <*					
L031	Fanling Highway (NB)	Fanling Bypass	Fanling Highway (NB) Slip Road	5,600	67.0%	33.0%
L032	Fanling Highway (SB)	Wo Hop Shek Interchange	Fanling Highway Slip Road	5,750	79.3%	20.7%
L033	Tai Wo Service Road East (WB)	Fanling Highway Slip Road	Tai Wo Service Road East	50	63.3%	36.7%
L034	Tai Wo Service Road East (EB)	Tai Wo Service Road East	Fanling Highway Slip Road	100	64.3%	35.7%
L035	Fanling Highway Slip Road (SB)	Fanling Highway Slip Road	Tai Wo Service Road East Slip Road	500	56.5%	43.5%
L036	Fanling Highway (SB)	Fanling Highway Slip Road	Fanling Highway Slip Road	5,250	81.5%	18.5%
L037	Fanling Highway Slip Road (SB)	Tai Wo Service Road East Slip Road	Fanling Highway	150	58.6%	41.4%
L038	Tai Wo Service Road East Slip Road (NB)	Fanling Highway Slip Road	Tai Wo Service Road East	150	71.8%	28.2%
L039	Tai Wo Service Road East Slip Road (SB)	Tai Wo Service Road East	Fanling Highway Slip Road	100	80.2%	19.8%
L040	Tai Wo Service Road East (WB)	Tai Wo Service Road East Slip Road	Unnamed Slip Road	100	92.3%	7.7%
L041	Tai Wo Service Road East (EB)	Unnamed Slip Road	Tai Wo Service Road East Slip Road	100	77.3%	22.7%
L042	Unnamed Road (WB)	Unnamed Road	Unnamed Road	50	81.8%	18.2%
L043	Unnamed Road (EB)	Unnamed Road	Unnamed Road	50	100.0%	0.0%
L044	Unnamed Road (NB)	Wo Ka Lau Road	Unnamed Road	50	71.4%	28.6%
L045	Unnamed Road (SB)	Unnamed Road	Wo Ka Lau Road	50	26.7%	73.3%
L046	Wo Hop Shek Road (NB)	Wo Ka Lau Road	Wo Hop Shek Road	50	0.0%	100.0%
L047	Wo Hop Shek Road (SB)	Wo Hop Shek Road	Wo Ka Lau Road	50	0.0%	100.0%
L048	Fanling Bypass (NB)	Fanling Highway	Sha Tau Kok Road Interhchange	1,250	69.2%	30.8%
L049	Fanling Bypass (SB)	Fanling Bypass Roundabout	Fanling Highway	1,100	74.3%	25.7%
L050	Wo Hing Road (EB)	Pak Wo Road	Wo Hing Road	250	68.0%	32.0%
L051	Wo Hing Road (WB)	Wo Hing Road	Pak Wo Road	500	76.5%	23.5%
L052	Fanling Highway (NB)	Heung Yuen Wai Highway	Fanling Bypass	6,800	67.3%	32.7%
L053	Fanling Highway (SB)	Tai Wo Service Road East Slip Road	Fanling Bypass	300	57.0%	43.0%

