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ARCHITECTS PLANNERS DESIGNERS Llewelyn-Davies Hong Kong Ltd

6 March 2025

By Hand and By Email

The Secretary Town Planning Board c/o Planning Department 15/F North Point Government Offices 333 Java Road Hong Kona

Dear Sir.

Section 12A Planning Application for Proposed Amendments to the Tung Chung Valley Outline Zoning Plan to Rezone "Residential (Group C)2" Zone to "Residential (Group B)" Zone in Support of Private Residential Development at Various Lots in D.D. 1 TC and Adjoining Government Land, Tung Chung, Lantau Island (Application No. Y/I-TCV/1)

Reference is made to the captioned application submitted to the Town Planning Board (the Board) on 17 December 2024 and subsequent departmental comments received via District Planning Office / Sai Kung and Islands District of Planning Department in February 2025.

In response to departmental comments, the Applicant would like to submit herewith 4 copies of responses-to-comments (RtoC) table (Appendix A) with revised Environmental Assessment, revised Sewerage Impact Assessment, replacement pages of Planning Statement and replacement pages of Air Ventilation Assessment enclosed herewith in Attachments 1 to 4 for the Board's consideration.

Please note that the current submission is mainly made for providing minor clarifications/justifications with no changes to the proposed scheme.

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at 2957 9602 or our Mr Arnold Koon at 2957 9667 / Ms Samantha Chuang at 2957 9601.

Yours faithfully for Llewelyn-Davies Hong Kong Ltd

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Winnie Wu **Planning Director**

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cc (w/ encl) DPO/SKI

- Ms Kirstie Law / Mr Steve Cheung



Town Planning

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Board

llewelyn davies

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cc (w/ encl) DPO/SKI

- Ms Kirstie Law / Mr Steve Cheung

(by email)

Appendix A

Responses-to-comments Table

Section 12A Planning Application for Proposed Amendments to the Tung Chung Valley Outline Zoning Plan to Rezone "Residential (Group C)2" Zone to "Residential (Group B)" Zone in Support of Private Residential Development at Various Lots in D.D. 1 Tung Chung and Adjoining Government Land, Tung Chung, Lantau Island (Planning Application No. Y/I-TCV/1)

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	Departmental Comments	Responses to Comments
1.	Comments of Architectural Services Department	
1.1	The applicant may wish to further review the BH of T5/T6 taking into account their close proximity to the river channel while respecting the stepped BH profile descending from the existing public housing developments in the east towards the river channel in the west.	Please note that a multi-tiered, stepped building height profile has been designed to descend from the inland area/mountain side towards the waterfront and the embankment of Tung Chung Stream, as well as from the existing public housing developments in the east towards the river channel in the west. In particular, the existing public housing developments to the east including Mun Tung Estate and Yat Tung Estate are of a maximum BH of 128mPD and 125mPD respectively, whereas the concerned T5/T6 are located within Area (b) of the proposed "R(B)" zone with a maximum BH restriction of not more than 80mPD which is significantly lower than that of the existing public housing developments. Together with mitigation measures such as sensible building disposition with setback from river channel and appropriate landscape treatments, the building height has been carefully planned with due consideration for the proximity to the river channel.

	Departmental Comments	Responses to Comments
2.	Comments of Civil Engineering and Development Department (Sustainable Lantau Office)	
2.1	Please find below the comments on the subject submission from viewpoint of implementation of CEDD Works Contract No. NL/2020/06:-	
2.2	 a. We could not find the exact works commencement date of the proposed development. Please advise. 	The tentative completion year for the Proposed Development is 2030. Nonetheless, please note that the implementation programme of the Proposed Development will be subject to other statutory procedures, such as consideration by the Town Planning Board on the subject S12A rezoning planning application, OZP amendments to reflect the current proposal, land exchange application, general building plan approval, etc. Therefore, the exact works commencement date of the Proposed Development could not be confirmed at this early planning stage. The Applicant will liaise with the relevant Government departments including CEDD regarding the potential interface issues with other planned / ongoing infrastructural developments at detailed design stage.
2.3	 b. The subject site is adjacent to CEDD Works Contract No. NL/2020/06 ("C6") which commenced in May 2021 under the Tung Chung New Town Extension Project. It is also noted that some of subject site falls within the site area of C6. The construction works of C6 adjacent to the subject application site are targeted to be completed in 2026 Q1 tentatively. Please find below our comments on the subject submission from viewpoint of implementation of C6 by presuming that the commencement date of the proposed development will be after the completion of C6. In case the commencement date of the proposed development will be before the completion of C6, we reserve our rights to provide further comments:- 	Noted. As the implementation programme of the Proposed Development will be subject to other statutory procedures as mentioned in response 2.2 above, the commencement date of the Proposed Development will likely to be after the completion of C6 (which is targeted to be completed in 2026 Q1 tentatively).

	Departmental Comments	Responses to Comments
2.3.1	 i. It is noted that part of the proposed development encroached into the drainage work connecting to SUDS pond no. A07, which would be handed over to DSD after completion. The applicant shall consult DSD accordingly. 	Noted. The Applicant will closely liaise with relevant government departments including DSD at detailed design stage to address the potential interface issue with the drainage work concerned.
2.3.2	ii. Please consult HyD and other relevant departments about the proposed possible pedestrian footbridge between the podium of the Proposed Development and the Planned TCW MTR Station.	Noted. The current submission has been circulated to HyD and other relevant departments including TD for comment. The Applicant will continue to liaise with the relevant government departments for the possible provision of pedestrian footbridge.
2.3.3	 iii. In response to fifth row of the table under Para. 6 (i) of your memo, while the proposed slopes and retaining walls concerned are targeted to be completed in 2025 and will be handed over to HyD, please consult HyD accordingly. 	Noted. Relevant government departments including HyD will be consulted for any site formation works on slope and retaining wall during detailed design stage.
2.3.4	 iv. In response to sixth row of the table under Para. 6 (i) of your memo, as regards the mitigation measures to be required by the subject development, please consult EPD on the environmental related matters under private development. 	Noted. The current submission has been circulated to EPD for comment.
2.4	Please find below the comments on the subject submission from viewpoint of implementation of CEDD upcoming Works Contract Nos. NL/2023/10 (C10) and NL/2023/11 (C11):-	
	a. The subject site is adjacent to C10 and C11. Please liaise with the future Contractors for any interface issues.	Noted. The Applicant will liaise with the future Contractors for any interface issues.

	Departmental Comments	Responses to Comments
3.	Comments of Drainage Services Department	
	Drainage Impact Assessment (Appendix H of the "Planning Statement")	
3.1	We have no adverse comment on the assessment and would like to remind the Applicant to observe the requirements of DSD Advice Note No. 1 - "Application of the Drainage Impact Assessment Process to Private Sector Projects", particularly the design, implementation and monitoring of mitigation measures stated in section 5 thereof during the construction stage.	Noted.
	Sewerage Impact Assessment (Appendix I of the "Planning Statement")	
3.2	Paragraph 6.1.2 - It is noted that the Applicant would bear the infrastructure cost to further upgrade the pump rate of the upgraded CMRSPS to cater for the additional sewage discharge from the Application Site. Apart from that, please conduct a hydraulic assessment of the rising mains.	Please be advised that based on the latest sewerage schematic by CEDD's consultant, which we obtained on 18 Feb 2025 and enclosed in the updated Annex 1 of the revised SIA in Attachment 2 , the combined peak flow of the Application Site and other developments is within the design pump rate of the Upgraded CMRSPS. Therefore, no proposal for further upgrading works is included in the revised SIA.
3.3	SIA/Figure 4 - For the proposed Drainage Reserve area for sections of public sewers and manholes to the east of the Application Site, please clarify the width of the Drainage Reserve and whether part of it is under the podium of the building towers.	Please be advised that the width of drainage reserve is approximately 6.2m which is not covered by the podium of the building towers. The width of drainage reserve is indicated in the updated SIA/Figure 4.
3.4	The impact on the existing Tung Chung Sewage Pumping Station (TCSPS) should also be reviewed. Whether additional capacity of the TCSPS could be reserved for the additional flow shall be subject to the agreement of EPD. Please liaise with CEDD to obtain the latest sewerage design under the Tung Chung New Town Extension project and conduct an impact assessment of the TCSPS.	Capacity checking of Tung Chung Sewage Pumping Station has been included in Annex 7. Sewage flow is based on the latest sewerage schematic provided by CEDD's consultant on 18 Feb 2025.

	Departmental Comments	Responses to Comments
3.5	Please note that DSD's comments are subject to the views and agreement of EPD as the planning authority of sewerage infrastructure.	Noted.
3.6	For the potential interface issues between the Application Site and Stormwater Attenuation and Treatment Pond A07 to the north-east (such as boundary wall/fence), the Applicant or its consultant should continue to liaise with CEDD and DSD directly.	Noted. Please be advised that the Proposed Development is planned to commence construction after completion of the Stormwater Attenuation and Treatment Pond A07.

	Departmental Comments	Responses to Comments	
4.	Comments of Environmental Protection Department		
<u>4.1</u>	Appendix F - EA Air Quality		
4.1.1	(1) Section 2.3.3 – Please review if 4 truck trips per hour is possible for 52 truck trips per day. Please revise "dust" in lines 15, 16 and 17 to "air quality". Please provide the project site area and the maximum active work area at a time to justify extensive earth works are not required.	By assuming a schedule of 12 working hours per day, it is estimated that there will be approximately 4.3 truck trips per hour (5 truck trips per hour is now adopted). Please note that the number of truck trips per day/hour is subject to detailed design stage.	
		The word "dust" in lines 15, 16 and 17 has been revised to "air quality".	
		The project site area has been provided in Section 2.3.3. Details of construction and exact phasing will only be available in later detailed design stage. However, it is proposed that such phased construction should be considered in the detailed design and the contractor will also be required to carry out works in phases to minimize the active works area. Such recommendation is added in the revised EA report in Attachment 1 .	
4.1.2	(2) Section 2.3.5 – Please revise "dust" in line 6 to "air quality". Please justify why the cumulative impact due to the TC line extension project could be largely avoided since it will only be completed by 2029, which is only a year earlier than the proposed project. Please also provide the commencement year of construction works of the proposed project in the section.	The word "dust" has been revised to "air quality". According to the EIA study of Tung Chung Line Extension project, its major heavy construction and dusty activities would be completed by 2027, which is 3 years earlier than the anticipated completion date of current proposed development by 2030. It is recommended that, during construction, the contractor(s) of current proposed development should review the construction programme of adjacent planned development sites and closely liaise with the other contractors of planned development sites in order to minimize concurrent works as far as possible. Relevant text in Sections 2.3.5 and 2.3.6 has been amended accordingly.	

	Depa	rtmental Comments	Responses to Comments
4.1.3	(3)	Section 2.4.3 – Please refer to the latest Annual Traffic Census 2023. Please provide TD's endorsement for the upgraded Chung Mun Road and planned access road to be considered as DD and LD respectively. For the proposed access road, if no endorsement from TD is sought, please assume that it is a DD as a conservative approach and state clearly in the text.	 The latest Annual Traffic Census 2023 has been referenced in Section 2.4.3. TD has been approached and TD's letter on road classification will be provided in due course. For the two planned new access roads proposed by the Tung Chung New Town Extension EIA, located to the northeast and south of the Application Site as shown in Figure 2.1, a 10m air buffer distance corresponding to a DD road has been adopted for the purpose of this assessment as a conservative approach.
4.1.4	(4)	Section 2.4.5 - Please revise Figure 2.1 to clearly show the road kerb of each concerned road and the required buffer zone (10m) from Yu Tung Road, upgraded Chung Mun Road and proposed new access road.	Figure 2.1 has been revised to show the road kerb and the required buffer zone of the concerned roads i.e. upgraded Chung Mun Road, Yu Tung Road and the two planned new access roads under Tung Chung New Town Extension EIA.
4.1.5	(5)	Section 2.4.6 – We note from RtC #1.2.9 that there is no internal road leading to or leaving from the proposed transport layby. Please show the location of the proposed transport lay-by in a map for clear illustration. Please also clarify if there is any forced mechanical ventilation for the proposed transport lay-by and show its exhaust locations to verify if they are located away from any ASRs and if there is any air treatment system at the exhaust. Please also show the locations of ingress/egress/opening (if any) in a map.	The transport layby is adjacent to Chung Mun Road and its ingress and egress point will be arranged abutting the public road for a direct access. Location of transport layby is indicated in Figure 2.1. The detailed design and layout of the proposed transport lay-by such as any forced mechanical ventilation and exhaust locations will only be available in later detailed design stage. It has been recommended in Section 2.4.6 that the exhausts of any mechanical ventilation of transport lay-by, if any, should be located away from ASRs as far as practicable.
4.1.6	(6)	Section 2.4.9 – Please delete the 4th sentence.	The 4 th sentence has been deleted.
4.1.7	(7)	Section 2.4.11 – Please clarify if the separation distance of 80m is for the project site boundary or the nearest air- sensitive use of the proposed development. It is suggested that the air-sensitive use of the proposed development shall be located away from the temple as far as practicable. Please show the location of temple and the proposed development in a map.	The separation distance should be measured for the nearest air sensitive use of the Proposed Development. The separation distance has been revised to 103m. The location of the temple and its separation distance to the nearest air-sensitive use of the Proposed Development have been provided in Figure 2.4.

	Depa	rtmental Comments	Responses to Comments
4.1.8	(8)	Section 2.4.12 – Please provide the correspondence with the operator of the temple to justify that the joss paper burning activity is rare and in small scale and short duration, and without burning activity during normal operation of the temple.	The correspondence with the operator of the temple is not available as the information of the temple was acquired verbally. Additional site visits have been conducted on 2 Feb 2025 and 15 Feb 2025 to confirm that the joss paper burning is rare, the scale is small and in short duration. Also, no burning activity was observed during site visits.
4.1.9	(9)	Section 2.4.14 – Please add "no joss paper burning activity during normal operation of the temple" in line 3.	The sentence has been added in line 3 of Section 2.4.14.
4.1.10	(10)	Section 2.5.1 – Please revise "Fugitive dust" in line 1 to "Air".	The word has been revised accordingly.
<u>4.2</u>	<u>Noise</u>		
4.2.1	(11)	For completeness, please describe the railway noise impact.	The railway noise impact has been described in Section 1.4.2.
4.2.2	(12)	Please incorporate TD's endorsement on the predicted traffic flow in the report.	TD's endorsement on the predicted traffic flow is still pending. It will provided in due course once available.
4.2.3	(13)	Section 1.3.3 - to tally with the descriptions in the approved Tung Chung New Town EIA report, please revise the statement as "According to Section 4.7 of the approved Tung Chung New Town Extension EIA report , the current Application Site which is over 1.7km away from the predicted NEF 25 contours for all the operation modes for airport , will be located well away from the criteria of NEF 25 contours . Thus, no adverse aircraft noise impact is therefore anticipated at the Application Site given the large separation distance. According to Section 4.10 of the approved Tung Chung New Town Extension EIA report , the predicted helicopter noise at the current Application Site would comply with relevant noise criteria".	Section 1.3.3 has been revised accordingly.

	Depar	rtmental Comments	Responses to Comments
4.2.4	(14)	Section 1.3.3 - It is stated that according to Section 4.10 of the approved Tung Chung New Town Extension EIA report, the predicted helicopter noise at the current Application Site would comply with relevant noise criteria. As a 4-storey building was assumed in the EIA report, please address the helicopter noise in view of the latest building height of the proposed development.	According to the approved TCNTE EIA report, the predicted helicopter noise at the current Application Site is 80dB(A). By adjusting the correction factor of vertical separation distance from 3 storeys adopted in the EIA to 22 storeys for the Proposed Development, the predicted helicopter noise is 82.1 dB(A) which is still below the noise criteria.
4.2.5	(15)	Appendix 4.1 - (i) please state clearly whether the pumping station was in operation during noise measurement. In addition, it is noted that two noise measurements were conducted during day time and night time respectively, but only one measured SPL is mentioned. Please explain; (ii) Apart from the given information (i.e. measurement date, time, photos), for completeness, please also supplement other details of the noise measurement of the existing pumping station (e.g. equipment used, detailed measurement results in both day time and night time); (iii) please clarify if there will be direct line of sight between T8_NSR1 and the noise source "PNS04".	 (i) The pumping station was in operation during noise measurement. The daytime and night-time noise measurement results have been provided in Appendix 4.1. Please note that the daytime noise measurement result has been adopted for the fixed noise assessment as it is higher than the night-time result. (ii) Other details of the noise measurement i.e. equipment used and the detailed measurement results have been provided in Appendix 4.1. (iii) There will be direct line of sight between T8_NSR1 and the noise source PNS04. Table 4.3, Table 4.4 and Appendix 4.1 have been revised.
4.2.6	(16)	Section 4.4 - Please state clearly if there will be any planned fixed noise sources within the proposed development, and include a statement that "The planned fixed noise source within the proposed development shall fully comply with the noise criteria stipulated in the HKPSG.".	The presence of planned fixed noise sources within the Proposed Development cannot be confirmed in current stage. Nevertheless, in case there is any planned fixed noise sources located within the Proposed Development, they shall fully comply the noise criteria stated in the HKPSG. The statement has been incorporated into Section 4.4.4.
4.2.7	(17)	Section 4.4.4 - "It is recommended that the exhaust (if any) of the transport layby shall be directed away from nearby noise sensitive receivers as far as possible and be designed in such a way to meet the relevant requirements noise criteria as stipulated in the HKPSG Noise Control Ordinance ."	Section 4.4.4 has been revised.

	Depar	rtmental Comments	Responses to Comments
4.2.8	(18)	Section 4.6.2, last bullet - It is noted that +3 dB(A) tonality is used in the calculation, please revise the statement and state the reason why +3 dB(A) is adopted.	The tonality correction has been revised. According to the Tung Chung New Town Extension EIA (EIA-196/2016) and Tung Chung Line Extension EIA (EIA-235/2022), +3 dB(A) for tonality is adopted for the planned fixed noise sources. For consistency, 3dB(A) tonality corrected is also adopted in this assessment.
4.2.9	(19)	Section 8.1.1 - "To assess the environmental impact of the Proposed Development, traffic noise impact assessment, fixed noise assessment, noise impact due to planned SPS , and vehicular emission impact assessment have been conducted."	Section 8.1.1 has been revised.
<u>4.3</u>	Water	Quality	
4.3.1	(20)	Section 5.2.3, Section 5.4.7, Section 5.4.9 and relevant sections across the report - ProPECC PN2/24 has superseded ProPECC PN2/23, please update.	ProPECC PN2/23 has been replaced by ProPECC PN2/24 in Section 5.2.3, Section 5.4.7 and Section 5.4.9.
<u>4.4</u>	Waste	e Management & Land Contamination	
4.4.1	(21)	Table 6.1 – For site clearance, please revise as "Recyclable non-inert C&D materials such as tree trunks and woody materials will be sent to Yard Waste Recycling Centre in Y-Park subject to availability and/or at landfill. Other non-inert C&D materials such as general refuse that cannot be reused or recycled will be disposed of at landfill."	Table 6.1 has been revised accordingly.
4.4.2	(22)	Section 7.1.3 – Please clarify and supplement (if necessary) into this section regarding the below:	
		(i) Photo 04 – An area fenced with green canvas is observed in the car parking area. Please confirm if any vehicle repair/refueling/maintenance activities are involved.	The area fenced with green canvas is private land and it is inaccessible. Based on the observation during site visit, the area with green canvas is for car parking purpose only and no vehicle repairing/ refuelling/ maintenance activities was found.

	Departmental Comments	Responses to Comments
	(ii) Photo 05 – A blue-black container is observed in the photo. Please clarify whether engine oil or any other chemicals that could pose a potential risk for land contamination are being used at the site.	The area is private land and it is inaccessible. Based on the observation during site visit, the blue-black container is empty and there was no oil/ chemical stain observed on the ground.
4.4.3	(23) Section 7.1.4 – Please clarify whether the "Project Proponent" referred to in this section is the applicant of the planning application or the project proponent for the EIA Project (ARIAR-196/2016).	The "Project Proponent" refers to the applicant of the planning application.
4.4.4	(24) Section 8.1.5 - Please clarify what license is required for the waste collector of general refuse.	The contractor who is responsible for collecting the general refuse has to obtain the waste collection licence under the Waste Disposal Ordinance (Cap.354).
<u>4.5</u>	Appendix J – SIA	
	(25) <u>Comments from SIG/ EPD on Appendix I – Feb 2025</u>	
4.5.1	To facilitate review, please provide softcopy of the report (in pdf) and Response to Comments, and highlight the revised / updated content of the report in next submission.	Noted. Please refer to Attachment 2 for the revised SIA with changes highlighted.
4.5.2	(i) Section 4.2 (Planned Sewerage System):	
4.5.2.1	 (a) According to the sewerage scheme in deliverables REP-109 and REP-155 of Agreement 70/2015 updated to October 2023, the flow from Area 60 was planned to be delivered to Upgraded CMRSPS (50%) and Existing CMRSPS (50%) respectively. For the context on "planned sewerage system", please revise all the related paragraphs, sewerage flow diagram and Annexes to tally with the sewerage scheme from Agreement 70/2015. 	Please be advised that according to latest sewerage schematic by CEDD's consultant, which we obtained on 18 Feb 2025 and enclosed in the updated Annex 1 of the SIA in Attachment 2 , 100% of the flow from Area 60 is planned to be delivered to the Upgraded CMRSPS. We were advised by CEDD's consultant that the latest sewerage design have been submitted to EPD and DSD on 18 Feb 2025.
4.5.2.2	(b) Section 4.2.3: Please advise the submission(s)/deliverables from CEDD and the date for the reference of the sewerage scheme.	We were advised by CEDD's consultant that the latest sewerage design have been submitted to EPD and DSD on 18 Feb 2025.

	Departmental Comments	Responses to Comments
4.5.2.3	(c) Section 4.2.3: Please revise the first statement as " Sha Tsui Tau, MTR TCW, and <u>partial of the Application Site</u> " for clarity.	As explained above, split flow arrangement is no longer adopted for Area 60 according to the latest sewerage schematic from CEDD.
4.5.3	(ii) Section 5	
4.5.3.1	(a) Section 5.1.1: According to Section 4.1, there are existing sewers near the application site. Please amend the paragraph to avoid confusion.	Section 4.1 is updated accordingly.
4.5.3.2	(b) Section 5.1.4: Please also address the impact from the increased sewage flow to the Tung Chung Sewage Pumping Station.	Capacity checking of Tung Chung Sewage Pumping Station is included in Annex 7.
4.5.3.3	(c) Please confirm with CEDD / DSD whether the proposed upgrading of the Upgraded CMRSPS is acceptable from their technical perspectives.	Noted. Please be advised that the SIA is also circulated for CEDD / DSD's comment. Their comments will be addressed accordingly.
4.5.3.4	(d) Section 5.1.5: Please double-check that the referred capacity of TCV-West SPS and TCV-North SPS in the statement respectively.	Please be advised that the capacities of TCV-West SPS and TCV- North SPS have been verified with CEDD's consultant.
4.5.4	(iii) SIA/Figure 4: The sewer alignments and manhole schedules near TCV-East SPS are different from the latest drawings from CEDD's deliverables and contract drawings. Please check with CEDD for the latest drawings and tally all related paragraphs/figures/annexes with them accordingly.	Please be advised that the adopted sewer alignments and manhole schedules were the latest version obtained from CEDD's consultant.
4.5.5	(iv) Annex 5:	
4.5.5.1	 (a) The peaking factor applied in the hydraulic calculation should be "Peaking Factor Excl. Storm" instead of "Peaking Factor Incl. Storm". Please check. 	The hydraulic calculation has been revised accordingly.
4.5.5.2	(b) Please provide the inner diameter of the pipes for hydraulic calculation for checking.	Inner diameters are indicated in the revised hydraulic calculation.

	Departmental Comments	Responses to Comments
4.5.5.3	(c) Please clarify the source of the flow discharged to FMH- F01 (i.e. 6474m ³ /s) and FMH-E03 (i.e. 259m ³ /s).	Please be clarified that 6474m ³ /d refers to sewage from Area 42, 46, 71A, 71B, 76, 77 and River Park, and 259m ³ /d refers to sewage from Area 66A. However, as no upgrading works is proposed for the Upgraded CMRSPS in the revised SIA, the capacity checking of gravity sewers downstream of FMH-F01 has been removed in the revised report.
4.5.6	 (v) Considering the comments above, please update all related paragraphs / sections / figures / annexes of the planning application documents (e.g. SIA, Planning Statement) for consistency. 	The planning application documents are updated accordingly. Please refer to Attachments 2 and 3 for the revised SIA and replacement pages of the Planning Statement respectively.
5.	Comments of Home Affairs Department	
5.1	The northern part of the area of the proposed application is in very close proximity to some community facilities. We have no additional comments apart from the view that the Applicant should seek comments from the relevant stakeholders (including but not limited to the Tung Chung Rural Committee, the nearby residents, etc.) with regard to the proposal, since local track(s) (including part of the Tung O Trail) for vehicles and/or pedestrian uses would/could be eliminated after the proposed rezoning.	Noted. The Applicant will continue to engage with relevant stakeholders throughout the planning and subsequent stages.

	Departmental Comments	Responses to Comments	
6.	Comments of Lands Department		
6.1	2. The Site comprises 123 private lots in D.D. 1 Tung Chung, one Government Land Licence (No. 5249), one Modification of Tenancy (No. IS24/617), one Building Licence (No. 971), three GLAs allocated to CEDD (i.e. GLA-TIS 131/2021, GLA-TIS 91/2021 and GLA-TIS 22/2021) and adjoining Government land.	Noted.	
6.2	3. Out of the 123 private lots, Lot No. 3017 in D.D. 1 Tung Chung is held under New Grant No. 6605 for non-industrial purposes and a building containing not more than three storeys nor exceeding a height of 7.62 metres with a maximum built-over area of 65.04m ² is permissible. The other 122 private lots are old scheduled lots demised for Agricultural purposes. The lease of such agricultural lots contains restriction that no structures are allowed to be erected without the prior approval of the Government.	Noted.	
6.3	4. The proposed development under the captioned application contravenes the existing lease conditions. No consent is given for the inclusion of Government land in the Site. In the event the subject application under S.12A of the Town Planning Ordinance (TPO) is accepted or partially accepted by the Town Planning Board (TPB) with a set of clear development parameters (including but not limited to the proposed user, gross floor area and car parking provisions, as appropriate) defined / firmed up and further submission to the TPB (including application(s) for permission under S.16 of the TPO after the corresponding amendment to the Outline Zoning Plan (OZP) has been made) is not required, the land owner may submit request for streamlined processing of land exchange application. Depending on the circumstances of each case, Lands Department (LandsD) at its sole and absolute discretion may, upon receipt of such valid request and subject to payment of the administrative fee(s) (including fee payable to the Legal Advisory and Conveyancing Office, if required) by the land owner, commence the streamlined	Noted.	

	Departmental Comments	Responses to Comments	
	processing of the land exchange application on a without prejudice and non-committal basis while Planning Department (PlanD) is taking forward the relevant OZP amendment.		
6.4	5. The land owner is reminded that once the accepted or partially accepted proposal is reflected in the OZP and approved under S.9 of the TPO, a formal application for land exchange by land owner to LandsD is still required. Every application submitted to LandsD will be considered on its own merits by LandsD at its absolute discretion acting in its capacity as a landlord and there is no guarantee that the land exchange application, including the grant of additional Government land, will eventually be approved by LandsD. If the application for land exchange is approved by LandsD, it will be subject to such terms and conditions as may be imposed by LandsD at its absolute discretion, including payment of premium and administrative fee(s).	Noted.	
6.5	6. There are on-going government infrastructural projects adjacent to the application site. It is suggested that the boundary of the application site be critically reviewed in relation to the boundaries of the permanent structures of these government projects that any land not utilized by the government projects or not forming part of the road structures will be included in the proposed "R(B)" zone. The proposed boundary review will provide an opportunity to consider the beneficial use of the said un-utilized government land, if any, at the land exchange stage, if applied.	The current proposed application site boundary has already taken into account the latest government infrastructural projects, including the adjustment of the eastern boundary to exclude the planned road works for Chung Mun Road, and the works site for River Park Phase 1 and its ancillary works adjoining the southwestern boundary of the site. As for other un-utilized government land, we trust that relevant government departments, including the Planning Department, will scrutinize whether such areas should be incorporated to form part of the future "R(B)" zone at a later stage.	

	Departmental Comments	Responses to Comments
7.	Comments of Planning Department – Urban Design Section	
7.1	<u>Comments on AVA-EE submission</u> Figure 3.3 – We observe a green arrow representing wind flow penetrate through Mun Tai House (about 102mPD) which is not along wind corridors or through open air spaces.	The green arrows penetrating through Mun Tai House in Figure 3.3 have been removed as wind availability at the southern portion of the Application Site is already limited at present due to the blockage from Mun Tung Estate. Relevant descriptions in Section 3.4.2 to Section 3.4.5 have been revised (refer to Attachment 4).
7.2	Figure 2.3 referenced in paragraph 2.2.1 is missing from the report.	The typo in paragraph 2.2.1 regarding Figure 2.3 has been revised. Paragraph 2.2.1 now references Figure 2.2 (refer to Attachment 4).
8.	Comments of Planning Department – Landscape Section	
	General Comments	
8.1	According to the aerial photo in 2024, Tung Chung Area 60 is situated in an area of miscellaneous rural fringe landscape character predominated by woodland and Tung Chung River Channel to the west of the Site. To the southeast of the Site is the Mun Tung Estate. The Site is largely vacant with vegetation/tree groups.	Noted.
8.2	According to the Landscape Design Proposal (Appendix B), it is noted that all of the total <u>670</u> existing trees are proposed to be felled and <u>272</u> new trees are proposed within the Site. Several seedlings of Aquilaria sinensis (土沉香) which is a rare and precious species protected under Cap. 96 are proposed to be transplanted to northwest tip of the Site. At-grade greenery and podium landscape with tree planting, shrubs, and lawn are proposed. Furthermore, buffer planting along western site boundary adjacent to the "Coastal protection Area" ("CPA") and Tung Chung River Channel is proposed. Landscape provisions such as swimming pool, communal gardens, open lawns and children playground are proposed for enjoyment of the users.	Noted.

	Departmental Comments	Responses to Comments
	Advisory Comments	
8.3	Noting that total 670 existing trees are proposed to be felled but only 272 new trees are proposed within the Site, the compensation ratio of 1:0.4 is below the 1:1 level. Please explore tree planting opportunities, in particular roadside at-grade tree planting along the planters adjacent to Chung Mun Road, to mitigate the loss of trees due to the development. Justification should be provided if 1:1 compensation ratio cannot be met.	Among the <u>670</u> nos. existing trees, <u>615</u> nos. are fruit crops cultivated on agricultural land. With or without the current Application, these crops may be removed or re-planted with other crops (e.g. Papaya Trees, Chinese New Year's Cherry Trees or even vegetables) from time to time under standard agricultural practices. Only <u>55</u> nos. existing trees that are not fruit crops are considered relevant. Our proposal of <u>272</u> nos. new trees has far exceeded a 1:1 compensation ratio.
		The government's road widening scheme for Chung Mun Road will provide at-grade roadside planters outside the Application Site adjacent to the public carriageway. Our current development proposal will also provide at-grade roadside planters with shrubs within the Application Site adjacent to the public footpath. Proposed roadside greenery of government's road widening scheme and by the Proposed Development will compliment with each other.
	Advisory Remarks to the Applicant	
8.4	The applicant is reminded that approval of the S12A application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under APP PNAP-152. The site coverage of greenery calculation should be submitted separately to BD/relevant department for approval. Similarly for any proposed tree preservation/removal scheme and compensatory planting proposal under LandsD LAO PN No. 6/2023, the applicant is reminded to approach relevant authorities direct to obtain the necessary approval.	Noted.

Attachment 1

Revised Environmental Assessment

Prepared for

Coral Ching Limited

Prepared by

Ramboll Hong Kong Limited

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TUNG CHUNG VALLEY OUTLINE ZONING PLAN TO REZONE "RESIDENTIAL (GROUP C)2" ZONE TO "RESIDENTIAL (GROUP B)" ZONE IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 1 TUNG CHUNG AND ADJOINING GOVERNMENT LAND, TUNG CHUNG, LANTAU ISLAND

ENVIRONMENTAL ASSESSMENT



Date	3 March 2025	
Prepared by	Eric Chan Assistant Environmental Consultant	
Signed	Lobert	
Approved by	Henry Ng Principal Consultant	
Signed	for	
Project Reference	SHKTCWS9EI00	
Document No.	R9119_v3.0 EA.docx	

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1. INTRODUCTION

1.1 Background

- 1.1.1 Ramboll Hong Kong Ltd. (the Consultant) has been commissioned by the Applicant to conduct this Environmental Assessment (EA) in support of the S12A Planning Application for a proposed residential development in D.D. 1 TC and adjoining government land, Tung Chung, Lantau Island ("Application Site").
- 1.1.2 The Application Site is currently zoned as "Residential (Group C)2" ("R(C)2") area under the current Outline Zoning Plan (OZP), which is intended for residential developments. Thus, the Application Site has already been designated by the government for residential use. With a view to optimizing the usage of valuable land resources, the application is to seek permission from the Town Planning Board for rezoning the Application Site from "Residential (Group C)2" ("R(C)2") Zone to "Residential (Group B)" Zone to facilitate a Proposed Development with a domestic plot ratio of 2.1 at the Application Site.

1.2 The Project Location

- 1.2.1 The Application Site is bounded by Chung Mun Road to the east and existing Tung Chung Stream to its west and south. To the further north is the Tung Chung Bay area.
- 1.2.2 **Figure 1.1** shows the location and the environ of the Application Site.
- 1.2.3 The area of the Application Site is about 3.38 ha. The Application Site is currently a vacant land with vegetation and a few existing village houses within the site.

1.3 The Project Description

- 1.3.1 The Proposed Development will comprise 9 residential blocks of 6 to 22 residentialstorey over 1-3 storeys of podium, providing about 1,783 units with clubhouses, carpark, transport layby, kindergarten, and local commercial facilities. The master layout plan of the Proposed Development and typical internal layout of the residential towers are presented in **Figure 1.2** and **Figure 1.3** respectively. A carpark in the basement and a transport layby are also proposed at the Proposed Development subject to detailed design stage, reference will be made to the requirements stipulated in ProPECC PN 2/96 on Control of Air Pollution in Car Parks. It will be designed in a way that the exhaust of the proposed basement carpark will be located away from any sensitive uses as far as possible. Typical internal layouts of the residential towers are presented in **Appendix 1.1**.
- 1.3.2 This report has been prepared to support the said rezoning planning application. Possible environmental mitigation measures have been explored for further evaluation of project master layout plan.
- 1.3.3 The Application Site is already zoned by the government for residential development under the current OZP. The current proposed development is to materialize the planned land use, which is in line with the government's planning intension at this location. Under the Tung Chung New Town Development Extension EIA project (Register No: AEIAR-196/2016)(Tung Chung New Town EIA), the whole Application Site is already designed for residential development. Aircraft noise upon the Application Site has already been assessed under the same EIA study. According to Section 4.7 of the approved Tung Chung New Town Extension EIA report, the current Application Site is away from the predicted NEF 25 contours for all the operation modes for airport. Thus, no adverse aircraft noise impact is therefore anticipated at the Application Site. According to Section 4.10 of the approved Tung Chung New Town Extension EIA report, the predicted helicopter noise at the current Application Site would comply with relevant



noise criteria. It was also concluded in that EIA study that indirect mitigation measure is not required at the Application Site as a result. Thus, no adverse impact due to helicopter noise is expected. As this proposed development is still at very early planning stage, the Applicant will further consider the feasibility of acoustic insulation at the Application Site in the later detailed design stage.

1.4 Scope

- 1.4.1 The scope of this EA study includes the assessment of the key potential environmental impacts of the Proposed Development:
 - Air quality impact;
 - Road traffic noise impact;
 - Fixed noise impact;
 - Water quality impact;
 - Waste management; and
 - Land Contamination
- 1.4.2 The planned Tung Chung West Station, as part of the Tung Chung Line Extension EIA (AEIAR-235/2022), will be located outside the 300m assessment area from the Application Site Boundary. Therefore, the railway noise impact assessment is not included in this study.



2. AIR QUALITY

2.1 Introduction

2.1.1 This Chapter assesses and addresses the potential air quality impact on the proposed residential development at the Application Site. The Assessment Area for air quality impact assessment is defined by a distance of 500m from the boundary of the Application Site.

2.2 Legislation, Standards, Guidelines and Criteria

Air Pollution Control Ordinance (Cap.311)

- 2.2.1 The principal legislation regulating air quality in Hong Kong is the Air Pollution Control Ordinance (APCO) (Cap. 311). The Air Pollution Control Ordinance (APCO) and its subsidiary regulations provide the statutory control on air pollutants from a variety of sources. The APCO makes provision for abating, prohibiting and controlling emissions of any solid, particulate, liquid, vapour, objectionable odours or gaseous substances into the atmosphere. The whole of the HKSAR has been covered by Air Control Zones.
- 2.2.2 The APCO specifies Air Quality Objectives (AQOs), which are statutory limits for a number of pollutants, and the maximum number of times that they may be exceeded in a year for specified averaging periods. The prevailing AQOs are shown in **Table 2.1**.