Note: "LV" includes motorcycle, private car and taxi

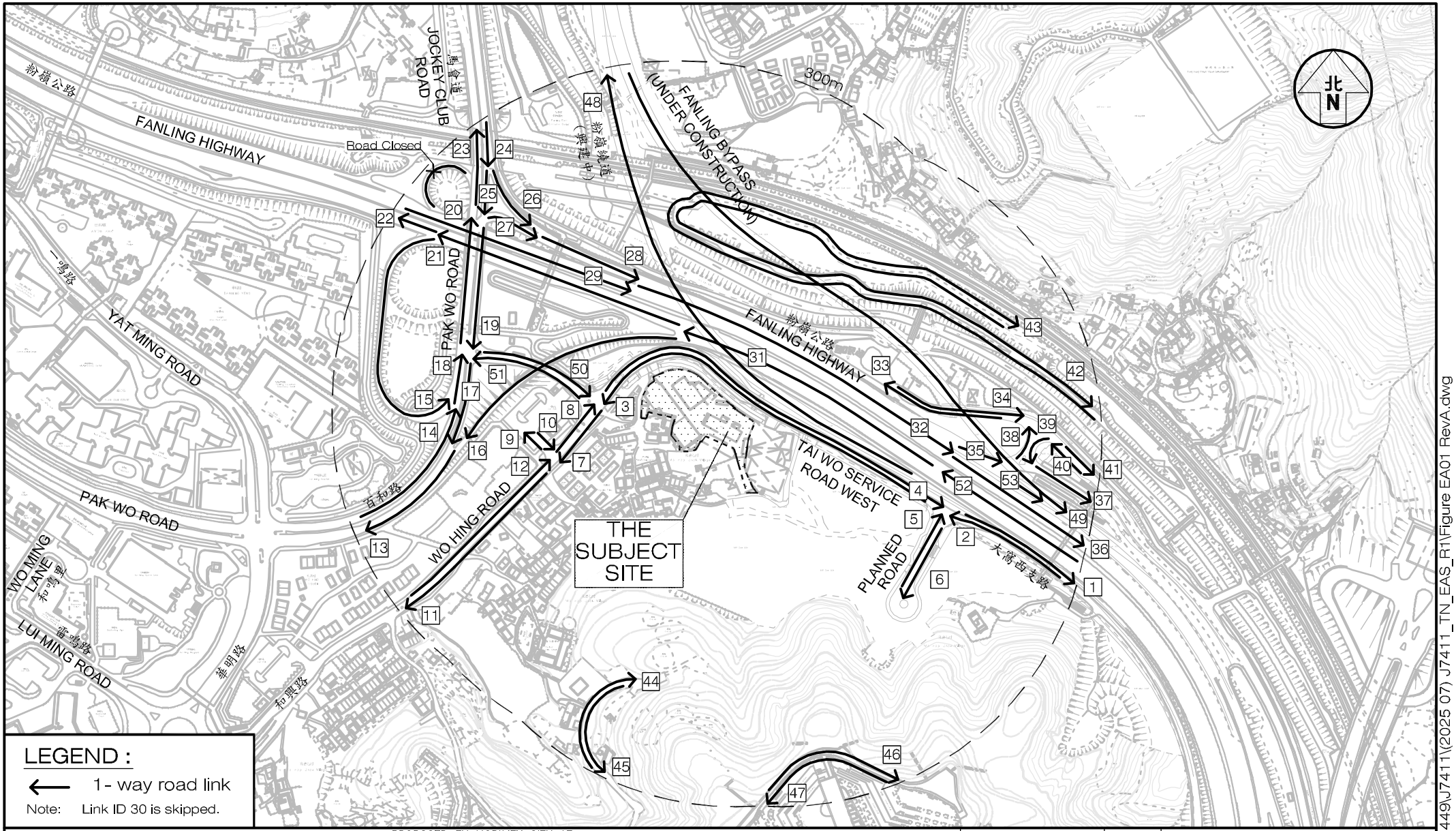
"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