Pollutant	Averaging time	Concentration limit ^[1] (µg/m ³)	Number of exceedances allowed per year
Sulphur dioxide SO-	10-minute	500	3
	24-hour	50	3
Respirable suspended particulates, RSP (PM ₁₀) ^[2]	24-hour	100	9
	Annual	50	Not applicable
Fine suspended Particulates, FSP (PM _{2.5}) ^[3]	24-hour	50	35
	Annual	25	Not applicable
Nitrogen dioxide, NO ₂	1-hour	200	18
	Annual	40	Not applicable
Ozone, O ₃	8-hour	160	9
Carbon monovido, CO	1-hour	30,000	0
Carbon monoxide, CO	8-hour	10,000	0
Lead	Annual	0.5	Not applicable

Table 2.1 Hong Kong Air Quality Objectives

Notes:

[1] All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293Kelvin and a reference pressure of 101.325 kilopascal.

[2] Respirable suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 10 μ m or less.

[3] Fine suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 2.5 µm or less.



Air Pollution Control (Construction Dust) Regulation

- 2.2.3 Made under Section 43 of the APCO, this Regulation defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities. The Regulation requires that any notifiable work shall give advance notice to EPD, and the Contractors shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.
- 2.2.4 The proposed construction works for the Proposed Development are both regulatory and notifiable works due to activities including material stockpiling and dusty material handling as potential sources of fugitive dust emissions as detailed under Parts I to IV of the Schedule on Dust Control Requirements.

Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

- 2.2.5 The Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, which aims to control emissions from non-road mobile machinery (NRMMs) to improve air quality, became effective on 1 June 2015. NRMMs include non-road vehicles, as well as mobile machines and equipment (regulated machines) such as crawler cranes, excavators and air compressors.
- 2.2.6 Under the regulation, regulated machines have to comply with the Stage IIIA emission standards of the European Union (EU). It also requires all regulated machines sold or leased for use in Hong Kong to bear an approval or exemption label issued to them by the EPD, started from 1 September 2015. It restricts specified activities and locations including construction sites, designed waste disposal facilities and specified processes to use only NRMMs that bear an approval or exemption label issued to them by the EPD, with effect from 1 December 2015.

Air Pollution Control (Fuel Restriction) Regulation

2.2.7 The Air Pollution Control (Fuel Restriction) Regulation was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial process to reduce sulphur dioxide (SO₂) emissions. In June 2008, the Regulation was amended to tighten the control requirements of liquid fuels. In particular, liquid fuel with a sulphur content not exceeding 0.005% by weight and a viscosity not more than 6 centistokes at 40°C, such as Ultra Low Sulphur Diesel should be used.

Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

- 2.2.8 The Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, which aims to control emissions from non-road mobile machinery (NRMMs) to improve air quality, became effective on 1 June 2015. NRMMs include non-road vehicles, as well as mobile machines and equipment (regulated machines) such as crawler cranes, excavators and air compressors.
- 2.2.9 Under the regulation, regulated machines have to comply with the Stage IIIA emission standards of the European Union (EU). It also requires all regulated machines sold or leased for use in Hong Kong to bear an approval or exemption label issued to them by the EPD, started from 1 September 2015. It restricts specified activities and locations including construction sites, designed waste disposal facilities and specified processes to use only NRMMs that bear an approval or exemption label issued to them by the EPD, with effect from 1 December 2015.



Hong Kong Planning Standards and Guidelines (HKPSG)

2.2.10 Table 3.1 of the HKPSG provides the broad guidelines for locating active open spaces close to potentially polluting uses, viz. road traffic. The recommended buffer distances are reproduced in **Table 2.2**.

 Table 2.2
 Recommended Minimum Buffer Distance from Roads

Pollution Source	Parameter	Buffer Distance	Permitted Uses		
	Type of Road				
Road and Highways	Trunk Road and Primary Distributor (PD)	>20m	Active and passive recreation uses		
		3–20m	Passive recreational uses		
	(10)	<3m	Amenity areas		
	District Distributor	>10m	Active and passive recreational uses		
	(DD)	<10m	Passive recreational uses		
	Local Distributor (LD)	>5m	Active and passive recreational uses		
		<5m	Passive recreational uses		
	Under Flyovers	-	Passive recreational uses		
Industrial Areas	Difference in Height between Industrial Chimney Exit and the Site				
	< 20m	>200m	Active and passive recreation uses		
	<2011	5-200m	Passive recreational uses		
	20-30m	>100m	Active and passive recreation uses		
		5-100m	Passive recreational uses		
	30-40m	>50m	Active and passive recreation uses		
		5-50m	Passive recreational uses		
	>40m	>10m	Active and passive recreation uses		

Remarks:

- a) In situations where the height of chimneys is not known, use the set of guidelines marked with as asterisk for preliminary planning purpose and refine as and when more information is available.
- b) The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb to the boundary of open space sites.
- c) The guideline is generally applicable to major industrial areas but NOT individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space site close to such establishments.
- d) Amenity areas are permitted in any situation.



2.3 Identification and Evaluation of Potential Air Quality Impact during Construction Phase

2.3.1 The air sensitive receivers (ASRs) which are located in close proximity to the Application Site will be potentially affected by the construction work of the Proposed Development. The locations of some of the existing ASRs that are nearest to the Application Site is shown in **Figure 2.2** and detailed in **Table 2.3**.

				a b b b b b b b b b b			
ASR ID	Description	Туре	No. of Storey	Approx. Shortest Horizontal Distance to Boundary of the Application Site (m)			
Existing ASRs Nearest to the Application Site							
A01	Hong Kong Playground Association Tung Chung Outdoor Recreation Camp	Recreational	1	12			
A02	Football field	Recreational	1	33			
A03	Hau Wong Temple	Place of worship	1	74			
A04	Tung Chung Sitting-out area	Recreational	1	67			
A05	Tung Chung Area Recreation Centre	Recreational	1	15			
A06	Playground next to Tung Chung Area Recreation Centre	Recreational	1	29			
A07	Wai Fung Farm Store	Commercial	1	92			
A08	Island Community Green Station	GIC	1	46			
A09	Mun Wo House of Mun Tung Estate	Residential	40	96			
A10	Hong Chi Shiu Pong Morninghope School	Educational	3	36			
A11	Mun Shun House of Mun Tung Estate	Residential	40	121			
A12	Mun Tai House of Mun Tung Estate	Residential	31	30			
A13	26 Ngau Au Village	Residential	3	278			
A14	28 Ngau Au Village	Residential	3	252			
A15	27, 27A, 27B Ngau Au Village	Residential	3	285			

Table 2.3Representative Air Sensitive Receivers (ASRs) for ConstructionPhase

2.3.2 The key potential sources of air quality impact during the construction of the Proposed Development will be the exhaust emission from construction plant and equipment, as well as the construction dust emission generated from construction activities related to excavation and material handling works during site formation, foundation and superstructure.



- 2.3.3 The area of the Application Site is about 3.4 ha, it is relatively flat. The Application Site is already served by existing road network, thus extensive earth work is not anticipated during construction. As the Project is still at early planning stage, many details such as construction programme, construction method, and exact no. of PMEs/NRMMs to be used, will only be available in later detailed design stage. Based on a preliminary estimation, the amount of excavated/ fill materials involved due to site formation/ filling works would be about 58,000m³. By assuming a 6-month construction period for site formation work, 25 works days per month, and an average truck capacity of 7.5 m³, then it would be equivalent to about 52 truck trips per day (or about <mark>5</mark> truck trips per hour). Details of construction and exact phasing will only be available in later detailed design stage. It is proposed that phased construction during the earthworks in site formation stage with a view to minimize the active works area, should be considered. Such requirement should be considered during detailed design stage and the contractor will be required to carry out formation works in phases as far as practicable. Various best practices have also been recommended in Section 2.5 to control construction air quality emission. Thus, construction works should be under control and significant construction air quality impact is not anticipated. The need for the implementation of a construction air quality monitoring and audit program will be reviewed in later detailed design stage and statutory requirements will be followed.
- 2.3.4 The use of construction plants and equipment for the construction of the Proposed Development should strictly follow the Air Pollution Control (Fuel Restriction) Regulation. In particular, liquid fuel with a sulphur content not exceeding 0.005% by weight and a viscosity not more than 6 centistokes at 40°C, such as Ultra Low Sulphur Diesel should be used. In addition, emissions from all the regulated machines within construction site will be controlled under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation. Only approved or exempted Non-road Mobile Machinery with a proper label will be allowed to be used at construction site. As mentioned above, the Application Site is relatively a flat land and is already served by existing road network, thus extensive earth work is not anticipated. Moreover, contractor should be advised to allocate only the required amount of construction machinery on-site and to minimize number of machines used at the same time. As such, no. of construction plant and equipment to be used and exhaust emission from the plant/ equipment can be minimised and are unlikely to be significant.
- 2.3.5 The Application Site is located as part of the government's proposed Tung Chung New Town Development Extension area. Infrastructural works in the area and site formation works commenced by the government in 2016 with first population intake around 2025 according to the development proposal of Tung Chung New Town Extension. The abovementioned works are the subject of an approved Tung Chung New Town Extension EIA (AEIAR-196/2016), and its implementation and construction air quality control measures are subject to EM&A programme and are controlled under an Environmental Permit (EP). With the implementation of the EM&A programme, it is expected that construction activities and control measures under the Tung Chung New Town Development Extension project, will be properly implemented and emissions will be under control. The planned Tung Chung West Station as part of the Tung Chung Line Extension project is also located to the further east of the Application Site. The concerned works under that project involves construction of a proposed 1.3km long tunnel section by means of Tunnel Boring Machine (TBM) technique and that the planned Tung Chung West Station will also be an underground station, thus significant dusty activities can be minimized. According to its works programme the construction activities have already commenced in 2023, which would be completed by year 2029. According to the EIA study of Tung Chung Line Extension (AEIAR-235/2022), it is said all major heavy construction and dusty activities for that project would be completed by



year 2027, while the remaining works such as landscaping works, signal testing, removal of site offices, etc. which are relatively minor and with no significant dust emission would be carried out after that. Implementation of construction air quality control measures under the Tung Chung Line Extension EIA study are also subject to its EM&A programme and are controlled under an Environmental Permit (EP).

2.3.6 The current Proposed development would only be completed by year 2030 (3 years after the planned major heavy construction activities at Tung Chung Line Extension project). Details of construction activities and construction programme of current proposed development will only be available in later detailed design stage. It is anticipated that majority of heavy and dusty construction activities for Tung Chung Line Extension project should have been largely completed by the time of major earth works of current proposed development. Nevertheless, it is recommended that during detailed design stage of current proposed development, concurrent projects at that time should be identified. During construction of current proposed development, contractor(s) will also be required to review the construction programme of adjacent planned development sites and closely liaise with the other contractors of planned development sites in order to minimize concurrent works as far as possible.

2.4 Identification and Assessment of Potential Air Quality Impacts during Operation Phase

2.4.1 The key potential sources of air quality impact during the operation of the Proposed Development are described in following paragraphs:

Vehicular Emissions from Public Roads

- 2.4.2 Vehicular emissions from the adjacent public roads could be a potential source of air pollution affecting the Proposed Development.
- 2.4.3 The existing road network in the vicinity of the Application Site includes Chung Mun Road and Yu Tung Road. According to Annual Traffic Census 2023, Yu Tung Road is a District Distributor Road. The existing Chung Mun Road is the subject of proposed road upgrading works as part of the proposed Tung Chung New Town Development Extension EIA project¹. Road alignment of the upgraded Chung Mun Road is extracted and incorporated in Figure 2.1. It is understood that the upgraded Chung Mun Road will be a District Distributor Road. There are also two planned new access roads (i.e. L22 and L24 as proposed by the Tung Chung New Town Development Extension EIA project), L22 is located to the northern east of the Application Site, and L24 is located to the further south of Application Site across Tung Chung Stream as shown in Figure 2.1. For the purpose of this assessment and to be conservative, a 10m air buffer distance which corresponds to a District Distributor (DD) road, has now been adopted for the time being.
- 2.4.4 According to **Table 2.2**, a buffer distance of >10m is required between the kerb side of a District Distributor and the air sensitive uses.
- 2.4.5 Considering that the Proposed Development is located more than 10m from the Chung Mun Road, Yu Tung Road and the planned new access roads, there should not be any air quality concern given adequate separation distance. The Application Site has incorporated adequate setback distance from road kerb location (**Figure 2.1** refers) and can satisfy the above-mentioned buffer distance requirement in HKPSG, no adverse air quality impact is therefore anticipated.

Proposed Carpark

¹ Tung Chung New Town Extension EIA (AEIAR-196/2016).


2.4.6 There is a proposed carpark and a private transport layby within the Application Site. Since the Proposed Development is still in early planning stage, the exhaust location of the proposed carpark / transport layby within the Application Site has not yet been determined. The proposed carpark is for parking of private vehicles. The carpark and the proposed transport layby will be designed and operated to meet the requirements in EPD's ProPECC PN 2/96 on Control of Air Pollution in Car Parks, which is subject to further review in detailed design stage. The detailed design and layout of the proposed transport layby will be available in later detailed design stage. The exhaust (if any) of the proposed carpark/ transport layby shall be designed to locate away from any nearby air sensitive receivers including the air sensitive uses of the proposed development as far as possible.

Odour Impact

- 2.4.7 During operation, sewage generated from the Proposed Development will be directly connected to public sewerage system via proposed sewer. Since there will be no direct discharge of sewage from Proposed Development into adjacent area, no adverse odour impact is anticipated.
- 2.4.8 There is Chung Mun Road Sewage Pumping Station (SPS) to the east of the Application Site across Chung Mun Road (with capacity of about 20,600 m³/day)¹. According to the Tung Chung New Town Extension EIA project¹, there will be no odour impact due to the said SPS with a separation distance of 10m with odour removal efficiency of at least 95%. According to the Project Profile for "Public Housing Development at Lin Cheung Road Site Temporary Sewage Pumping Station and Associated Sewer Pipes (DIR-239/2014)", the Cheung Sha Wan SPS as presented in DIR-239/2014 (with a capacity of 456,863 m³/day with odour efficiency of 95%) revealed that odour can be controlled effectively to within the SPS site boundary with odour removal system with at least 95% efficiency.
- 2.4.9 The current Proposed Development has allowed adequate setback with a separation distance of about 40m from the said SPS (**Figure 2.3** refers). Site visit has also been conducted in May 2023, June 2023 and August 2024 around the project site as well as surrounding areas within 200m radius, and no particular odour source was identified during the visit. There was no particular odour from the said SPS identified during the visit both at the SPS as well as near Application Site boundary. It is also confirmed by the Environmental Compliance Division of EPD that there was no odour complaint of the Chung Mun Road SPS received over the past three years (**Appendix 2.1** refers). Therefore, with adequate separation distance adverse odour impact to the ASRs of proposed development is unlikely to occur.

Chimney Emissions

2.4.10 A review of chimney locations based on EPD's register previously obtained, was carried out. No chimneys were identified within the 500m Assessment Area. Chimney surveys were also conducted in May 2023, June 2023 and August 2024. No chimney was identified during the site survey. Also, there is no industrial chimney operation from the Proposed Development. Therefore, air quality impact related to chimney emissions is not anticipated and is not assessed further.

Air Quality Impact from Tung Chung Hau Wong Temple

2.4.11 Tung Chung Hau Wong Temple is located at the north of the Application Site (Figure 2.4 refers). The temple is only used by the local villagers and visitors. The temple is a fully enclosed structure with its opening facing northwest direction face away from the current proposed development. There is no installed chimney identified at the temple. The temple is currently surrounded by other closer existing air sensitive uses such as



existing Tung Chung Sitting-out Area, playground, football field, etc. (A04, A06, A02 as shown in **Figure 2.2**) and with a separation distance varying from about 5m to 30m. These air sensitive uses are existing and located between the temple and the current Proposed Development. While the proposed development is further away with a separation distance of about 103m from the temple to the nearest air sensitive uses of the Proposed Development (**Figure 2.4** refers).

- 2.4.12 Site visits to the temple have been conducted in May 2023, June 2023, August 2024, October 2024 and February 2025. During the visits, no chimney or joss paper burning activity was observed in the temple and incense burning was only observed inside the temple with occasional visits by local villagers and visitors. During the visits, no particular incense smell was detected at downwind location of the temple. According to the operator of the temple, there is no special event during festivals such as Ching Ming and Chung Yeung, and no joss paper burning activities it should be small scale, in short duration only, and localised given to the fact that the temple is in small scale (measured as 15m by 12m, or so). In addition, according to Environmental Compliance Division (ECD) of EPD, there was no air quality complaint received associated with the temple in the past 3 years (**Appendix 2.1** refers).
- 2.4.13 As mentioned in **Section 1.1.2**, the current Application Site is already designated by the government for residential developments. The proposed use under the current application is in line with the government's planned land use intension at this location. In addition, the whole Application Site is already covered in the study under the approved Tung Chung New Town Extension EIA (AEIAR-196/2016). The planned land use for the whole Application Site in that EIA, is also for residential development. The concerned temple is an existing use in that EIA. The said approved EIA did not raise any particular concern on air quality impact or nuisance due to nearby existing use such as the temple.
- 2.4.14 Given the temple is in small scale (building structure is only about 15m by 12m or so); large separation distance from the temple to the Proposed Development; no air quality complaint associated with the temple received in the past 3 years; no joss paper burning activity during normal operation of the temple; and in case of burning activities during festivals it should be limited, in small scale and in short duration only, no adverse air quality impact due to the temple is then anticipated. In addition, the current proposed development is in line with the government's intended land use and that previous studies have already covered the current Application Site as planned residential use and with no particular concern raised.

2.5 Best Practices during Construction Phase

2.5.1 Air emission arising from construction activities can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses, good site management, and close monitoring by the resident engineers. Air quality control measures stipulated under the Air Pollution Control (Construction Dust) Regulation, together with proper site management / practice and good housekeeping are required to mitigate the potential air quality impacts on the nearby ASRs. Requirements stipulated in the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation will also be followed to control potential emissions from non-road mobile machinery during construction phase. Contractors should be advised to avoid exempted Non-road Mobile Machineries (NRMMs) as far as practicable. Feasibility and applicability of electric NRMM and provision of on-site electric power supply for the construction machinery, should be considered in later detailed design stage to minimise air emissions. "Recommended Pollution Control Clauses for Construction Contracts"



available on EPD website also contains the recommended control measures to be implemented during construction. General air quality control measures and best practices detailed below shall also be incorporated into the Contract Specification where practicable as an integral part of good construction practices:

- Where a site boundary adjoins a road, streets or other accesses to the public, hoarding should be provided along the entire length except for a site entrance or exit;
- The working area of any excavation or earth moving operation shall be sprayed with water or a dust suppression chemical regularly so as to maintain the entire surface wet;
- Use of regular watering to reduce dust emissions from exposed site surface and unpaved roads, particularly during dry weather;
- Covering of any dusty material storage piles by impervious sheeting to reduce emissions. Where this is not practicable owing to frequent usage, watering shall be applied;
- Open stockpiles (if any) shall be avoided or covered. Prevent placing dusty material storage piles near ASRs;
- Establishment and use of vehicle wheel and body washing facilities at the exit points of the Site;
- Imposition of speed controls for vehicles on unpaved site roads to about 10 km/hr;
- All dusty vehicle loads should have side and tail boards covered by tarpaulin sheeting;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
- careful arrangement of construction program to avoid concurrent dusty works as far as practicable; and
- Locate dusty activities away from any nearby ASRs as far as practicable.