Speed Limit

Date: 25 July 2025

Link ID	Road Section	From Road	To Road	Speed Limit (km/h)
L001	Tai Wo Service Road West (NB)	Unnamed Planned Road	Kiu Tau Road	50
L002	Tai Wo Service Road West (SB)	Kiu Tau Road	Unnamed Planned Road	50
L003	Wo Hing Road (SB)	Unnamed Planned Road	Pak Wo Road Slip Road	50
L004	Wo Hing Road (NB)	Pak Wo Road Slip Road	Unnamed Planned Road	50
L005	Unnamed Planned Road (NB)	Roundabout	Tai Wo Service Road West	50
L006	Unnamed Planned Road (SB)	Tai Wo Service Road West	Roundabout	50
L007	Wo Hing Road (SB)	Pak Wo Road Slip Road	Unnamed Road	50
L008	Wo Hing Road (NB)	Pak Wo Road Slip Road	Pak Wo Road Slip Road	50
L009	Unnamed Road (WB)	Wo Hing Road	Wo Hing Road Carpark	50
L010	Unnamed Road (EB)	Wo Hing Road Carpark	Wo Hing Road	50
L011	Wo Hing Road (SB)	Unnamed Road	Wo Ka Lau Road	50
L012	Wo Hing Road (NB)	Wo Ka Lau Road	Unnamed Road	50
L013	Pak Wo Road (SB)	Fanling Highway Slip Road	Wah Ming Road	50
L014	Pak Wo Road (NB)	Yat Ming Road	Fanling Highway Slip Road	50
L015	Fanling Highway Slip Road (NB)	Fanling Highway	Pak Wo Road	50
L016	Fanling Highway Slip Road (SB)	Fanling Highway	Pak Wo Road	50
L017	Pak Wo Road (SB)	Pak Wo Road Slip Road	Fanling Highway Slip Road	50
L018	Pak Wo Road (NB)	Fanling Highway Slip Road	Pak Wo Road Slip Road	50
L019	Pak Wo Road (SB)	Jockey Club Road	Pak Wo Road Slip Road	50
L020	Pak Wo Road (NB)	Pak Wo Road Slip Road	Jockey Club Road	50
L021	Fanling Highway (NB)	Fanling Highway Slip Road	Fanling Highway Slip Road	100
L022	Fanling Highway (NB)	Fanling Highway Slip Road	So Kwun Po Road	100
L023	Jockey Club Road (NB)	Jockey Club Road	San Wan Road	50
L024	Jockey Club Road (SB)	Yuk Tong Path	Jockey Club Road	70
L025	Jockey Club Road (SB)	Jockey Club Road	Jockey Club Road	50
L026	Jockey Club Road (SB)	Jockey Club Road	Fanling Highway	70
L027	Jockey Club Road (SB)	Jockey Club Road	Fanling Highway	50
L028	Jockey Club Road (SB)	Jockey Club Road	Fanling Highway	70
L029	Fanling Highway (SB)	So Kwun Po Road	Jockey Club Road	100
L030	*>> Link ID Not Used <<*			
L031	Fanling Highway (NB)	Fanling Bypass	Fanling Highway Slip Road	100
L032	Fanling Highway (SB)	Jockey Club Road	Fanling Highway Slip Road	100
L033	Tai Wo Service Road East (WB)	Fanling Highway Slip Road	Tai Wo Service Road	50
L034	Tai Wo Service Road East (EB)	Tai Wo Service Road East	Fanling Highway Slip Road	50
L035	Fanling Highway Slip Road (SB)	Fanling Highway Slip Road	Tai Wo Service Road East Slip Road	50
L036	Fanling Highway (SB)	Fanling Highway Slip Road	Fanling Highway Slip Road	100
L037	Fanling Highway Slip Road (SB)	Tai Wo Service Road East Slip Road	Fanling Highway	50
L038	Tai Wo Service Road East Slip Road (NB)	Fanling Highway Slip Road	Tai Wo Service Road East	50
L039	Tai Wo Service Road East Slip Road (SB)	Tai Wo Service Road East	Fanling Highway Slip Road	50
L040	Tai Wo Service Road East (WB)	Tai Wo Service Road East Slip Road	Unnamed Slip Road	50
L041	Tai Wo Service Road East (EB)	Unnamed Slip Road	Tai Wo Service Road East Slip Road	50
L042	Unnamed Slip Road (WB)	Tai Wo Service Road East	Unnamed Slip Road	50
L043	Unnamed Slip Road (EB)	Unnamed Slip Road	Tai Wo Service Road East	50
L044	Unnamed Road (NB)	Wo Ka Lau Road	Unnamed Road	50
L045	Unnamed Road (SB)	Unnamed Road	Wo Ka Lau Road	50
L046	Wo Hop Shek Road (NB)	Wo Ka Lau Road	Wo Hop Shek Road	50
L047	Wo Hop Shek Road (SB)	Wo Hop Shek Road	Wo Ka Lau Road	50
L048	Fanling Bypass (NB)	Fanling Highway	Fanling Bypass Roundabout	80
L049	Fanling Bypass (SB)	Fanling Bypass Roundabout	Fanling Highway	80
L050	Pak Wo Road Slip Road (EB)	Pak Wo Road	Wo Hing Road	50
L051	Pak Wo Road Slip Road (WB)	Wo Hing Road	Pak Wo Road	50
L052	Fanling Highway (NB)	Heung Yuen Wai Highway	Fanling Bypass	100
L053	Fanling Highway (SB)	Tai Wo Service Road East Slip Road	Fanling Bypass	80

Note: Speed limit for L048, L049 and L053 are assumed to be 80kph in reference with the TPDM.



Project Title	PROPOSED EV MOBILITY CITY AT LOTS 4250 RP, 4252 S.A, 4272 RP, 4273 S.B RP AND 4897 RP IN DD51 WO HING ROAD / TAI WO SERVICE ROAD WEST, FANLING, NT	J7411	
Figure Title	PUBLIC ROAD LINKS WITHIN 300M STUDY AREA	Figure No. EA-01	Revision A
		Designed by M C Y / Drawn by S C Y / Checked by K C	
		Scale in A4 1 : 5,000 / Date 25 JUL 2025	

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Appendix 2.3 Results of Road Traffic Noise Impact Assessment (Base Case Scenario)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case (AM Peak Flow)

Tower 1

Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23
7/F	61.8	**81**	**78**	**75**	**73**	70	68	66	65	66	69	69	69	**71**	**73**	**77**	**77**	**77**	**77**	**77**	**78**	**78**	**79**	**81**
8/F	64.9	**81**	**79**	**77**	**75**	**74**	**71**	69	67	67	69	69	70	**71**	**73**	**77**	**77**	**77**	**78**	**78**	**78**	**79**	**80**	**81**
9/F	68.1	**81**	**79**	**78**	**77**	**75**	**74**	**72**	70	69	69	69	70	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**78**	**79**	**80**	**81**
10/F	71.2	**81**	**80**	**79**	**78**	**76**	**75**	**73**	**72**	**71**	69	69	70	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**79**	**79**	**80**	**81**
11/F	74.4	**81**	**80**	**79**	**78**	**77**	**76**	**74**	**73**	**73**	69	69	70	**71**	**73**	**78**	**78**	**78**	**78**	**78**	**79**	**79**	**80**	**81**
12/F	77.5	**81**	**80**	**79**	**78**	**77**	**76**	**75**	**74**	**73**	69	69	70	**71**	**73**	**78**	**78**	**78**	**78**	**78**	**79**	**79**	**79**	**81**
Max Noise Level		81	80	79	78	77	76	75	74	73	69	69	70	71	73	78	78	78	78	78	79	79	80	81

Tower 2

Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12	N2-13	N2-14	N2-15	N2-16	N2-17	N2-18	N2-19	N2-20	N2-21	N2-22	N2-23
7/F	61.8	**81**	**78**	**77**	**76**	**75**	**74**	**74**	**73**	**73**	**71**	66	66	66	67	66	64	63	62	61	61	61	61	65
8/F	64.9	**81**	**79**	**78**	**77**	**76**	**75**	**75**	**74**	**74**	**71**	66	66	67	67	66	65	64	63	62	62	62	62	68
9/F	68.1	**81**	**79**	**79**	**78**	**77**	**76**	**76**	**75**	**75**	**71**	66	67	67	67	67	66	65	64	63	63	63	62	69
10/F	71.2	**81**	**80**	**79**	**78**	**78**	**77**	**76**	**76**	**76**	**72**	66	67	67	67	67	66	65	64	63	63	63	63	70
11/F	74.4	**81**	**80**	**79**	**78**	**78**	**77**	**77**	**76**	**76**	**72**	66	67	67	67	67	67	65	64	64	64	63	63	70
12/F	77.5	**81**	**80**	**79**	**79**	**78**	**78**	**77**	**77**	**76**	**72**	66	67	67	67	67	67	65	64	64	64	63	63	70
13/F	80.7	**81**	**80**	**79**	**79**	**78**	**78**	**77**	**77**	**77**	**72**	66	67	67	67	67	67	66	65	64	64	64	63	70
14/F	83.8	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**72**	66	66	67	68	68	67	66	65	64	64	64	63	**71**
15/F	87.0	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**72**	66	66	67	68	68	67	66	65	64	64	64	64	**71**
16/F	90.1	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**73**	66	66	67	68	68	67	66	65	64	64	64	65	**72**
17/F	93.3	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**73**	66	67	67	68	68	68	67	66	65	65	66	67	**73**
18/F	96.4	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**73**	67	67	68	69	69	69	68	67	66	66	67	68	**73**
Max Noise Level		81	80	79	79	78	78	78	77	77	73	67	67	68	69	69	69	68	67	66	66	67	68	73

Max. Noise Level:	81

Notes:

71 Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case (PM Peak Flow)

Tower 1

Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23
7/F	61.8	**81**	**77**	**75**	**72**	69	67	65	64	65	68	69	69	**71**	**73**	**77**	**77**	**77**	**77**	**77**	**78**	**78**	**79**	**81**
8/F	64.9	**81**	**79**	**77**	**75**	**73**	**71**	68	66	66	69	69	69	**71**	**73**	**77**	**77**	**77**	**78**	**78**	**78**	**79**	**80**	**81**
9/F	68.1	**81**	**80**	**78**	**77**	**75**	**73**	**72**	69	69	69	69	69	**71**	**73**	**77**	**77**	**78**	**78**	**78**	**78**	**79**	**80**	**81**
10/F	71.2	**81**	**80**	**79**	**78**	**76**	**74**	**73**	**72**	**71**	69	69	69	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**79**	**79**	**80**	**81**
11/F	74.4	**81**	**80**	**79**	**78**	**77**	**76**	**74**	**73**	**72**	69	69	69	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**79**	**79**	**80**	**81**
12/F	77.5	**82**	**80**	**79**	**78**	**77**	**76**	**75**	**74**	**73**	69	69	69	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**79**	**79**	**80**	**81**
Max Noise Level		82	80	79	78	77	76	75	74	73	69	69	69	71	73	77	78	78	78	78	79	79	80	81