2.6 Mitigation Measures during Operation Phase

2.6.1 Provided that there is adequate buffer distance from road kerb of nearby public roads, which can satisfy the relevant HKPSG air buffer distance requirement, adverse air quality impact from the nearby roads is not anticipated during operation phase. On the other hand, there is no active chimneys within 200m of the Application site, and no odour is detected from the identified source. Thus, no mitigation measure is therefore proposed. For the vehicular emission from the proposed carpark and transport layby, their design will strictly follow the guidelines and requirements stated in **Section 2.4.6** and **2.4.8** to minimise adverse air quality impact to the ASRs.

2.7 Conclusion

2.7.1 Adequate building setback from Chung Mun Road, Yu Tung Road and the planned new assess road under Tung Chung New Town Extension EIA in accordance with the buffer distance requirements stated in the HKPSG has been incorporated into the design of the Proposed Development. Also, the design of the proposed carpark and transport layby will strictly follow the relevant requirements in ProPECC PN 2/96. Sewage generated from the Proposed Development will be directly connected to public sewerage system,



and with adequate setback distance from the existing SPS outside Application Site. Thus, no adverse air quality/ odour impact during operation is therefore anticipated.



3. TRAFFIC NOISE IMPACT ASSESSMENT

3.1 Introduction

3.1.1 In this assessment, operational phase road traffic noise impact from roads within 300m radius on the Proposed Development has been assessed. The assessment area is shown in **Figure 3.1**. Practicable environmental mitigation measures have been recommended as appropriate.

3.2 Assessment Criteria

3.2.1 Noise standards are recommended in Chapter 9 of the HKPSG for planning against possible road traffic noise impacts. For new dwellings, as in the case of the Proposed Development within the Application Site, the maximum allowable road traffic noise level expressed in terms of L10(1 hr) at the typical façades of the Proposed Development is recommended to be 70 dB(A) and 65 dB(A) for schools.

3.3 Identification of Potential Noise Impacts

3.3.1 The local road network (e.g. Chung Mun Road and Yu Tung Road) and a planned local access road proposed under Tung Chung New Town Extension EIA (AEIAR-196/2016) are considered as the major noise sources potentially affecting the Proposed Development (**Figure 3.4** refers). Thus, the following paragraphs have assessed the road traffic noise impact upon the Proposed Development site.

3.4 Determination of Traffic Noise Sensitive Receivers

3.4.1 The planned residential blocks within the Application Site are noise sensitive receivers (NSRs) of road traffic noise impact. The proposed residential blocks located closest to the public roads (i.e. Towers 7,8,9) would be affected, thus they are selected as the representative NSRs for detailed road traffic noise impact assessment according to their typical internal layout plans. For other towers at the rear (i.e. Towers 1-6) which are far away from the public roads and are partially shielded by other towers in the front, these towers are unlikely to be affected by road traffic noise thus the worst affected façades are selected for noise assessment. As for the proposed kindergarten, it is located at commercial floor at the podium underneath Towers 7 to 9. The exact location and details of the kindergarten is not available at this stage, to be conservative, noise assessment points are therefore assigned along its building facade. The locations and details of the representative NSRs are provided in **Figure 3.2**, respectively. Typical internal layout plans of proposed residential towers is provided in .

Table 3.1	Representative NSRs for Road Traffic Noise Assessment in
	Operation Phase

NSRs*	Tower / Podium	Assessment Level, mPD (Ground level +1.2m)	
T1_NSR1 to T1_NSR29	Tower 1	1/F to 6/F	18.1 - 34.6
T2_NSR1 to T2_NSR29	Tower 2	1/F to 8/F	18.1 - 41.1
T3_NSR1 to T3_NSR29	Tower 3	1/F to 9/F	18.1 - 44.3
T4_NSR1 to T4_NSR33	Tower 4	1/F to 18/F	18.1 - 73.6
T5_NSR1 to T5_NSR50	Tower 5	1/F to 15/F	18.1 - 63.8
T6_NSR01 to NSR42	Tower 6	1/F to 18/F	18.1 - 73.6
T7_NSR01 to T7_NSR47	Tower 7	1/F to 22/F	28.1 - 96.6
T8_NSR01 to T8_NSR40	Tower 8	1/F to 22/F	28.1 - 96.6



Section 12A Planning Application for Proposed Amendments to the Tung Chung Valley Outline Zoning Plan to Rezone "Residential (Group C)2" Zone to "Residential (Group B)" Zone in Support of Private Residential Development at Various Lots in D.D. 1 Tung Chung and Adjoining Government Land, Tung Chung, Lantau Island

NSRs*	Tower / Podium	Assessment Level, mPD (Ground level +1.2m)	
T9_NSR01 to T9_NSR50	Т9	1/F to 22/F	28.1 - 96.6
P1_NSR01 to P1_NSR16	Podium under Tower 7 to 9	G/F to 1/F	9.8 - 14.8

Notes:

* Please refer to Figure 3.2 for locations of NSRs.

3.5 Assessment Methodology

- 3.5.1 As discussed in Section 3.2, according to HKPSG, the maximum allowable road traffic noise level expressed in terms of L10(1 hr) at the typical façades of the Proposed Development is recommended to be 70 dB(A) and 65 dB(A) for schools. In this regard, the traffic noise impact assessment below involves the prediction of the maximum hourly L10 level at the noise sensitive receivers (NSRs) of the Proposed Development due to the projected traffic flow from the major roads within 300m from the Proposed Development.
- 3.5.2 The projected peak hour traffic flow data for Year 2045 which is considered to be the worst-case scenario within 15 years upon completion of the current Proposed Development, have been adopted for the noise assessment. The traffic flow data was predicted by the project traffic consultant. Please refer to **Appendix 3.1** for the traffic flow forecast data for this project.
- 3.5.3 The UK Department of Transport's procedures "Calculation of Road Traffic Noise" (CRTN) has been used in the prediction of the road traffic noise at the representative NSRs of the Proposed Development within the Application Site. The existing topographic details, such as the existing village houses near the Application Site, have been considered in the assessment.
- 3.5.4 The noise prediction has been carried out using the *RoadNoise 2000* software, which is a computerised model developed on the basis of the U.K. Department of Transport's CRTN procedures, and is acceptable to the EPD.

3.6 Environmental Precautionary Measures Adopted

- 3.6.1 Details of information on peak hour traffic volume and percentage of heavy vehicle of the road network within the 300m assessment area provided by the project traffic consultant is presented in **Appendix 3.1**, which represents the worst-case scenario of the projected traffic flows.
- 3.6.2 According to the approved Tung Chung New Town Development Extension EIA (AEIAR-196/2016)², there will be planned roadside noise barriers located outside YMCA of Hong Kong Christian College and low-noise road surfacing at the section of Chung Mun Road nearby the Application Site. According to relevant EM&A submission under the Environmental Permit, the said noise barriers and low-noise road surfacing will be constructed as part of its construction works. These are incorporated into the noise model for assessment as unmitigated scenario. Please also refer to **Figure 3.4** for their locations and extent.
- 3.6.3 An assessment on the road traffic noise level at the NSRs based on the above traffic flow data has been conducted. Precautionary noise mitigation measures which have already been incorporated in the design of the layout, and considered in the unmitigated scenario include the followings:
 - Setback of residential blocks from the site boundary; and

² Figure 4.16b of the Approved Tung Chung New Town Extension EIA (AEIAR-196/2016)

- Use of podium design to maximize the separation distance to public road.
- 3.6.4 Incorporation of the above-mentioned measures in the design of the proposed scheme have been accepted by the Applicant and the project Architect.

3.7 **Prediction and Evaluation of Noise Impacts**

Unmitigated Results

3.7.1 The above-mentioned precautionary measures and planned noise mitigation measures at Chung Mun Road as described in Section 3.6, have been incorporated into the noise assessment as unmitigated scenario. Based on the predicted noise levels, results of AM peak hour are generally higher which are then presented in **Table 3.2**. The details of all unmitigated results during both AM and PM peaks are presented in **Appendix 3.2**. As summarised in **Table 3.2**, under the unmitigated scenario, the predicted road traffic noise levels at some NSRs along the southern side of the Application Site would exceed the relevant noise criteria of 70 dB(A) by up to about 4 dB(A). As for the proposed kindergarten the predicted noise level would reach up to 76 dB(A) at the façade abutting Chung Mun Road. Thus, noise mitigation measures would be required.

NSR	Tower / Podium	Predicted Road Traffic Noise Level, L _{10 (1-hour)} , dB(A) ^[1]
T1_NSR1 to T1_NSR29	Tower 1	64
T2_NSR1 to T2_NSR29	Tower 2	64
T3_NSR1 to T3_NSR29	Tower 3	61
T4_NSR1 to T4_NSR33	Tower 4	70
T5_NSR1 to T5_NSR50	Tower 5	63
T6_NSR01 to NSR42	Tower 6	61
T7_NSR01 to T7_NSR47	Tower 7	74
T8_NSR01 to T8_NSR40	Tower 8	73
T9_NSR01 to T9_NSR50	Tower 9	71
P1_NSR01 to P1_NSR16	Podium under Tower 7 to 9	76

Table 3.2	Summary of Predicted Unmitigated Road Traffic Noise Levels at
	Representative NSRs

Notes:

- 1. Bold number denotes exceedance of noise criteria.
- 2. The noise criteria for residential towers and kindergarten are 70 dB(A) and 65 dB(A) respectively.

Please refer to **Appendix 3.2** for details of predicted noise levels and **Figure 3.2** for the locations of NSRs.

Mitigated Results

- 3.7.2 The following mitigation measures are proposed in order to alleviate the noise levels to comply with the noise criteria:
 - Provision of baffle type acoustic window and baffle type acoustic balcony at affected units at affected units at Towers 7,8,9 by making reference to the Ex-North Point Estate Project by the developer;
 - Maintenance windows have been incorporated into the design for general maintenance (e.g. cleaning) and access only, but not for prescribed ventilation purpose. Future residents will be informed of the fact that these maintenance windows are part of the noise mitigation measures, which are not for ventilation



purpose and should be kept closed during normal operation. The intended usage of the maintenance window would be stated in the Deed of Mutual Covenant and sales brochure and alteration is not allowed; and

- As for the kindergarten, as detailed design and internal layout is not available at this stage, it is expected that the design of kindergarten would avoid openable windows facing Chung Mun Road so that openable windows should face away from the road to the west as far as possible. Possible openable window locations have been identified which are indicated in **Figure 3.3**. Locations of fixed glazing / blank façade are also recommended. Alternatively, other design provision such as central air-conditioning and not relying on openable window for air ventilation can also be considered. The exact noise mitigation measures will be subject to later detailed design stage.
- 3.7.3 Baffle type acoustic windows will be provided at the dwellings that are still affected after all other measures are applied. According to EPD's website regarding the innovative noise mitigation design and measures³, different balconies and special design window systems have been implemented in public rental housing, private residential and hostel developments. In King Tai Court project, baffle type acoustic window is adopted for the residential dwellings with road traffic noise sound attenuation of about 4 to 8 dB(A) (i.e. additional noise reduction indoors when compared with case using conventional window; or the relative insertion loss of baffle type acoustic window and conventional window). In another residential development project such as Ex-North Point Estate redevelopment (reference project), baffle type acoustic window with sliding panel behind window and balcony openings has been employed. The sliding panel behind window opening(s) of bedroom is equipped with micro-perforated absorber (MPA) panel (1mm) which is sound absorptive. Therefore, sound propagating to indoor area will be mostly absorbed and the sound attenuation performance can be improved. In-situ test has been conducted after the building structure of the Proposed Development was completed. According to the test result, a road traffic noise sound attenuation of 8.8 dB(A) can be achieved for living room with baffle type acoustic balcony and 6.9 dB(A) for smaller bedroom with baffle type acoustic window with 1 window opening. Sound attenuation of the baffle type acoustic window/acoustic balcony adopted for the Proposed Development is estimated based on the reference project and presented in **Appendix 3.3**.
- 3.7.4 Since detailed design for Proposed Development is not available at this moment, the design of baffle type acoustic window/ balcony in the above-mentioned reference project has been adopted for affected units at typical floors. The location and extent of the proposed noise mitigation measures are indicated in **Figure 3.3**.
- 3.7.5 Under the mitigated scenario, all noise levels could satisfy the relevant noise criteria and no further noise mitigation measures are therefore required. The summary of the road traffic noise impact assessment results is presented in **Table 3.3**, and the details of mitigated noise levels are presented in **Appendix 3.2**.

³ http://www.epd.gov.hk/epd/Innovative/greeny/eng/index.html



NSR	Tower	Predicted Road Traffic Noise Level, L ₁₀ (1-hour), dB(A) [1]
T1_NSR1 to T1_NSR29	Tower 1	64
T2_NSR1 to T2_NSR29	Tower 2	64
T3_NSR1 to T3_NSR29	Tower 3	61
T4_NSR1 to T4_NSR33	Tower 4	70
T5_NSR1 to T5_NSR50	Tower 5	63
T6_NSR01 to NSR42	Tower 6	61
T7_NSR01 to T7_NSR47	Tower 7	70
T8_NSR01 to T8_NSR40	Tower 8	70
T9_NSR01 to T9_NSR50	Tower 9	70

Table 3.3Summary of Predicted Mitigated Road Traffic Noise Levels at
Representative NSRs

Notes:

1. Please refer to **Appendix 3.2** for details of predicted noise levels and **Figure 3.2** for locations of NSRs.

 For the noise level exceedance at the NSRs (P1_NSR01 to P1_NSR09) of the proposed kindergarten under the unmitigated scenario, mitigation measures such as fixed glazing or blank façade have been proposed at these NSRs, it is anticipated the road traffic noise level at the proposed kindergarten would comply with the 65dB(A) noise criteria.

3.8 Conclusion

3.8.1 Noise impacts due to road traffic within 300m radius from the Application Site have been assessed following the CRTN. With the implementation of the proposed noise mitigation measures in terms of baffle type acoustic window/ balcony, fixed glazing/ blank façade and maintenance windows, the predicted road traffic noise levels at NSRs within the Application Site would comply with the relevant noise criteria. No adverse traffic noise impact on the Proposed Development is therefore anticipated. It is recommended that a noise impact assessment (NIA) should be prepared in later detailed design stage by the future developer and update relevant proposed noise mitigation measures to comply with the relevant noise criteria of HKPSG.



4. FIXED NOISE IMPACT ASSESSMENT

4.1 Introduction

4.1.1 In this assessment, potential noise impacts arising from the nearby fixed noise sources within 300m radius on the Proposed Development have been assessed by general acoustic principle and Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM). Practicable environmental mitigation measures would be recommended, where necessary.

4.2 Application Site

- 4.2.1 The Application Site is bounded by Chung Mun Road to the east and existing Tung Chung Stream to its west and south (refers).
- 4.2.2 The Application Site is mostly vacant land with a few existing village houses and an existing private cars parking area within the southern portion. Within 300m assessment area outside the boundary of the Application Site, potential fixed noise sources include a planned public transport interchange located next to Yu Tung Road, existing Chung Mun Road Sewage Pumping Station, planned salt water / sewage pumping stations in the vicinity of the Application Site.

4.3 Government Legislation and Standards

Noise Control Ordinance (NCO)

4.3.1 The Noise Control Ordinance (NCO) provides the statutory framework for the control of fixed plant. It defines statutory limits applicable to the fixed plants used during the operational phase of the Proposed Development. The Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites (IND-TM) sets the criteria - Acceptable Noise Level (ANL) for governing noise from existing fixed plant / industrial noise sources.

Hong Kong Planning Standards and Guidelines (HKPSG)

4.3.2 The HKPSG states that planned fixed noise source should be assessed in accordance with 5dB(A) below the appropriate Acceptable Noise Level (ANL) shown in Table 2 of the Technical Memorandum (TM) for the Assessment of Noise from Places Other than Domestic Premises, Public Places or Construction Sites and the prevailing background level. NSRs are classified according to the Area Sensitivity Rating (ASR) provided in IND-TM. For planned fixed noise source, it shall comply with 5 dB(A) below the ANL, or the prevailing background noise levels, whichever is lower.



4.3.3 There is no Influencing Factor nearby the application site. The Application Site is located as part of the proposed Tung Chung New Town Development Extension area. Once the area is developed, it will become an urbanized and developed area comprising a mixture of medium- to high-rise residential developments, commercial activities, and other uses. According to the approved EIA of Tung Chung New Town Extension (AEIAR-196/2016), ASR of "B" has already been assigned for the Application Site. It is also understood nearby relevant infrastructures and road works as part of the Tung Chung New Town Extension EIA are already undergoing construction which would be completed by year 2024/ 2025 and ready for use, while the completion year of current Proposed Development is by year 2030. Thus, ASRs "B" is assigned for the Application Site which is depicted in Table 4.1.

Table 4.1	Relevant Noise Standard for Fixed Noise Sources

Area Sensitivity Rating	Criteria in Relevant Time Periods	Acceptable Noise Level (ANL)
в	Day and Evening (07:00 – 23:00)	65 dB(A)
D	Night (23:00 - 07:00)	55 dB(A)

- 4.3.4 The ASR proposed in this EA is intended for noise assessment only. Nothing in the EA shall bind the Noise Control Authority in the context of enforcement against any of the fixed noise sources identified and assessed in the future under the NCO.
- 4.3.5 On-site measurement of background noise levels was conducted on 31st May 2023 at 09:30am (day-time) and on 1st June 2023 at 12:00am (night-time). The location of background noise measurement is shown in **Figure 4.2**. The measurement was using Norsonic Precision Integration Sound Level Meter, which complies with International Electrotechnical Commission Publications 651:1979 (Type 1) and 804:1985 (Type 1). The weather condition was good with calm wind condition (<5m/s) during measurement. The equipment was properly calibrated immediately prior to and following each measurement by a Norsonic AS calibrator. The noise levels before and after measurement agreed to within 1.0 dB. The microphone was oriented 1.2m above ground level to obtain a representative baseline condition of the Application Site. A +3 dB(A) correction factor has been applied to the measured noise levels in order to represent the façade noise levels. The Measured background noise level of LA90 near site boundary line was about 60 dB(A) during day-time and about 50 dB(A) during nighttime. Therefore, the ANL-5 criteria is adopted as the noise criteria for planned fixed noise sources. The background noise level shall be reviewed in the future Noise Impact Assessment of the proposed development, if necessary.