Tower 2

Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12	N2-13	N2-14	N2-15	N2-16	N2-17	N2-18	N2-19	N2-20	N2-21	N2-22	N2-23
7/F	61.8	**81**	**78**	**76**	**75**	**74**	**74**	**73**	**73**	**72**	70	66	66	66	66	66	64	63	62	61	61	61	61	64
8/F	64.9	**81**	**79**	**78**	**77**	**76**	**75**	**74**	**74**	**73**	**71**	66	66	66	66	66	65	64	63	62	62	62	62	68
9/F	68.1	**81**	**79**	**79**	**78**	**77**	**76**	**76**	**75**	**75**	**71**	66	66	66	66	66	65	64	63	63	63	63	62	69
10/F	71.2	**81**	**79**	**79**	**78**	**77**	**77**	**76**	**76**	**75**	**71**	66	66	66	67	66	66	65	64	63	63	63	62	70
11/F	74.4	**81**	**80**	**79**	**78**	**78**	**77**	**77**	**76**	**76**	**71**	66	66	66	67	67	66	65	64	63	63	63	62	70
12/F	77.5	**81**	**80**	**79**	**78**	**78**	**78**	**77**	**77**	**76**	**72**	66	66	66	67	67	66	65	64	63	63	63	63	70
13/F	80.7	**81**	**80**	**79**	**78**	**78**	**78**	**77**	**77**	**76**	**72**	66	66	66	67	67	66	65	64	63	64	63	63	70
14/F	83.8	**81**	**80**	**79**	**79**	**78**	**78**	**77**	**77**	**77**	**72**	66	66	66	67	67	66	65	64	64	64	63	63	**71**
15/F	87.0	**81**	**80**	**79**	**79**	**78**	**78**	**77**	**77**	**77**	**72**	66	66	66	67	67	67	65	65	64	64	64	64	**71**
16/F	90.1	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**72**	66	66	66	68	68	67	66	65	64	64	64	65	**72**
17/F	93.3	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**72**	66	66	67	68	68	68	67	66	64	65	66	67	**73**
18/F	96.4	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**72**	67	67	68	69	69	69	68	67	65	66	67	68	**73**
Max Noise Level		81	80	79	79	78	78	78	77	77	72	67	67	68	69	69	69	68	67	65	66	67	68	73

Max. Noise Level:	82

Notes:

71 Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case (Combined)

Tower 1

Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23
7/F	61.8	**81**	**78**	**75**	**73**	70	68	66	65	66	69	69	69	**71**	**73**	**77**	**77**	**77**	**77**	**77**	**78**	**78**	**79**	**81**
8/F	64.9	**81**	**79**	**77**	**75**	**74**	**71**	69	67	67	69	69	70	**71**	**73**	**77**	**77**	**77**	**78**	**78**	**78**	**79**	**80**	**81**
9/F	68.1	**81**	**80**	**78**	**77**	**75**	**74**	**72**	70	69	69	69	70	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**78**	**79**	**80**	**81**
10/F	71.2	**81**	**80**	**79**	**78**	**76**	**75**	**73**	**72**	**71**	69	69	70	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**79**	**79**	**80**	**81**
11/F	74.4	**81**	**80**	**79**	**78**	**77**	**76**	**74**	**73**	**73**	69	69	70	**71**	**73**	**78**	**78**	**78**	**78**	**78**	**79**	**79**	**80**	**81**
12/F	77.5	**82**	**80**	**79**	**78**	**77**	**76**	**75**	**74**	**73**	69	69	70	**71**	**73**	**78**	**78**	**78**	**78**	**78**	**79**	**79**	**80**	**81**
Max Noise Level		82	80	79	78	77	76	75	74	73	69	69	70	71	73	78	78	78	78	78	79	79	80	81

Tower 2

Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12	N2-13	N2-14	N2-15	N2-16	N2-17	N2-18	N2-19	N2-20	N2-21	N2-22	N2-23
7/F	61.8	**81**	**78**	**77**	**76**	**75**	**74**	**74**	**73**	**73**	**71**	66	66	66	67	66	64	63	62	61	61	61	61	65
8/F	64.9	**81**	**79**	**78**	**77**	**76**	**75**	**75**	**74**	**74**	**71**	66	66	67	67	66	65	64	63	62	62	62	62	68
9/F	68.1	**81**	**79**	**79**	**78**	**77**	**76**	**76**	**75**	**75**	**71**	66	67	67	67	67	66	65	64	63	63	63	62	69
10/F	71.2	**81**	**80**	**79**	**78**	**78**	**77**	**76**	**76**	**76**	**72**	66	67	67	67	67	66	65	64	63	63	63	63	70
11/F	74.4	**81**	**80**	**79**	**78**	**78**	**77**	**77**	**76**	**76**	**72**	66	67	67	67	67	67	65	64	64	64	63	63	70
12/F	77.5	**81**	**80**	**79**	**79**	**78**	**78**	**77**	**77**	**76**	**72**	66	67	67	67	67	67	65	64	64	64	63	63	70
13/F	80.7	**81**	**80**	**79**	**79**	**78**	**78**	**77**	**77**	**77**	**72**	66	67	67	67	67	67	66	65	64	64	64	63	70
14/F	83.8	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**72**	66	66	67	68	68	67	66	65	64	64	64	63	**71**
15/F	87.0	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**72**	66	66	67	68	68	67	66	65	64	64	64	64	**71**
16/F	90.1	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**73**	66	66	67	68	68	67	66	65	64	64	64	65	**72**
17/F	93.3	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**73**	66	67	67	68	68	68	67	66	65	65	66	67	**73**
18/F	96.4	**81**	**80**	**79**	**79**	**78**	**78**	**78**	**77**	**77**	**73**	67	67	68	69	69	69	68	67	66	66	67	68	**73**
Max Noise Level		81	80	79	79	78	78	78	77	77	73	67	67	68	69	69	69	68	67	66	66	67	68	73