4.4 Identification of Potential Noise Impacts

Fixed Noise Sources

- 4.4.1 The Application Site is vacant, there is currently no particular noisy operation identified within the Application Site. To the west of Applicant Site near the river bank of Tung Chung Stream, a few abandoned containers and stockpiled materials were found near the river bank (**Figure 4.1** refers). Site visit was carried out and no particular operation was observed. It is noted that the concerned location falls within the existing Coastal Protection Area under the OZP, which should be a protected area. Since no particular operation operation or noisy plant was identified, it is not considered further.
- 4.4.2 Within 300m radius from the boundary of the Application Site, the existing Chung Mun Road Sewage Pumping Station is identified as a potential fixed noise source. On the other hand, there are few planned fixed noise source proposed in the Tung Chung New



Town Development Extension EIA, these includes three salt water / sewage pumping stations (TCV-d, TCV-e and TCV-f), the upgraded sewage plant at the Chung Mun Road Sewage Pumping Station (PNS07), as well as a planned public transport interchange (PNS04). The location of fixed noise sources is shown in **Figure 4.1**.

4.4.3 For the planned fixed noise sources located within 300m from the Application Site boundary such as TCV-d, TCV-e, TCV-f, PNS04, and PNS07 construction works have already commenced. It is understood the concerned planned pumping stations under Tung Chung New Town Development Extension project would be completed as early as 2025 and up to 2028. Thus, all these fixed noise sources will be in operation and would be required to serve the Application Site after the completion of current Proposed Development by 2030 or so. Information such as the locations and planned maximum allowable sound power levels for the above-mentioned fixed noise source locations have been directly extracted from the relevant approved EIA studies for noise assessment, which are also provided in **Appendix 4.1**.

Planned Fixed Noise Sources in the Proposed Development

4.4.4 The proposed development includes a proposed transport layby. The said transport layby is located within a semi-enclosed structure inside a podium. Details of design of the transport laybys will only be available in detailed design stage. It is recommended that the exhaust (if any) of the transport layby shall be directed away from nearby noise sensitive receivers as far as possible and be designed in such a way to meet the relevant noise criteria as stipulated in the HKPSG. Other planned fixed noise sources such as chillers and cooling towers (if any) located within the Proposed Development shall fully comply with the noise criteria stipulated in the HKPSG.

4.5 Determination of Noise Sensitive Receivers and Assessment Points

- 4.5.1 The planned residential blocks within the Application Site are noise sensitive receivers (NSRs) of potential fixed noise impact. The proposed residential blocks located closest to the identified fixed noise sources would be worst affected by the noise sources. Therefore, assessment points (APs) on the blocks within Application Site which are located closest to the noise sources are selected for this fixed noise impact assessment as the worst-case scenario.
- 4.5.2 The locations and details of the APs are also provided in **Figure 4.1** and **Appendix 4.1**, respectively.

NSR	Description	No. of Storeys
T4_NSR1	Tower 4	18
T5_NSR1	Tower 5	15
T6_NSR1	Tower 6	18
T7_NSR1	Tower 7	22
T8_NSR1	Tower 8	22
T9_NSR1	Tower 9	22

Table 4.2Assessment Points for Operational Fixed Noise Impact
Assessment

4.6 Assessment Methodology

4.6.1 For the identified fixed noise sources, it has been assumed that all the identified noise sources will be in operation at the same time, which also represents a worst-case scenario. Noise sources are assumed to operate continuously instead of occasional and all noise sources are regarded as point source.



- 4.6.2 To predict the noise level at the future noise sensitive uses at Application Site, the following correction factors have been accounted for:
 - Distance correction: based on the slant distance between the identified noise sources and the AP, the distance correction is projected based on standard acoustical principle for point source;
 - Although it is unlikely that all the identified fixed sources will be in operation simultaneously, to be conservative, it has been assumed that all the identified noise sources are in operation at the same time, which also represents a worstcase scenario. Noise sources are assumed to operate continuously as point source;
 - Façade correction: a +3 dB(A) correction is applied to account for noise reflection from façade;
 - Barrier correction: The barrier attenuation, if any, is calculated based on Path Difference Method. ISO 9613 is applied in the calculation of barrier effect.
 - Tonal Correction: According to the Tung Chung New Town Extension EIA (EIA-196/2016) and Tung Chung Line Extension EIA (EIA-235/2022), +3 dB(A) for tonality is adopted for the planned fixed noise sources. For consistency, +3dB(A) tonality correction is also adopted in this assessment.
- 4.6.3 Corrected Noise Level (CNL) at the APs of the Proposed Development can be calculated by applying the above corrections to the measured SWL of the noise sources in accordance with the following formula:

$$CNL = SWL + C_{dist} + C_{fac} + C_{PD} (if any) + C_{tone}$$

Where,

CNL is the corrected noise level at the Assessment Point in dB(A)

SWL is the sound power level of the industrial plant in dB(A)

 C_{dist} is the distance correction in dB(A) for correcting the noise attenuation between the source and the receiver.

 C_{fac} is façade correction, +3 dB(A).

 C_{PD} is the path difference, if any.

C_{tone} is the tonal correction.

4.7 Prediction and Evaluation of Noise Impacts

Fixed Noise Assessment Results

- 4.7.1 Information based on the assumptions mentioned above and information of noise sources in **Section 4.4**, noise level estimation for the selected APs at the Application Site has been conducted. Details of calculated noise level at NSRs are provided in **Appendix 4.1**.
- 4.7.2 The calculated fixed noise levels at all APs comply with the noise criteria. No adverse fixed noise impact is therefore anticipated at the Application Site.



4.7.3 The predicted fixed noise levels at the APs are summarised in **Table 4.3**. The details are presented in **Appendix 4.1**.

Table 4.3Predicted Day and Evening time Noise Levels at APs for Fixed
Noise Impact Assessment

NSR ID	Noise Criteria, dB(A)	Maximum Predicted Noise Level, dB(A)
T4_NSR1	65	42
T5_NSR1	65	34
T6_NSR1	65	37
T7_NSR1	65	46
T8_NSR1	65	46
T9_NSR1	65	37

Table 4.4Predicted Night-time Noise Levels at APs for Fixed NoiseImpact Assessment

NSR ID	Noise Criteria, dB(A)	Maximum Predicted Noise Level, dB(A)
T4_NSR1	55	42
T5_NSR1	55	34
T6_NSR1	55	37
T7_NSR1	55	46
T8_NSR1	55	46
T9_NSR1	55	37

4.8 Conclusion

4.8.1 Noise impacts due to identified fixed noise sources within 300m radius of the Application Site have been examined. According to the noise assessment results, no adverse fixed noise impact upon the Proposed Development is anticipated. The predicted noise levels at planned NSRs would comply with the HKPSG noise criteria for all the potential planned fixed noise sources in the future.



5. WATER QUALITY IMPACT

5.1 Introduction

5.1.1 This assessment is to identify the potential water quality impact during the construction and operational phase of the Proposed Development in the Application Site. The extent of water quality impact assessment was based on an area within 500m radius from the boundary of the Application Site.

5.2 Assessment Criteria

Water Pollution Control Ordinance

5.2.1 The Water Pollution Control Ordinance (WPCO) provides the major statutory framework for the protection and control of water quality in Hong Kong. According to the Ordinance and its subsidiary legislation, Hong Kong waters are divided into ten Water Control Zones (WCZs). Corresponding statements of Water Quality Objectives (WQOs) are stipulated for different water regimes (marine waters, inland waters, bathing beaches subzones, secondary contact recreation subzones and fish culture subzones) in the WCZ based on their beneficial uses. The Proposed Development is located within North Western WCZ.

Technical Memorandum

5.2.2 Discharge of effluents are subject to control under the WPCO. The "Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters" (TM-DSS) gives guidance on the permissible effluent discharges based on the type of receiving waters (foul sewers, stormwater drains, inland and coastal waters). The limits control the physical, chemical and microbial quality of effluents. Any sewage from the proposed construction and operation activities must comply with the standards for effluents discharged into the foul sewers, inland waters and coastal waters of North Western WCZ, as given in the TM-DSS. Group D discharge standards are considered relevant to the Proposed Development.

Practice Note

- 5.2.3 Various Professional Persons Environmental Consultative Committee Practice Note (ProPECC PN) were issued by the EPD to provide guidelines for handling and disposal of relevant discharges. The ProPECC PN 2/24 "Construction Site Drainage" provides good practice guidelines for dealing with discharge from construction sites. These include surface run-off, groundwater, boring and drilling water, bentonite slurry, water for testing and sterilisation of water retaining structures and water pipes, wastewater from building constructions, acid cleaning, etching and pickling wastewater, and wastewater from site facilities. Practices given in the ProPECC PN 2/24 should be followed as far as possible during construction to minimise the water quality impact due to construction site drainage.
- 5.2.4 The ProPECC PN 1/23 "Drainage Plans subject to Comments by Environmental Protection Department" provides guidelines and practices for handling, treatment and disposal of various effluent discharges to stormwater drains and foul sewers. The design of site drainage and disposal of various site effluents generated within the new development area should follow the relevant guidelines and practices as given in the ProPECC PN 1/23.

5.3 Water Quality Sensitive Receivers

5.3.1 The Tung Chung Bay, Tung Chung Stream and planned stormwater attenuation and treatment ponds within the 500m assessment area are identified as the water quality sensitive receivers (WSRs) for the Proposed Development. Based on approved Outline



Zoning Plan No. S/I-TCV/2 there are two areas zoned as Coastal Protection Area (CPA) and one area zoned as Conservation Area (CA) within the assessment area to the west, north, and southwest of the Application Site, respectively which may be potential WSRs as well. In addition, there are planned stormwater attenuation and treatment ponds nearby but outside the boundary of the Application Site as part of the Tung Chung New Town Development Extension EIA project¹. A section of existing Tung Chung Stream to the further south is also proposed for upgrading into a River Park under the said EIA project. The locations of identified WSRs are indicated and presented in **Figure 5.1**.

5.3.2 The planned stormwater attenuation and treatment ponds and River Park are currently undergoing construction. Thus, during construction of the ponds and the River Park including its establishment period, these locations will form part of a construction site, which is not a WSR. Once the ponds and the River Park have been fully functional later on, it will become a WSR. Please refer to below discussion. As for the River Park, it is located at upstream location of Proposed Development and may only be affected subject to tidal effect, if any.

	WSR of Current Proposed Development?		
Location	Construction Phase	Operation Phase	
Watercourse (Tung Chung Stream)	Yes	Yes	
Tung Chung Bay	Yes	Yes	
Coastal Protection Area (CPA)	Yes	Yes	
Conservation Area (CA)	Yes	Yes	
Stormwater attenuation and	Yes *	Yes	
treatment ponds & River Park			

Table 5.1 Locations of WSRs

Remark: * The planned stormwater attenuation and treatment ponds and River Park are currently undergoing construction, which forms part of a construction site, the construction starts in 2022 and expected to be completed up to 2028. It will be a WSR only if it is fully functional in later stage. Further review is required before commencement of construction of current proposed development to confirm the status of the said ponds and river park.

Table 5.2	Information of WSRs
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WSR	Distance to the Application Site (m)	Description
Tung Chung Stream & River Park	<5m	Existing channelized ditch. Planned River Park for eco-education and recreational uses
Tung Chung Bay	40	Existing bay
Coastal Protection Area (CPA)	-	Existing CPA in close proximity
Conservation Area (CA)	69	Existing CA, mainly woodlands
Stormwater attenuation and treatment ponds	-	Planned ponds and river channel in close proximity



5.4 Water Quality Impact during Construction Phase

5.4.1 The potential source of water quality impacts during the construction phase of the Proposed Development includes general construction activities, construction site surface runoff, accidental spillage and sewage from construction workforce.

General Construction activities

5.4.2 Wastewater generated from construction activities, such as general cleaning, wheel washing, dust suppression, often contains significant concentrations of suspended solid (SS). The potential water quality impacts arising from the discharge of such wastewater can be minimized by implementing construction and site management practices to ensure that litter, fuels, and solvents are prevented from entering public drainage system. It is expected that if the good site practices are followed as far as practicable, the potential water quality impacts associated with construction activities would be minimal.

Construction Site Runoff

5.4.3 Site runoff will be generated from erosion of exposed surfaces, stockpiles and material storage areas. During a rainstorm event, site runoff would wash away the soil particles on unpaved lands and areas with the topsoil exposed. This site runoff is characterised by high concentration of SS. Release of uncontrolled site runoff could lead to increase in SS levels and turbidity in the nearby water environment.

Construction Work near Watercourses

5.4.4 The proximity of construction works to the inland watercourses may pose a risk of polluting the inland water bodies due to the potential release of construction wastes, construction wastewater and site runoff. These typically exhibit high concentrations of SS and elevated pH values. Mitigation measures should be implemented to control the release of construction wastes, construction wastewater and site runoff into the nearby watercourse.

Accidental Spillage

5.4.5 The utilisation, handling and storage of chemicals, including engine oil, lubricants, fuels and solvents, carrying the potential to impact water quality in the event of spillage. Thus, it is imperative to proper handle, store and dispose of chemicals properly to prevent spillage.

Sewage from Construction Workforce

5.4.6 Domestic sewage would be generated from the workforce during construction stage. This should be collected onsite using chemical toilets and be appropriately handled by licensed contractor. No direct discharge of sewage effluent would be allowed.

Mitigation Measures

General Construction Activities and Site Runoff

5.4.7 Appropriate site drainage should be provided on site to collect site runoff and prevent untreated runoff from entering nearby waterbodies. Silt removal facilities such as sedimentation tanks with sufficient capacity should also be provided to treat the collected runoff to appropriate quality before discharge. The site practices outlined in ProPECC PN 2/24 Construction Site Drainage provides good practice guidelines for dealing with various types of discharge from a construction site and should be adopted

as far as practicable to minimise the potential water quality impacts from various construction activities and construction site runoff.

- 5.4.8 Debris and refuse generated on site should be collected, handled and disposed of properly and regularly to avoid entering the nearby waterbodies and public drainage system. Stockpiles of construction materials should be covered and placed on storage platform to avoid contact with storm runoff or construction site runoff. Chemicals and fuels used on site should be kept in designated area(s) with appropriate pollution prevention facilities, such as perimeter bund, separate drainage system and spillage clean up kits.
- 5.4.9 Exposed slope/soil surfaces should be covered by a tarpaulin or similar material during rainstorms to prevent the washing away of construction materials into any drainage system and watercourses. Other measures which area proposed to be implemented before, during, and after rainstorms, as appropriate, are summarised in ProPECC PN 2/24. The surface runoff from construction site as detailed below should also be incorporated into the construction site drainage where practicable as an integral part of good practices.
 - Surface runoff from construction sites should be discharged into storm drains via adequately designed sand / silt removal facilities such as sand traps, silt traps and sediment basins. Channels or earth bunds, or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Perimeter channels at site boundaries should be provided where necessary.
 - Silt removal Facilities, channels and manholes should be maintained, and the deposited silt and grit should be removed regularly.
 - Construction work should be programmed to minimise soil excavation works in rainy seasons as far as practicable. If excavation in soil could not be avoided, temporarily exposed slope surfaces should be covered, and temporary access roads should be protected by crushed stone or gravel, as excavation proceeds.
 - Earthworks final surfaces should be well compacted, and the subsequent permanent work or surface protection should be carried out as soon as possible after the final surfaces are formed.
 - Measures should be taken to minimise the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they should be dug and backfilled in short sections. Rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities.
 - Open stockpiles of construction materials (e.g. aggregates, sand and fill materials) on sites should be covered with tarpaulin or similar fabric. Measures should be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.
 - Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm runoff from getting into foul sewers.
 - Precautions should be taken at any time of year when rainstorms are likely; actions should be taken when rainstorms are imminent or forecasted, and during or after rainstorms.

Construction Works at and near Watercourse

5.4.10 In the case of construction works located near natural watercourse, in order to minimise the potential water quality impacts the Contractor should follow the practices outlined



in the ETWB TCW No. 5/2005 "Protection of natural streams/rivers from adverse impacts arising from construction works" where applicable. Some of the relevant mitigation measures are listed below:

- The proposed works should preferably be scheduled during dry season as far as practicable where the flow in the watercourse is low;
- Temporary storage of materials (e.g. equipment, filling materials, chemicals and fuel) and temporary stockpile of construction materials should be located well away from any waterbodies during carrying out of the construction works;
- Stockpiling of construction materials and dusty materials should be covered and located away from any watercourses;
- Construction debris and spoil should be covered up and/or disposed of as soon as possible to avoid being washed into the nearby watercourses;
- Mitigation measures to control site run-off from entering the nearby water environment should be implemented to minimize water quality impacts;
- Surface channels should be provided along the edge of the waterfront within the work sites to intercept the run-off;
- Perimeter intercepting drains should be provided along the construction site boundary abutting the watercourse and the coastal protection area in order to collect and treat any surface runoff. Direct discharge without treatment into the watercourse should not be avoided;
- Construction effluent, site run-off and sewage should be properly collected and/or treated;
- Proper lateral support may need to be erected in order to prevent soil/mud from slipping into the nearby waterbodies;
- Any effluent discharge should be pre-treated to comply with the WPCO requirement and it should be sited away from natural section of watercourse; and
- Contractor(s) should be required to prepare and implement a construction site drainage management plan for the approval of the residents engineer (RE) and the discharge should comply with relevant requirements in the effluent discharge licence to be issued under the WPCO.

Accidental Spillage

- 5.4.11 Oils and fuels should only be used and stored in designated areas which have pollution prevention facilities. All fuel tanks and storage areas should be sited on sealed areas in order to prevent spillage of fuels and solvents to nearby watercourses and coastal water. All waste oils and fuels should be collected in designated tanks prior to disposal.
- 5.4.12 Drainage serving on open oil filling point should be connected to storm drains via a petrol interceptor with peak storm bypass.

Sewage from Construction Workforce

5.4.13 Temporary sanitary facilities, such as sufficient chemical toilets, should be employed in the works areas. The toilet facilities should be away from any watercourses. A licensed contractor would be responsible for cleaning and maintenance of the chemical toilets on a regular basis. The number of the temporary sanitary facilities required for the construction sites would be subject to later detailed design, the capacity of the chemical toilets, and contractor's site practices.



5.4.14 Notices should be posted at conspicuous locations to remind the workers not to discharge any sewage or wastewater into the nearby environment. Regular environmental audit on the construction site would be conducted in order to provide an effective control of any malpractices and achieve continual improvement of environmental performance on site.

5.5 Water Quality Impact during Operation Phase

Source of Wastewater

- 5.5.1 Currently, the Application Site is mostly vacant land and partially paved for private cars parking uses. Surface runoff within the area is discharged by means of overland flow into nearby watercourse without and any treatment.
- 5.5.2 During operation stage of the Proposed Development, potential water quality impact would be the discharge of wastewater from domestic and commercial activities as well as surface runoff during rainfall events which is known as non-point source of pollution.

Evaluation of Water Quality Impact Due to Sewage Discharge

5.5.3 During operation, sewage generated from the Proposed Development will be collected and conveyed to the nearby public sewerage system via proposed sewer. According to the sewerage impact assessment (SIA) prepared by others, the estimated total Average Dry Weather Flow (ADWF) from the Application Site is about 1,712 m³/day which is based on a population of about 5,572. Sewage from the proposed development will be discharged to terminal manhole at Yu Tung Road, which is then conveyed to the Chung Mun Road Sewage Pumping Station, and then via Tung Chung Valley East SPS, Tung Chung SPS, be conveyed to the ultimate Siu Ho Wan Sewage Treatment Works for treatment. There is enough capacity at the public sewerage network to cater for the sewage discharge from the proposed development. As raw sewage will be discharged into public sewerage system, there should be no particular water pollution concern.

Evaluation of Water Quality Impact Due to Stormwater Discharge

- 5.5.4 Proper stormwater drainage system will be provided for the Proposed Development to properly collect stormwater runoff, and discharge through screening facilities. The Application Site falls within the boundary of government's planned Tung Chung New Town Extension Development Project. The Application Site is already planned for residential development under the government's planning intension, thus the current Proposed Development is to materialize such planned land use. Various infrastructure facilities including public drainage system and stormwater attenuation ponds have already been planned by the government, which are now undergoing construction and planned for completion by phases up to 2028 or so, while the Proposed Development would also be completed by year 2030 or so. By the time of operation of the Proposed Development, surface runoff generated by the Proposed Development would be discharged into public drainage system.
- 5.5.5 Proper drainage system will be provided along the site boundary of Proposed Development and the discharge according to government's drainage facilities. The stormwater runoff within the Application Site would be collected and treated by standard screening facilities before discharging. As discharge will be through degritting / screening facilities, there will be no direct discharge of untreated stormwater runoff into nearby WSRs. As pollutants contributed by non-point source are often bound or adsorbed onto particles, an effective stormwater management system will be the removal of pollution sources prior to rainstorm and the provision of degritting/ screening facilities that collect debris or sediment. It is recommended that regular cleaning and sweeping of road surface/ open areas as well as prior to occurrence of rainstorm should



be carried out to minimize exposure of pollutants to stormwater. As for landscaping area, it is recommended that fertilizers will only be applied when needed e.g. in early Spring and in late summer and to avoid major rainy season. Slow-release type fertilizers should be selected as far as possible and over dosage should be avoided.

5.5.6 Details of the drainage system will only be available in detailed design stage. It is recommended that the drainage system of the development should be designed in such a way that stormwater runoff should be collected and directed towards the site drainage system as far as possible; screening facilities such as standard gully grating and trash grille, with spacing which is capable of screening off large substances such as fallen leaves and rubbish should be provided at the inlet of drainage system/ discharge points. It is expected that most of the large substances in stormwater runoff would be removed with such devices so as to prevent it from entering the drainage system; road gullies with standard design and petrol interceptors should be incorporated during the detailed design to remove particles and grease present in stormwater runoff; and drainage outlet of any covered car park should be connected to foul sewers via petrol interceptors or similar facilities in accordance with EPD's ProPECC Practice Note PN 1/23. Any effluent discharge should be pre-treated to comply with the WPCO requirement and it should be sited away from natural section of watercourse.

Evaluation of Water Quality Impact Due to Clubhouse and Swimming Pools

- 5.5.7 Clubhouse, retails, and swimming pool are proposed in the podium of the residential tower. The drainage design of the clubhouse, retails, and swimming pool will follow the ProPECC PN 1/23 requirements as well, and the wastewater generated from the relevant activities will be strictly controlled and treated to prevent leakage to the nearby waterbodies. Any effluent discharge should be pre-treated to comply with the WPCO requirement and it should be sited away from natural section of watercourse. According to the ProPECC PN 1/23, swimming pool backwash should be discharged to foul sewers.
- 5.5.8 With the proposed drainage system and recommended pollution control measures in place, no adverse water quality impact is anticipated during the operation phase of the Proposed Development.



6. WASTE MANAGEMENT

6.1 Introduction

6.1.1 This section reviews the types and quantities of potential sources of waste that will arise during the construction and operation of the proposed development. Potential environmental impacts associated with the handling and disposal of waste have been identified. Options for avoidance, minimization, reuse, recycling, treatment, storage, collection, transport and disposal of such wastes are examined.

6.2 Environmental Legislation, Policies, Standards and Criteria and other Relevant Guidelines

- 6.2.1 There are various types of waste which may arise during construction works. The various types of waste may require a different approach for management according to their specific characteristics. The regulations and requirements regarding waste management (collection, storage, transfer and disposal) of the various waste streams are summarised below.
- 6.2.2 The principal legislation controlling waste materials in Hong Kong which are relevant to this proposed development are:
 - Waste Disposal Ordinance (WDO) (Cap. 354);
 - Waste Disposal (Chemical Waste) (General) Regulation; and
 - Waste Disposal (Charges for Disposal of Construction Waste) Regulation.
- 6.2.3 Other key relevant guidelines published by various Government Departments and Bureaux include:
 - Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes;
 - Works Branch Technical Circular No. 2/93 "Public Dumps"; and
 - PNAP No. 243 (ADV-19) "Construction and Demolition Waste"

6.3 Identification and Evaluation of Potential Impacts

Construction Phase

- 6.3.1 Construction of proposed development would involve site clearance, site formation and excavation, foundation and piling works, as well as superstructure building construction works. The construction activities to be carried out for the proposed development would generate a variety of wastes that can be divided into distinct categories based on their composition and ultimate method of disposal. The identified waste types include:
 - Construction and demolition (C&D) materials (including site clearance waste);
 - General refuse; and
 - Chemical wastes.
- 6.3.2 The nature of each type of waste arising is described in the following sections, together with an evaluation of the potential environmental impacts associated with these wastes.
- 6.3.3 The general waste management strategy is to avoid waste generation in the first place. If that is unavoidable, source reduction and segregation should be exercised as far as practicable and at the same time, recycling and reuse should be adopted to salvage as much as possible all the recyclable and reusable materials.
- 6.3.4 The following paragraphs provide a general waste management approach as well as good practices for waste management.



Construction and Demolition (C&D) Materials

- 6.3.5 C&D materials are categorized to "inert C&D materials" and "non-inert C&D materials". C&D materials that are wholly inert, namely public fill, should not be disposed of to landfill, but taken to public fill reception facilities, which usually form part of reclamation schemes. The Land (Miscellaneous Provisions) Ordinance requires that dumping licences be obtained by 'individuals or companies who deliver public fill to public fill reception facilities. The Civil Engineering & Development Department (CEDD) issues the licences under delegated powers from the Director of Lands. The contractor should be advised to follow the "Construction and Demolition Waste" in PNAP ADV-19, published by Buildings Department, including adoption of a trip ticket system for disposal of C&D materials.
- 6.3.6 Clearance of vegetation and temporary building structures comprising concrete, steel etc is required. Clearance and demolition would also generate inert and non-inert C&D materials. Inert C&D materials would be delivered off-site for reuse in other construction contractors or to designated public fill reception facilities.
- 6.3.7 Under the Waste Disposal (Charges for Disposal of Construction Waste) Regulation, enacted in January 2006, construction waste delivered to a landfill for disposal must not contain more than 50% by weight of inert material. Construction waste delivered to a sorting facility for disposal must contain more than 50% by weight of inert material, and construction waste delivered to a public fill reception facilities for disposal must consist entirely of inert material.
- 6.3.8 Inert C&D materials would be delivered off-site for reuse in other construction contractors or to designated public fill reception facilities, or it can be reused as fill materials on site. The Contractor should timely notify the estimated volumes of excavated materials to be generated and make agreement with the PFC on the handling of the inert C&D materials. Inert C&D materials should be segregated from other wastes to avoid contamination and to ensure acceptability at public fill reception facilities and other construction sites. All inert C&D materials will need to be carefully stockpiled if it cannot be removed directly to avoid dust and other nuisance impacts. The inert C&D materials to be delivered to public fill reception facilities shall be materials consisting of soil, concrete, etc. The materials shall be free from plastics, chemical waste, industrial metals and other materials that are considered as C&D materials. A designated temporary storage area of inert C&D materials shall be provided on site.
- 6.3.9 Non-inert C&D materials comprise materials including mixture of topsoil and dead vegetative materials, timber, glass, steel and plastics, etc. arising from construction and demolition that are not suitable for backfilling. Non-inert C&D materials would be segregated on site to facilitate recycling as far as possible by designating specific areas/bins for the temporary storage of the segregated material. On the other hand, it should explore other disposal method such as the timber and woody materials to the Yard Waste Recycling Centre in Y-Park for recycling prior to disposal at the designated landfill site, to minimise the quantity sent to landfill disposal.

6.3.10 The Contractor should separate non-inert C&D materials from inert C&D materials onsite. All segregated recyclable materials (e.g. metal) should be collected by reputable licensed recyclers. The remaining non-inert C&D materials should be disposed of at designated landfill by dump trucks.

Туре	Total Quantity Generated (m ³)	Disposal Method
Site Clearance	~13,185*	Recyclable non-inert C&D materials such as tree trunks and woody materials will be sent to Yard Waste Recycling Centre in Y-Park subject to availability and/or at landfill. Other non-inert C&D materials such as general refuse that cannot be reused or recycled will be disposed of at landfill.
		Inert C&D materials to be reused as fill materials on site as far as practicable and any surplus amount to be sent to public fill reception facilities for reuse, e.g. in Tuen Mun Area 38 or designated location assigned by government.
Site formation & filling, etc.	~58,000	Inert C&D materials will be reused on-site as fill material where practicable. Any surplus inert C&D materials to be sent to public fill reception facilities for reuse in Tuen Mun Area 38 or designated location assigned by government.
Building construction	~7,829**	Inert C&D materials to be sent to public fill reception facilities for reuse in Tuen Mun Area 38 or designated location assigned by government. C&D materials that cannot be reused or recycled, to be sent to landfill as last resort.

Table 6.1Estimated Quantities of C&D Materials to be Generated

Remarks:

The above figures and disposal route are estimation only. The exact amount to be generated and disposal method will be subject later detailed design stage.

* Based on estimation of removal of top 300mm. Exact volume is subject to detailed design stage.

** Estimated based on the generation rate of $0.1m^3$ per $1m^2$ of Gross Floor Area (GFA). The GFA of the Proposed Development is ~78,292m². The waste generated due to construction of building structures is estimated based on the generation rate of $0.1m^3$ per $1m^2$ of GFA (similar waste generation rate was also adopted in the approved EIA Report in the "Agreement No. CE61/2007 (CE), North East New Territories New development Area Planning and Engineering Study – Investigation", Section 7.5.1.2).

General Refuse

- 6.3.11 Throughout the construction stage, the workforce would generate general refuse comprising food scraps, wastepaper, empty containers, etc. It has been estimated that the quantity of general refuse to be generated by the construction workforce is about 162.5 kg/ day, which is based on a general refuse generation rate of about 0.65 kg per worker per day and an assumed 250 workers on-site. The exact number of construction workers and quantity of general refuse to be generated will be subject to later detailed design stage. The following general waste management practices are proposed to minimise the amount of general refuse generated during construction phase.
- 6.3.12 Release of general refuse into the nearby storm drain should not be permitted. Effective collection of site wastes would be required to prevent waste materials being blown around by wind, flushed or leached into the surrounding environment.



- 6.3.13 Recyclable materials (i.e. paper, plastic bottles and aluminium cans) should be separated from other materials for recycling, in order to reduce the amount of general refuse to be disposed of at landfill. Adequate number of enclosed waste containers should be provided to avoid over-spillage of waste. The non-recyclable refuse should be placed in bags, stored in enclosed containers, and disposed of at designated landfill on a daily basis.
- 6.3.14 With the implementation of the recommended waste management practices on site, adverse environmental impacts would not arise from the storage, handling and transportation of general refuse.

<u>Chemical Waste</u>

- 6.3.15 The maintenance and servicing of construction plant and equipment may generate chemical wastes such as cleaning fluids, solvents, lubrication oil and fuel. Maintenance of vehicles may also involve the use of a variety of chemicals, oil and lubricants. It is recommended that Contractor(s) should avoid undertaking maintenance works of construction plants on-site as far as practicable, thus minimizing the potential of chemical waste generation. In case chemical waste is generated, it is estimated to be in the order of a few cubic metres per month or so. Nonetheless, proper handling of chemical waste is proposed to minimise the adverse impact from chemical waste. For instance, the Contractor will be required to register with the EPD as a Chemical Waste Producer and to follow the requirements stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Chemical waste should be collected by a licensed collector and to be disposed of at a licensed chemical waste treatment and disposal facility.
- 6.3.16 Provided that the handling, storage and disposal of chemical wastes are in accordance with these requirements, adverse environmental impacts are not expected.
- 6.3.17 With the implementation of aforementioned good practices and appropriate mitigation measures, no adverse waste management impact is envisaged.

Operation phase

- 6.3.18 It is anticipated that general refuse will be generated during operation of the proposed development. General refuse will be generated by residents during the operation of the proposed development.
- 6.3.19 With the domestic nature and scale of development, the amount of general refuse to be generated during operation phase is estimated to be about 5.2 tons/day, which is based on a per capita waste disposal rate at 0.93 kg/person/day in 2022 and a population of about 5,572. Standard refuse handling approach that is widely adopted in other residential development sites that is required by the government e.g. provision of refuse collection and storage facility as required under the Buildings Ordinance, will be adopted for the provision of facility for handling and disposal of collected waste. Refuse should be properly collected and stored at a designated location, and collection of waste will be arranged by a licensed contractor on regular basis. Other measures for instance, set up of recycling bins and recycling point shall be adopted to encourage segregation and recycling of aluminium and plastic wastes, and wastepaper in order to reduce general refuse generation. Subject to detailed design stage, the proposed development will consider feasibility of other appropriate recycling means for food waste, e.g. delivering food waste generated to Organic Resource Recovery Centre (ORRC) or installation of food waste recycling machines for composing treatment, etc.



7. LAND CONTAMINATION

7.1 Potential Land Contamination Due to Historical Land Uses

- 7.1.1 A review on site history and identification of potential land contamination due to historic and current land use, has been carried out. It is noted that the whole Application Site has already been covered in a land contamination assessment including review of historical land use and past aerial photos in the approved Tung Chung New Town Extension EIA (AEIAR-196/2016).
- 7.1.2 According to the findings in the said EIA⁴, it is noted that one location at the Application Site was previously identified as temporary structures (office and fuel drums storage) in the past (i.e. location the site TC-4 in the above-mentioned EIA study). The location of the above-mentioned identified location is also shown in **Appendix 7.1** of this EA report.
- 7.1.3 According to the historical aerial photos from the approved EIA (AEIAR-196/2016), the site TC-4 was a vacant land before 2004, and the above-mentioned temporary structure was then identified in 2004. The historic aerial photos of the site TC-4 are shown in Appendix 7.1. More recent aerial photo taken in year 2022 covering the Application Site (Appendix 7.1, refers) has also been reviewed which shows that the Application Site is mainly vacant with no particular use except an existing car parking use at the southern portion of the Application Site, and the concerned temporary structure identified in the EIA study has already been removed following the establishment of a private cars parking area. There are also other adjacent construction activities under the government proposed Tung Chung New Town Development Project. Field visit was also conducted in May 2023 and August 2024, site photos have been provided in **Appendix 7.1**. Site photo 01 showed that the southern portion of the Application Site was partially paved and used as private car parking space. An area fenced with green canvas is shown in site photo 04, it was an inaccessible private land. Based on on-site observation, the area was for car parking purpose only and no vehicle repairing/ refueling/ maintenance activities was found. A blue-black container is observed in the area shown in photo 05, it was empty and there was no oil/ chemical stain observed on the ground. No trace of land contamination was identified, and no such temporary structure identified in the EIA stage, was found on-site during the visit.
- 7.1.4 Although the temporary structure has been removed by now, the potential land contamination issues caused by the fuel drums storage in the past cannot be ruled out. In the said EIA, a further land contamination review to identify whether there is any land contamination issue at the identified location within the Application Site before commencement of development, was proposed. As the concerned location is currently occupied, further liaison with relevant department / parties will be carried out by the Project Proponent of this planning application during later detailed design stage and prior to commencement of any construction for the proposed development to determine the need of detailed land contamination review and ground investigation, where required.

⁽https://www.epd.gov.hk/eia/register/report/eiareport/eia_2332015/html/EIA/Text/General/Combined_html%20v ersion.htm).



⁴ Approved Tung Chung New Town Extension Development EIA (EIA-233/2015), section 8.2.3, figure 8-4, and Appendix 8.1

8. OVERALL CONCLUSION

- 8.1.1 The Application Site has been designated for residential use under the current OZP. The Applicant proposes to rezone the site from "R(C)2" to "R(B)" to facilitate a proposed development with a domestic plot ratio of 2.1 together with a covered transport layby and some local commercial facilities. To assess the environmental impact of the Proposed Development, traffic noise impact assessment, fixed noise assessment, and vehicular emission impact assessment have been conducted.
- 8.1.2 Appropriate precautionary measures (e.g. setback of the proposed buildings from the site boundaries, baffle type acoustic windows, baffle type acoustic balcony, fixed glazing/ blank facade, maintenance windows, and utility platform with self-close door) have been incorporated in the layout to alleviate potential noise impacts due to road traffic noise as well as fixed noise sources. With these measures, the Proposed Development will not be subject to unacceptable traffic noise impact, and 100% traffic noise compliance rate can be achieved. A noise impact assessment (NIA) should be prepared in later detailed design stage by the future developer and update relevant proposed noise mitigation measures to comply with the relevant noise criteria of HKPSG.
- 8.1.3 For air quality impact, no adverse vehicular emission impact from the nearby roads is anticipated. Sewage generated from the proposed development will be conveyed to an existing public SPS outside Application Site via a proposed sewer. With adequate buffer distance from the public SPS, no odour impact upon the Proposed Development is anticipated. With mitigation measures, such as peripheral setback from the site boundaries and provision of adequate buffer distances, incorporated into the design of the development, no adverse air quality impact to the proposed development is anticipated.
- 8.1.4 For water quality impact, sewerage and drainage impact assessments have been conducted and reported in separate reports. Proper sewerage and drainage systems are proposed so that the Proposed Development will be connected to public sewerage system during operation. The Proposed Development is to provide with a proper stormwater drainage system and screen facilities to properly treat surface runoff. Best management practices have been proposed which should be implemented as well. No adverse water quality impact due to the Proposed Development is anticipated.
- 8.1.5 For waste management, with the implementation of good construction site practices and appropriate mitigation measures, the generation of wastes from the Proposed Development could be minimised. General refuse will be generated during operation phase. Standard approach adopted in other similar residential development sites such as provision of refuse collection and storage facility as required under the Buildings Ordinance, regular collection of refuse by contractor with the waste collection licence under the Waste Disposal Ordinance (Cap.354), and set up of recycling bins and recycling point that is widely adopted in other parts of Hong Kong will be adopted for the handling and disposal of domestic waste with proper refuse collection point. No adverse waste management impact is envisaged during the construction and operation of the Proposed Development.
- 8.1.6 For land contamination, the Application Site is partially vacant, the southern portion of the Site was paved and used as private car parking space. According to the land contamination review conducted by the approved EIA (AEIAR-196/2016), there was a potential land contamination issue due to a previous fuel drum storage in the past. Detailed land contamination review and ground investigation would be required in later detailed design stage to assess the potential land contamination impact when full access is available.