Max. Noise Level:	82

Notes:

71 Noise level exceed stardand of 70 dB(A)

Appendix 2.4 Results of Road Traffic Noise Impact Assessment (Mitigated Scenario)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) (AM Peak Flow)

Tower 1

Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23
7/F	61.8	**81**	**76**	**75**	**72**	69	67	66	64	66	69	69	69	**71**	**73**	**77**	**77**	**77**	**77**	**77**	**78**	**78**	**78**	**81**
8/F	64.9	**81**	**78**	**76**	**75**	**73**	**71**	69	67	67	69	69	70	**71**	**73**	**77**	**77**	**77**	**78**	**78**	**78**	**78**	**78**	**81**
9/F	68.1	**81**	**78**	**78**	**76**	**75**	**73**	**72**	70	69	69	69	70	**71**	**73**	**77**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
10/F	71.2	**81**	**78**	**78**	**77**	**76**	**74**	**73**	**72**	**71**	69	69	70	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
11/F	74.4	**81**	**78**	**78**	**77**	**76**	**75**	**74**	**73**	**72**	69	69	70	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
12/F	77.5	**81**	**79**	**78**	**78**	**77**	**76**	**75**	**73**	**73**	69	69	70	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
Max Noise Level		81	79	78	78	77	76	75	73	73	69	69	70	71	73	77	78	78	78	78	78	78	78	81

Tower 2

Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12	N2-13	N2-14	N2-15	N2-16	N2-17	N2-18	N2-19	N2-20	N2-21	N2-22	N2-23
7/F	61.8	**81**	**77**	**76**	**75**	**75**	**74**	**73**	**73**	**73**	**71**	66	66	66	66	66	64	63	62	61	61	61	61	64
8/F	64.9	**81**	**77**	**77**	**76**	**76**	**75**	**75**	**74**	**74**	**71**	66	66	67	67	66	65	64	63	62	62	62	62	68
9/F	68.1	**81**	**78**	**78**	**77**	**77**	**76**	**76**	**75**	**75**	**71**	66	67	67	67	67	66	65	64	63	63	63	62	69
10/F	71.2	**81**	**78**	**78**	**78**	**77**	**77**	**76**	**76**	**75**	**72**	66	67	67	67	67	66	65	64	63	63	63	63	70
11/F	74.4	**81**	**78**	**78**	**78**	**77**	**77**	**77**	**76**	**76**	**72**	66	67	67	67	67	66	65	64	64	64	63	63	70
12/F	77.5	**81**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**76**	**72**	66	67	67	67	67	66	65	64	64	64	63	63	70
13/F	80.7	**81**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**76**	**72**	66	67	67	67	67	67	66	65	64	64	64	63	70
14/F	83.8	**81**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**77**	**72**	66	66	67	67	67	67	66	65	64	64	64	63	70
15/F	87.0	**81**	**78**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**72**	66	66	67	67	67	67	66	65	64	64	64	64	**71**
16/F	90.1	**81**	**78**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**73**	66	66	67	68	68	67	66	65	64	64	64	65	**72**
17/F	93.3	**81**	**78**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**73**	66	67	67	68	68	68	67	66	65	65	66	67	**73**
18/F	96.4	**81**	**78**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**73**	67	67	68	69	69	69	68	67	66	66	67	68	**73**
Max Noise Level		81	78	78	78	78	78	77	77	77	73	67	67	68	69	69	69	68	67	66	66	67	68	73

Max. Noise Level:	81

Notes:

71 Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) (PM Peak Flow)

Tower 1

Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23
7/F	61.8	**81**	**76**	**74**	**71**	69	67	65	64	65	68	69	69	**71**	**73**	**77**	**77**	**77**	**77**	**77**	**77**	**78**	**78**	**81**
8/F	64.9	**81**	**78**	**76**	**74**	**73**	70	68	66	66	69	69	69	**71**	**73**	**77**	**77**	**77**	**77**	**78**	**78**	**78**	**78**	**81**
9/F	68.1	**81**	**78**	**78**	**76**	**74**	**73**	**71**	69	68	69	69	69	**71**	**73**	**77**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
10/F	71.2	**81**	**78**	**78**	**77**	**76**	**74**	**73**	**71**	**71**	69	69	69	**71**	**73**	**77**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
11/F	74.4	**81**	**78**	**78**	**77**	**77**	**75**	**74**	**72**	**72**	69	69	69	**71**	**73**	**77**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
12/F	77.5	**82**	**79**	**78**	**78**	**77**	**76**	**74**	**73**	**72**	69	69	69	**71**	**73**	**77**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
Max Noise Level		82	79	78	78	77	76	74	73	72	69	69	69	71	73	77	77	78	78	78	78	78	78	81

Tower 2

Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12	N2-13	N2-14	N2-15	N2-16	N2-17	N2-18	N2-19	N2-20	N2-21	N2-22	N2-23
7/F	61.8	**81**	**76**	**76**	**75**	**74**	**74**	**73**	**73**	**72**	70	66	66	66	66	66	64	63	62	61	61	61	61	64
8/F	64.9	**81**	**77**	**77**	**76**	**76**	**75**	**74**	**74**	**73**	**71**	66	66	66	66	66	65	64	63	62	62	62	62	67
9/F	68.1	**81**	**78**	**77**	**77**	**76**	**76**	**75**	**75**	**75**	**71**	66	66	66	66	66	65	64	63	63	63	63	62	69
10/F	71.2	**81**	**78**	**78**	**77**	**77**	**76**	**76**	**76**	**75**	**71**	66	66	66	67	66	66	65	64	63	63	63	62	70
11/F	74.4	**81**	**78**	**78**	**78**	**77**	**77**	**76**	**76**	**76**	**71**	66	66	66	67	67	66	65	64	63	63	63	62	70
12/F	77.5	**81**	**78**	**78**	**78**	**77**	**77**	**77**	**76**	**76**	**72**	66	66	66	67	67	66	65	64	63	63	63	63	70
13/F	80.7	**81**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**76**	**72**	66	66	66	67	67	66	65	64	63	64	63	63	70
14/F	83.8	**81**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**76**	**72**	66	66	66	67	67	66	65	64	64	64	63	63	70
15/F	87.0	**81**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**76**	**72**	66	66	66	67	67	66	65	65	64	64	64	64	**71**
16/F	90.1	**81**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**77**	**72**	66	66	66	67	67	67	66	65	64	64	64	65	**72**
17/F	93.3	**81**	**78**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**72**	66	66	67	68	68	68	67	66	64	65	66	67	**73**
18/F	96.4	**81**	**78**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**72**	67	67	68	69	69	69	68	67	65	66	67	68	**73**
Max Noise Level		81	78	78	78	78	78	77	77	77	72	67	67	68	69	69	69	68	67	65	66	67	68	73

Max. Noise Level:	82

Notes:

71	Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) (Combined)

Tower 1

Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23
7/F	61.8	**81**	**76**	**75**	**72**	69	67	66	64	66	69	69	69	**71**	**73**	**77**	**77**	**77**	**77**	**77**	**78**	**78**	**78**	**81**
8/F	64.9	**81**	**78**	**76**	**75**	**73**	**71**	69	67	67	69	69	70	**71**	**73**	**77**	**77**	**77**	**78**	**78**	**78**	**78**	**78**	**81**
9/F	68.1	**81**	**78**	**78**	**76**	**75**	**73**	**72**	70	69	69	69	70	**71**	**73**	**77**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
10/F	71.2	**81**	**78**	**78**	**77**	**76**	**74**	**73**	**72**	**71**	69	69	70	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
11/F	74.4	**81**	**78**	**78**	**77**	**77**	**75**	**74**	**73**	**72**	69	69	70	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
12/F	77.5	**82**	**79**	**78**	**78**	**77**	**76**	**75**	**73**	**73**	69	69	70	**71**	**73**	**77**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**81**
Max Noise Level		82	79	78	78	77	76	75	73	73	69	69	70	71	73	77	78	78	78	78	78	78	78	81