8.1.7 To this end, it can be concluded that the Proposed Development is considered sustainable in environmental terms.



Figures









B A A A A A A A A A A A A A A A A A A A	
C ⁴ R, BR, BR, BR, BR, BR, BR, BR, B	
	ERTH BRAZ
Application Site Boundary	5m 10m
Figure: 1.3a Title: Typical Indicative Layout Plan of the Residential Towers (Tower 1)	RAMBOLLDrawn by:ECChecked by:HN
Project: Proposed Amendments to the Tung Chung Valley Outline Zoning Plan to Rezone "Residential (Group C)2" Zone to "Residential (Group B)" Zone in Support of Private Residential Development at Various Lots in D.D. 1 TC and Adjoining Government Land, Tung Chung, Lantau Island	 Rev.: 2.9 Date: Aug 2024

Legend 0m 5m 10m
Application Site Boundary
Figure: 1.3b
Application Site Boundary Sin Ioin Figure: 1.3b RAMBOLL Title: Typical Indicative Layout Plan of the Residential Towars (Towar 2) Drawn here: 50
Application Site Boundary Sin Ioin Figure: 1.3b RAMBCLL Title: Typical Indicative Layout Plan of the Residential Towers (Tower 2) Drawn by: EC
Application Site Boundary Site Boundary Figure: 1.3b RAMBCLL Title: Typical Indicative Layout Plan of the Residential Towers (Tower 2) Drawn by: EC Checked by: HN
Application Site Boundary Sin Total Figure: 1.3b RAMB&/LL Title: Typical Indicative Layout Plan of the Residential Towers (Tower 2) Drawn by: EC Checked by: HN Project: Proposed Amendments to the Tung Chung Valley Outline Zoning Plan to Rezone "Residential (Group C)2" Zone to "Residential (Group B)" Zone in Support of Private Previous Previous Part of Division Plants and the Division Plan
















Q:\Projects\SHKTCWS9E100\04 Deliverables\01 EA Report\01 Figures\R9119_v3.0\Source\Figure 2.1 Buffer Distance between Application Site and nearby Road Network.dwg



Q:\Projects\SHKTCWS9E100\04 Deliverables\01 EA Report\01 Figures\R9119_v2.9\Source\Figure 2.2 Reprentative Air Sensitive Receivers for Air Quality Impact Assessment (Construction Phase).dwg



Q:\Projects\SHKTCWS9E100\04 Deliverables\01 EA Report\01 Figures\R9119_v2.9\Source\Figure 2.2 Reprentative Air Sensitive Receivers for Air Quality Impact Assessment (Construction Phase).dwg



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Q:\Projects\SHKTCWS9EI00\04 Deliverables\01 EA Report\01 Figures\R9119_v2.9\Source\Figure 2.2 Reprentative Air Sensitive Receivers for Air Quality Impact Assessment (Construction Phase).dwg



Q:\Projects\SHKTCWS9E100\04 Deliverables\01 EA Report\01 Figures\R9119_v3.0\Source\Figure 2.3 Separation Distance between Chung Mun Road Sewage Pumping Station and the nearest Air-sensitive Use of the Pro



Q:\Projects\SHKTCWS9EI00\04 Deliverables\01 EA Report\01 Figures\R9119_v3.0\Source\Figure 2.4 Separation Distance between Tung Chung Hau Wong Temple and nearest Air-sensitive Uses of the Proposed Develo



Q:\Projects\SHKTCWS9EI00\04 Deliverables\01 EA Report\01 Figures\R9119_v2.9\Source\Figure 3.1 Traffic Noise Impact Assessment Area.dwg



































Q:\Projects\SHKTCWS9EI00\04 Deliverables\01 EA Report\01 Figures\R9119_v2.9\Source\Figure 3.4 Location of Noise Barriers and Low Noise Road Surfaces.dwg



Q: Projects SHKTCWS9EI00/04 Deliverables 101 EA Report 101 Figures R9119_v2.9 Source Figure 4.1 Location of Identified Industrial Noise Sources and Representative Assessment Points for Industrial Noise



Q:\Projects\SHKTCWS9EI00\04 Deliverables\01 EA Report\01 Figures\R9119_v2.9\Source\Figure 4.2 Background Noise Measurement Location.dwg



Q:\Projects\SHKTCWS9EI00\04 Deliverables\01 EA Report\01 Figures\R9119_v2.9\Source\Figure 5.1 Location of Water Sensitive Receivers.dwg

Appendix 1.1 Master Layout Plan





MASTER LAYOUT PLAN

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TUNG CHUNG VALLEY OUTLINE ZONING PLAN TO REZONE "RESIDENTIAL (GROUP C) 2" TO "RESIDENTIAL (GROUP B)" ZONE IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 1 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG, LANTAU ISLAND.

ARCHITECTS & ENGINEERS LTD. OCTOBER 2024 (1:1500 A3)










22 RES. FL.









Appendix 2.1 Reply from ECD of EPD



Henry Ng

From: Subject: hng@ramboll.com RE: Tung Chung West Proposed Residential Development - Enquiry on Odour Complaint

From: chowingwong@epd.gov.hk <chowingwong@epd.gov.hk>
Sent: Thursday, August 22, 2024 2:53 PM
To: Henry Ng <hng@ramboll.com>
Subject: RE: Tung Chung West Proposed Residential Development - Enquiry on Odour Complaint

Dear Henry,

I refer to your emails below, requesting any odour or air quality complaint received with respect to Tung Chung Hau Wong Temple and the project site in your attached figure. Please note that we do not have related complaints over the past three years. You are also reminded that this information may not be exhaustive and you may also consider carrying out your assessment on air, if necessary.

Many thanks.

Regards, Fiona WONG RSG / EPD Remark: existing car parking use on-site would be phased out upon the proposed development.

Henry Ng

From: Subject: hng@ramboll.com RE: Tung Chung West Proposed Residential Development - Enquiry on Odour Complaint

From: chowingwong@epd.gov.hk <chowingwong@epd.gov.hk>
Sent: Friday, August 23, 2024 2:24 PM
To: Henry Ng <hng@ramboll.com>
Subject: RE: Tung Chung West Proposed Residential Development - Enquiry on Odour Complaint

Dear Henry,

There was <u>no received complaint due to the adjacent Chung Mun Road Sewage Pumping Station</u> <u>over the past three years</u>. However, it is worthy to note that due to the current land usage of car park at the south tip of project site, there was a complaint received in 2022 regarding the dust nuisance and vehicles exhaust emission from car parking activities. Upon our investigation, no air nuisance was spotted during the inspection.

Should there be any questions, please feel free to contact me. Many thanks.

Regards, Fiona WONG RSG / EPD Tel: 2187 3956

Appendix 3.1

Traffic Forecast Data



	Year 2045 Traffic	Forecast for Noi	ise Assessment (Pro	posed Case)		
Dood ID	Dood Nama	Direction	2045 Traffic	Flow (veh/hr)	Heavy Vehicle	s Percentage (1)
RUau ID	Road Name	Direction	AM	PM	AM	PM
1	Yu Tung Road	WB	735	735	27%	23%
2	Yu Tung Road	EB	1020	705	29%	28%
3	Chung Mun Road	SB	425	420	17%	17%
4	Chung Mun Road	NB	670	385	25%	25%
5	Chung Mun Road	WB	240	310	10%	10%
6	Chung Mun Road	EB	475	270	19%	26%
7	Road L29	SB	180	270	10%	10%
8	Road L29	NB	395	240	21%	28%
9	Road L24	SB	55	55	10%	10%
10	Road L24	NB	55	55	10%	10%
11	Chung Mun Road	WB	140	55	32%	18%
12	Chung Mun Road	EB	140	55	20%	52%
13	Road L22	SB	55	55	10%	10%
14	Road L22	NB	55	55	10%	10%
15	Road L30	WB	100	140	10%	10%
16	Road L30	EB	175	125	10%	11%
17	Tung Chung Road	SB	315	330	40%	30%
18	Tung Chung Road	NB	370	325	21%	18%
19	Tung Chung Road	SB	405	495	34%	22%
20	Tung Chung Road	NB	540	405	18%	16%
21	Chung Mun Road	SB	375	365	14%	16%
22	Chung Mun Road	NB	610	330	22%	25%
23	Access Road to Mun Tung Estate	WB	55	55	48%	29%
24	Access Road to Mun Tung Estate	EB	55	55	38%	23%
R1	Yu Tung Rd / Chung Mun Rd Roundabout	SB	740	735	27%	23%
R2	Yu Tung Rd / Chung Mun Rd Roundabout	NB	980	710	30%	28%
R3	Yu Tung Rd / Chung Mun Rd Roundabout	SB	1020	705	29%	28%
R4	Yu Tung Rd / Chung Mun Rd Roundabout	NB	1020	705	29%	28%

Section 12A Planning Application for Tung Chung West Study

(1) Heavy vehicles - all vehicles with an unladen weight exceeding 1525kg



Appendix 3.2

Unmitigated and Mitigated Road Traffic Noise Impact Assessment Result



Floor NSR ml	PD Noise Criteria, dB(A)	NSR01	NSR02	NSR03	NSR04	NSR05	NSR06	NSR07	NSR08	NSR09	NSR10	NSR11	NSR12	NSR13	NSR14	NSR15	NSR16	NSR17	NSR18	NSR19 N	NSR20	NSR21	NSR22	NSR23 N	ISR24 NS	SR25 NS	R26 NSF	27 NSR28	NSR29]											
1 18.0	70	44	63	63	62	64	64	64	64	64	64	64	64	64	64	64	62	58	57	51	51	50	49	49	48	48	47 4	7 47	46												
2 21.3	70	44	63	63	62	64	64	64	64	64	64	64	64	64	64	64	62	58	57	51	51	50	50	49	48	48	47 4	7 47	46												
4 27.8	70	44	63	63	62	64	64	64	64	64	64	64	64	64	64	64	62	58	57	52	51	50	50	49	40	40	47 4	7 47	40												
5 31.0	70	44	63	63	62	64	64	64	64	64	64	64	64	64	64	64	62	58	57	52	51	50	50	49	49	48	48 4	8 48	46												
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1 18.0	70	52	63	63	63	64	64	64	64	64	64	63	64	64	63	61	44	44	44	45	45	46	46	46	46	47	17 4	7 47	47	-											
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4 27.8	70	50	51	51	35	52	52	52	53	53	54	57	58	59	60	61	49	49	49	49	49	49	49	50	50	50	50 5	0 50	49												
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7 37.6	70	50	51	51	35	52	52	52	53	53	54	57	57	58	59	60	49	49	49	49	49	49	49	49	49	50	50 51) 50	49	1											
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T5 Floor NSP mP	D Noise Criteria dB(A)	NSP01	NSD02	NSDU3	NISP04	NSDOE	NSDUE	NISP07			NSD10	NICD11 N	10012			JSD15	15016	NSD17			1 000	10021	ISD33 N	15D33 M	SDJ NG	2025 NS	DOG NISD	27 105028	NSD20		15D31 N	12033	CD33 M	ISD34 NS	2D32 MS	D36 NSD	37 NCD	38 NICD30		NSD/1	NISDAD NIS
FIOOI NSKTIF	D Noise cintena, db(A)	NSKUT	NSRU2	INSKUS	NJR04	NJKUJ	NJKUU	NJRU7	NJKUO	INSRU9	IN NO		NSK12		V3R14 I	VSK15 I	USK TO T	NOR I/ I	VSK IO	131(17)	ISK2U I	VSR21 IV	135.22 11	13823 11	38.24 193	5425 145	120 1131	27 113520	NJR29	NSK3U I	13131 1	13132 11	5835 143	3834 113	50 1051	1130 1130	.57 N.SR.	30 113837	1131(40	113641	113842 113
01 18.0	70	62	62	63	63	63	62	62	61	62	61	61	60	59	58	58	58	57	57	57	56	56	55	55	60 6	60 5	9 59	53	59	59	59	59	58	58 5	57 5	57 56	5 54	53	53	53	52
03 24.6	70	62	62	62	62	62	62	62	61	61	61	61	60	59	58	58	58	57	57	57	56	56	55	55	60 5	59 5	9 59	53	59	59	59	59	58	58 !	57 5	56 55	5 54	4 53	53	52	52
04 27.8	70	62	62	62	62	62	62	61	61	61	61	61	60	60	59	58	58	58	57	57	56	56	55	55	60 5	59 5	9 59	53	59	59	59	59	58	58 5	57 5	56 55	5 54	53	53	52	52
06 34.3	70	61	62	62	62	62	61	61	61	61	61	60	60	59	59	58	58	58	57	57	56	56	55	55	59 5	59 5 59 5	9 59	53	59	59	59	59	58	58 !	57 5	56 55	5 54	4 53	52	52	52 52
07 37.6	70	61	62	62	62	61	61	61	61	61	61	60	60	59	59	58	58	58	57	57	56	56	55	55	59 5	59 5	9 59	53	58	59	59	59	58	58 5	57 5	56 55	5 54	53	52	52	52 !
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10 47.3	70	61	61	61	61	61	61	61	60	61	60	60	60	59	59	58	58	58	57	57	56	56	55	55	59 5	59 5	9 59	52	58	59	59	58	58	58 5	57 5	6 55	53	52	52	52	52 5
12 53.8	70	61	61	61	61	61	61	60	60	60	60	60	60	59 59	59	58	58	57	57	57	56	эо 56	55	55	59 5	59 5	7 59 9 59	52	58	58	58	58	58	58 5	57 5	56 55	53	52	52	52	52 5
13 57.0	70	61	61	61	61	61	61	60	60	60	60	60	59	59	59	58	58	57	57	57	56	56	55	55	59 5	59 5	9 59	52	58	58	58	58	58	58 5	57 5	6 54	53	52	52	52	52 5
14 60.3 15 63.8	70	60	61	61	61	61	60	60	60	60	60 60	60	59 59	59	59	58	58	57	57	57	56	56	55	55	59 5 59 5	59 5 59 5	9 59 9 59	52	58	58	58	58	58 58	58 5 58 5	57 5	56 54	53	52	52	52	52 5
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01 18.0	70	54	51	46	45	45	45	45	44	44	44	44	44	44	45	45	44	43	43	42	41	49	57	60	61 6	61 6	1 61	61	61	61	61	61	61	60 f	60 6	60 60	60	60	60	60	60
02 21.3	70	54 53	51 52	47	45	45 45	45	45	44	44	44 44	44	46	47	48 52	49 52	47 51	46 50	44 48	43	41 42	49 49	57 57	60	61 6 61 4	61 6 61 4	1 61 1 61	61	61	61 61	61	61	61 (60 6	50 6 60 4	0 00) 60	60	60	60	60
04 27.8	70	53	51	48	46	46	45	45	45	44	44	44	48	50	52	53	52	51	49	46	42	49	57	60	61 6	61 6	1 61	61	61	61	61	61	61 (60 f	60 6	60 60	60	60	60	60	60
05 31.0	70	53	52	49	48	46	45	45	45 4E	45	45	45	48	50	52	53	52	51	49	47	43	49	57	60	61 6	61 6	1 61	61	61	61	61	61	61 (60 6	50 6	60 60	60	60	60	60	60
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17 70.0	70	54	53	53	52	50	50	50	50	50	50	50	51	52	53	53	53	52	50	48	45	49	56	60 6	61 6	51 6	1 61	61	61	60	60	60 6	60 6	60 6	50 6	0 60	59	59	59	59	59
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3	53	52	52	52	52	52	52	52	51	61	62
3	53	52	52	52	52	52	52	52	51	61	61
3	52	52	52	52	52	52	52	51	51	61	61
3	52	52	52	52	52	52	52	51	51	61	61
3	52	52	52	52	52	52	51	51	51	61	61
2	52	52	52	52	52	51	51	51	51	61	61
2	52	52	52	52	52	51	51	51	51	61	61
2	52	52	52	52	51	51	51	51	51	61	61
2	52	52	52	52	51	51	51	51	51	61	61
2	52	52	52	51	51	51	51	51	51	60	60
2	52	52	52	51	51	51	51	51	51	60	60
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17 80.0 70 65 69 69 68 68 68 68 68 68 68 68 68 68 68 68 68	
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ri Toor NSR mPD Noise Criteria, dB(A) NSR01 NSR02 NSR03 NSR04 NSR05 NSR06 NSR07 NSR08 NSR09 NSR10 NSR11 NSR12 NSR14 NSR15 NSR16	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
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Max Noise Level (dB(A)) =	76
Total no. of Exceedance =	458
Total no. of Premises =	5813
% Compliance =	92%

Remark: Figures highlighted in grey indicate exceedance of the relevant noise criteria for the concerned NSRs (i.e. 70dB(A) for domestic premises and 65dB(A) for educational institutions (including kindergartens)

Predicted Road Traffic Noise [L10(1h) dB(A)] at Representative Sensitive Receivers (Based on Year 2045 Traffic Forecast) - Unmitigated Scenario (PM) Unmitigated Scenario (PM) T1