Tower 2

Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12	N2-13	N2-14	N2-15	N2-16	N2-17	N2-18	N2-19	N2-20	N2-21	N2-22	N2-23
7/F	61.8	**81**	**77**	**76**	**75**	**75**	**74**	**73**	**73**	**73**	**71**	66	66	66	66	66	64	63	62	61	61	61	61	64
8/F	64.9	**81**	**77**	**77**	**76**	**76**	**75**	**75**	**74**	**74**	**71**	66	66	67	67	66	65	64	63	62	62	62	62	68
9/F	68.1	**81**	**78**	**78**	**77**	**77**	**76**	**76**	**75**	**75**	**71**	66	67	67	67	67	66	65	64	63	63	63	62	69
10/F	71.2	**81**	**78**	**78**	**78**	**77**	**77**	**76**	**76**	**75**	**72**	66	67	67	67	67	66	65	64	63	63	63	63	70
11/F	74.4	**81**	**78**	**78**	**78**	**77**	**77**	**77**	**76**	**76**	**72**	66	67	67	67	67	66	65	64	64	64	63	63	70
12/F	77.5	**81**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**76**	**72**	66	67	67	67	67	66	65	64	64	64	63	63	70
13/F	80.7	**81**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**76**	**72**	66	67	67	67	67	67	66	65	64	64	64	63	70
14/F	83.8	**81**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**77**	**72**	66	66	67	67	67	67	66	65	64	64	64	63	70
15/F	87.0	**81**	**78**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**72**	66	66	67	67	67	67	66	65	64	64	64	64	**71**
16/F	90.1	**81**	**78**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**73**	66	66	67	68	68	67	66	65	64	64	64	65	**72**
17/F	93.3	**81**	**78**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**73**	66	67	67	68	68	68	67	66	65	65	66	67	**73**
18/F	96.4	**81**	**78**	**78**	**78**	**78**	**78**	**77**	**77**	**77**	**73**	67	67	68	69	69	69	68	67	66	66	67	68	**73**
Max Noise Level		81	78	78	78	78	78	77	77	77	73	67	67	68	69	69	69	68	67	66	66	67	68	73

Max. Noise Level:	82

Notes:

71	Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Window (Baffle Type) and Acoustic Fin)

Tower 1

Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11	N1-12	N1-13	N1-14	N1-15	N1-16	N1-17	N1-18	N1-19	N1-20	N1-21	N1-22	N1-23
7/F	61.8	69	68	66	63	69	67	66	64	66	69	69	69	62	65	68	69	69	69	69	69	69	70	70
8/F	64.9	70	69	68	66	65	62	69	67	67	69	69	70	62	65	69	69	69	69	69	69	70	70	70
9/F	68.1	70	70	69	68	66	65	63	70	69	69	69	70	62	65	69	69	69	69	69	70	70	70	70
10/F	71.2	70	70	69	69	67	66	65	63	63	69	69	70	62	65	69	69	69	69	69	70	70	70	70
11/F	74.4	70	70	70	69	68	67	65	64	64	69	69	70	62	65	69	69	69	69	70	70	70	70	70
12/F	77.5	70	70	70	69	68	67	66	65	64	69	69	70	62	65	69	69	69	69	70	70	70	70	70
Max Noise Level		70	70	70	69	69	67	69	70	69	69	69	70	62	65	69	69	69	69	70	70	70	70	70

Tower 2

Floor	mPD	N2-01	N2-02	N2-03	N2-04	N2-05	N2-06	N2-07	N2-08	N2-09	N2-10	N2-11	N2-12	N2-13	N2-14	N2-15	N2-16	N2-17	N2-18	N2-19	N2-20	N2-21	N2-22	N2-23
7/F	61.8	69	68	67	67	66	66	65	65	64	62	66	66	66	66	66	64	63	62	61	61	61	61	64
8/F	64.9	70	69	69	68	67	67	66	66	65	62	66	66	67	67	66	65	64	63	62	62	62	62	68
9/F	68.1	70	69	69	69	68	68	67	67	66	63	66	67	67	67	67	66	65	64	63	63	63	62	69
10/F	71.2	70	69	69	69	69	68	68	67	67	63	66	67	67	67	67	66	65	64	63	63	63	63	70
11/F	74.4	70	70	69	69	69	69	68	68	67	63	66	67	67	67	67	66	65	64	64	64	63	63	70
12/F	77.5	70	70	70	69	69	69	68	68	68	64	66	67	67	67	67	66	65	64	64	64	63	63	70
13/F	80.7	70	70	70	69	69	69	69	68	68	64	66	67	67	67	67	67	66	65	64	64	64	63	70
14/F	83.8	70	70	70	69	69	69	69	68	68	64	66	66	67	67	67	67	66	65	64	64	64	63	70
15/F	87.0	70	70	70	70	69	69	69	68	68	64	66	66	67	67	67	67	66	65	64	64	64	64	62
16/F	90.1	70	70	70	70	69	69	69	69	68	64	66	66	67	68	68	67	66	65	64	64	64	65	63
17/F	93.3	70	70	70	70	69	69	69	69	68	64	66	67	67	68	68	68	67	66	65	65	66	67	64
18/F	96.4	70	70	70	70	69	69	69	69	68	64	67	67	68	69	69	69	68	67	66	66	67	68	65
Max Noise Level		70	70	70	70	69	69	69	69	68	64	67	67	68	69	69	69	68	67	66	66	67	68	70

Max. Noise Level:	70

Notes:

71	Noise level exceed stardand of 70 dB(A)
	AW(BT)-1
	AW(BT)-2