Floc 1 2 3 4 5	or NS	R mPD 18.0 21.3 24.6 27.8 31.0	Noise Criteria, dB(A) 70 70 70 70 70 70	43 43 43 44 44 44	1 NSR02 62 62 62 62 62 62	NSR03 62 61 61 61 61	NSR04 N 61 61 61 61 61	62 62 62 62 62 62 62 62	NSR06 N 63 63 63 63 63 62	NSR07 63 63 63 63 63	NSR08 63 63 63 63 63	NSR09 63 63 63 63 63	NSR10 63 63 63 63 63	NSR11 63 63 63 63 63 63	NSR12 63 63 63 63 63 63	NSR13 63 63 63 63 63	NSR14 63 63 63 63 63	NSR15 63 63 63 63 63	NSR16 61 61 61 60 60	NSR17 57 57 57 57 57 57 57	NSR18 55 55 55 55 55 55	NSR19 50 50 50 50 50 50	NSR20 50 50 50 50 50	NSR21 49 49 49 49 49	NSR22 49 49 49 49 49 49	NSR23 48 48 48 48 48 49	NSR24 48 48 48 48 48 48	NSR25 47 47 47 47 47 47	NSR26 47 47 47 47 47 47	NSR27 47 47 47 47 47 47	NSR28 1 47 47 47 47 47 47	46 46 46 46 46 46													
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T3 Floo 1 2 3 4 5 6 7 8 9		R mPD 18.0 21.3 24.6 27.8 31.0 34.3 37.6 10.8 14.3 Excee	Noise Criteria, dB(A) 70 70 70 70 70 70 70 70 70 70	NSR0 49 49 49 49 49 49 49 49 49 49 0	NSR02 48 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 0	NSR03 49 50 51 51 51 51 51 51 51 0	NSR04 N 34 34 34 34 34 34 34 35 37 0	ISR05 N 49 50 51 51 51 51 51 51 51 51 0	NSR06 N 49 50 51 51 51 51 51 51 51 0	NSR07 49 51 51 51 51 51 51 51 0	NSR08 49 51 52 52 52 52 52 52 52 0	NSR09 49 51 52 52 52 52 52 52 52 52 0	NSR10 51 52 53 53 53 53 53 53 53 0	NSR11 54 56 56 56 56 56 56 55 0	NSR12 55 56 57 56 56 56 56 56 56 56 0	NSR13 56 57 57 57 57 57 57 57 57 57 0	NSR14 57 58 58 58 58 58 58 58 58 58 58 0	NSR15 59 60 60 59 59 59 59 59 59 59 59 0	NSR16 48 48 48 48 48 48 48 48 48 48 48 0	NSR17 49 49 49 49 49 48 48 48 48 48 48 49 0	NSR18 49 49 49 49 49 49 49 49 49 49 0	NSR19 49 49 49 49 49 49 49 49 49 49 49 0	NSR20 49 49 49 49 49 49 49 49 49 49 49 0	NSR21 49 49 49 49 49 49 49 49 49 49 49 0	NSR22 49 49 49 49 49 49 49 49 49 49 0	NSR23 49 49 49 49 49 49 49 49 49 49 0	NSR24 49 49 49 49 49 49 49 49 49 49 0	NSR25 49 49 49 49 49 49 49 49 49 49 49 0	NSR26 1 50 50 50 50 49 49 49 49 49 0	NSR27 50 50 50 50 49 49 49 49 49 0	NSR28 1 50 50 50 50 50 50 49 49 49 49 0	ASR29 49 49 49 49 49 49 49 49 49 49 0													
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53	53	53	52	52	52	52	52	52	51	60	60
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10 86.6	70	67 68	61	2 68	68	68 4	50 00	68	84 84	68	68	68 68	67	67	67	67 67	7 67	63	54	51 5	1 52	52	52 52	2 53	53 53	53	53	53 53	53 5	3 61	64	-						
20 89.8	70	67 68	6	3 68	68	68 6	58 68	68	68 68	68	68	67 67	67	67	67	67 67	7 67	63	54	51 5	1 52	52	52 52	2 53	53 53	53	53	53 53	53 5	3 61	64	-						
21 93.0	70	67 68	68	3 68	68	68 6	58 68	68	68 67	67	67	67 67	67	67	67	67 67	7 67	63	54	51 5	1 52	52	52 52	2 53	53 53	53	53	53 53	53 5	3 61	64							
22 96.6	70	67 68	68	3 67	68	68 6	68 68	67	67 67	67	67	67 67	67	67	67	67 67	7 67	63	54	51 5	1 52	52	52 53	3 53	53 53	53	53	53 53	53 5	3 61	64	1						
Exce	eedance	0 4	4	4	5	4	4 3	3	2 2	2	1	1 0	0	0	0	0 0	0	0	0	0 0	0 0	0	0 0	0	0 0	0	0	0 0	0 0	0 0	0	1						
																	·															•						
Т9	1																																				- I I	
Floor NSR mPD	Noise Criteria, dB(A)) NSR01 NSR0	J2 NSR	03 NSR04	NSR05	VSR06 NS	R07 NSR08	NSR09	NSR10 NSR1	1 NSR12	NSR13 N	ISR14 NSR	15 NSR1	6 NSR1/	NSR18 N	ISR19 NSR	20 NSR2	21 NSR22	NSR23 N	SR24 NSF	25 NSR26	NSR27	ISR28 NSR	29 NSR30	NSR31 NSR	32 NSR33	NSR34 NS	R35 NSR36 N	ISR37 NSF	38 NSR39	NSR40	NSR41 NSR	42 NSR43	NSR44 N	ISR45 NSR4	6 NSR4	/ NSR48 /	ISR49 NSR50
01 28.0	70	67 70	70) 70	70	69 4	04 0	69	69 60	60	69	41 /0	68	67	68	67 67	7 67	67	65	64 6	4 64	63	57 52	3 52	52 51	52	52	51 51	52 5	2 52	52	52 53	2 52	52	47 50	51	56	59 20
02 31 3	70	67 70	70	, ,0	69	69 4	07 60 60 60	69	69 69	60	69	40 40	67	67	68	67 67	7 67	67	65	65 6	4 64	63	57 52	3 52	52 52	52	52	51 51	52 5	2 52	52	52 52	2 52	52	47 50	51	56	50 20
03 34.6	70	66 69	60	9 69	69	69 4	69 69	69	69 69	69	69	40 40	67	67	67	67 67	7 67	67	65	65 6	4 64	64	57 53	3 52	52 52	52	51	51 51	51 5	2 52	52	52 52	2 52	52	47 50	51	56	58 39
04 37.8	70	66 69	60	69	69	69 6	69 69	69	69 69	69	69	40 40	67	67	67	67 67	7 67	67	65	65 6	4 64	64	57 52	2 52	52 52	52	51	51 51	51 5	1 52	52	52 52	2 52	52	47 50	51	56	58 39
05 41.0	70	66 69	60	9 69	69	69 4	69 69	69	69 69	69	69	40 40	67	67	67	67 67	7 67	67	65	65 6	4 64	64	57 52	2 52	52 52	52	51	51 51	51 5	1 52	52	52 52	2 52	52	47 50	51	55	58 39
06 44.3	70	66 69	69	69	69	69 6	69 69	68	68 68	68	69	40 40	67	67	67	67 67	7 67	66	65	65 6	4 64	63	57 52	2 52	52 52	51	51	51 51	51 5	1 51	51	51 51	1 51	52	47 50	51	55	58 39
07 47.6	70	66 69	69	69	69	68 f	68 68	68	68 68	68	68	40 39	67	66	67	67 67	7 66	66	65	64 6	4 64	63	57 52	2 52	52 52	51	51	51 51	51 5	1 51	51	51 51	1 51	52	47 50	51	55	58 39
08 50.8	70	65 69	69	68	68	68 6	68 68	68	68 68	68	68	40 39	67	66	67	66 66	5 66	66	65	64 6	4 64	63	57 52	2 52	52 52	51	51	51 51	51 5	1 51	51	51 51	1 51	52	47 50	51	55	57 39
09 54.0	70	65 68	68	68	68	68 6	68 68	68	68 68	68	68	39 39	66	66	67	66 66	5 66	66	65	64 64	4 64	63	57 52	2 52	52 52	51	51 !	51 51	51 5	1 51	51	51 51	1 51	52	47 50	51	55	57 38
10 57.3	70	65 68	68	68	68	68 6	8 68	68	68 68	68	68	39 39	66	66	66	66 66	66	66	65	64 64	4 64	63	57 52	2 52	52 51	51	51 !	51 51	51 5	1 51	51	51 51	1 51	52	47 50	50	55	57 38
11 60.6	70	65 68	68	68	68	68 6	68 8	68	68 68	68	68	39 39	66	66	66	66 66	66	66	64	64 64	4 64	63	57 52	2 52	52 51	51	51	51 51	51 5	1 51	51	51 51	1 51	52	47 50	50	54	57 38
12 63.8	70	65 68	68	68	68	68 6	68 68	68	68 67	68	68	39 39	66	66	66	66 66	66	66	64	64 64	4 64	63	56 52	2 52	52 51	51	51 !	51 51	51 5	1 51	51	51 51	1 51	52	47 50	50	54	57 38
13 67.0	70	65 68	68	68	68	67 6	7 67	67	67 67	67	67	39 39	66	66	66	66 66	66	66	64	64 63	3 63	63	56 52	2 52	51 51	51	51 !	51	51 5	1 51	51	51 51	1 51	52	47 50	50	54	56 38
14 70.3	70	64 68	68	68	67	67 6	67 67	67	67 67	67	67	39 39	66	65	66	66 66	66	65	64	64 63	3 63	63	56 52	52	51 51	51	51 !	51 51	51 5	1 51	51	51 51	51	51	47 50	50	54	56 38
15 73.6	70	64 68	67	67	67	67 6	7 67	67	67 67	67	67	39 38	66	65	66	66 65	65	65	64	64 6	3 63	63	56 52	52	51 51	51	51 5	0 51	51 5	1 51	51	51 51	51	51	46 50	50	54	56 38
16 76.8	70	64 67	67	67	67	67 6	67	67	67 67	67	67	39 38	65	65	66	65 65	65	65	64	63 63	3 63	63	56 52	52	51 51	51	51 5	0 50	51 5	1 51	51	51 51	51	51	46 50	50	54	56 38
17 80.0	70	64 67	67	67	67	67 6	7 67	67	67 67	67	67	38 38	65	65	65	65 65	65	65	64	63 63	3 63	62	56 51	51	51 51	51	50 5	0 50	51 5	1 51	51	51 51	51	51	46 50	50	54	56 38
18 83.3	70	64 67	67	67	67	67 6	67	67	67 67	67	67	38 38	65	65	65	65 65	65	65	64	63 63	3 63	62	56 51	51	51 51	51	50 5	0 50	51 51	1 51	51	51 51	51	51	46 49	50	53	56 38
19 86.6	/0	64 67	67	6/	6/	6/ 6	7 6/	6/	6/ 67	6/	6/	38 38	65	65	65	05 65	65	65	64	oj 63	5 63	62	56 51	51	51 51	51	50 50	0 50	50 51	1 51	51	51 51	51	51	46 49	50	53	55 38
20 89.8	70	64 6/	6/	0/	6/	0/ 0	6 6/	00	60 60	0/	6/	30 38	00	00	45	45 /5	0 05	00 /F	63	63 63	5 03 2 43	62	50 51	51	51 51	50	50 50	0 50	50 50	J 51	51	51 51	51	51	40 49	50	53	22 38 EE 40
21 93.0	70	63 67	6/	6/	66	66 4	00 U	66	00 00	00	66	40 40	C0 45	64	65	00 05 65 45	C0 0	65	63	63 63	2 63	62	56 51	51	51 51	50	50 5	0 50	51 51	J 51 1 51	51	51 51	51	51	40 49	50	53 52	55 40
22 90.0 Fyce	edance	0 0	0/	0/	0	0 0) 0	0	0 0	0	0	0 0	00	04	0	0 0	0	00	0	0 0	03	02	0 0	0	0 0	0	0	0 0	0 0	0	0	0 0	0	0	0 0	0	0	0 0
CALE	Joadi loo		10	U		0 1		0		0		5 0	10	5		5 0	10	10		~ 0		, v	5 0	U		10	, v		5 10	U			U		5 0	U	5	

E I																		
Floor	NSR mPD	Noise Criteria, dB(A)	NSR01	NSR02	NSR03	NSR04	NSR05	NSR06	NSR07	NSR08	NSR09	NSR10	NSR11	NSR12	NSR13	NSR14	NSR15	NSR16
01	9.8	65	69	72	74	73	72	71	70	70	66	52	60	58	56	55	54	54
02	14.8	65	69	72	74	73	72	71	70	70	66	52	60	58	56	55	54	54
	Excee	edance	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0
						-												

Max Noise Level (dB(A)) =	74
Total no. of Exceedance =	142
Total no. of Premises =	5813
% Compliance =	98%

Remark: Figures highlighted in grey indicate exceedance of the relevant noise criteria for the concerned NSRs (i.e. 70dB(A) for domestic premises and 65dB(A) for educational institutions (including kindergartens)

Predicted Road Traffic Noise [L10(1h) dB(A)] at Representative Sensitive Receivers (Based on Year 2045 Traffic Forecast) Mitigated Scenario (AM)

T1

Floor	NSR mPD	NSR01	NSR02	NSR03	NSR04	NSR05 NS	R06 NSR	07 NSR	08 NSR	09 NSR	10 NSR1	NSR12	NSR13	NSR14	NSR15	NSR16	NSR17 N	ISR18 N	ISR19 NSR	0 NSR2	1 NSR22	NSR23	NSR24	NSR25	NSR26	NSR27	NSR28	NSR29]												
1	18.0	44	63	63	62	64	64 64	1 64	64	64	64	64	64	64	64	62	58	57	51 51	50	49	49	48	48	47	47	47	46													
2	21.3 24.6	44	63 63	63 63	62 62	64 64	64 64 64 64	1 64 1 64	64 64 64	64	64	64	64 64	64 64	64 64	62 62	58 58	57 57	51 51 51 51	50	50	49	48	48	47	47	47	46	-												
4	27.8	44	63	63	62	64	64 64	1 64	64	64	64	64	64	64	64	62	58	57	52 51	50	50	49	49	48	47	47	47	46	1												
6	31.0	44	63	63	62	64	64 64	i 64 i 64	64	64	64	64	64	64	64 64	62	58	57	52 52	50	50	49 50	49 50	48	48	48	48	46	1												
Exceedar	nce	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0]												
T2					10000																				Lunnar				-												
Floor	NSR MPD	NSRUT	NSR02	NSR03	NSR04	NSRU5 NS	RU6 NSR	U7 NSR	U8 NSR	09 NSR		NSR12	NSR13	NSR 14	NSR15	N2K10	NSR17	ISK18 N	12K 1 9 1 1 2 K	U NSR2	I NSR22	NSR23	NSR24	NSR25	NSR26	NSR27	NSR28	NSR29	-												
1	18.0	52	63	63	63	64	64 64	64	64	64	63	64	64	63	61	44	44	44	45 45	46	46	46	46	47	47	47	47	47	-												
3	24.6	52	64	64	63	64	64 64	64	64	64	64	64	64	63	61	44	44	44	45 45	40	40	46	46	40	47	47	47	47	1												
4	27.8 31.0	52 52	64 63	64 63	63 63	64 64	54 64 54 64	64 64	64	64	64	64 64	64 64	63 63	61 61	44 44	44	44	45 45	45	46	46	46	46	47	47	47	47	-												
6	34.3	52	63	63	63	64	64 63	64	64	64	63	63	63	63	61	44	44	44	44 45	45	46	46	46	46	47	47	47	47													
8	41.0	52	63	63	63	63	53 63 53 63	63	63	63	63	63	63	63	61	44 45	45 46	44	45 45	40	40	46	40	47	47	47	47	47													
Exceedar	nce	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0													
T3	NCD DD	NCD01	NCDOO	NCDO2	NCDOA							NCD12	NCD12	NCD14	NCD15	NCD1/					1 NCD00	NCDOO	NCD24	NCDOF	NCD2/	NCDOZ	NCDOO	NCDOO	T												
FIOOF	N2K MPD	NSRUT	NSR02	NSR03	NSRU4	NSRU5 NS	RU6 NSR	U7 NSR	U8 NSRU	09 NSR	IU NSRI	NSR12	NSR13	NSR 14	NSR 15	NSR16	NSR17 IN	ISR18 N	ISK 19 NSK	U NSR2	I NSR22	NSR23	NSR24	NSR25	NSR26	NSR27	NSR28	NSR29													
1	18.0 21.3	49	49	49 50	35	49 51	50 50 51 51) 50	50	52	56	56	57	59	60 61	49 49	49 49	49	49 49	49	49	50	50	50 50	50 50	50 50	50	49	-												
3	24.6	50	50	51	35	52	52 52	53	53	54	58	58	59	60	61	49	49	49	49 49	49	50	50	50	50	50	50	50	49													
4	27.8 31.0	50 50	51 51	51 51	35 35	52 52	52 52 52 52	2 53 2 53	53	54	57	58 58	59 59	60 60	61 60	49 49	49 49	49 49	49 49	49	49	50 49	50	50 50	50 50	50 50	50 50	49	-												
6	34.3	50	51	51	35	52	52 52	53	53	54	57	58	58	59	60	49	49	49	49 49	49	49	49	50	50	50	50	50	49	1												
8	40.8	49	51	51	35	52	52 52 52 52	53	53	54	57	57	58	59	60	49	49	49	49 49	49	49	49	49	50	50	50	50	49													
9 Exceedar	44.3	50 0	51 0	51 0	38 0	52 ·	52 52 0 0	53	53	54	57	57	58	59 0	60 0	49 0	49 0	49 0	49 49	49	49	50	50	50 0	50 0	50 0	50	49	-												
			-	1 - 1	-	-	- -							-	-	- 1	- 1	- 1				-		-	-	-	-	-													
Floor	NSR mPD	NSR01	NSR02	NSR03	NSR04	NSR05 NS	R06 NSR	07 NSR	08 NSRO	09 NSR1	IO NSR11	NSR12	NSR13	NSR14	NSR15	NSR16	NSR17 N	SR18 N	ISR19 NSR	0 NSR2	1 NSR22	NSR23	NSR24	NSR25	NSR26	NSR27	NSR28	NSR29	NSR30	NSR31	NSR32	NSR33]								
																																	-								
01	18.0	61	67	68	68	68	68 68	69	69	68	69	68	70	70	70	70	70	70	69 64	50	50	50	49	49	49	49	49	49	49	48	45	48									
01 02 02	18.0 21.3	61 61	67 67	68 67	68 68	68 68	58 68 58 68	69	69	68 68	69 69	68 68	70	70 69	70 70	70 70	70 70 70	70 70 70	69 64 69 64	50 51	50 50	50 50	49 49	49 49	49 49	49 49	49 49	49 49	49 49	48	45	48	+								
01 02 03 04	18.0 21.3 24.6 27.8	61 61 61 61	67 67 67 67	68 67 67 67	68 68 67 67	68 68 68 68	58 68 58 68 58 68 58 68	69 68 68 68	69 68 68 68	68 68 68 67	69 69 69 69	68 68 68 67	70 70 69 69	70 69 69 69	70 70 69 69	70 70 69 69	70 70 70 69	70 70 70 70	69 64 69 64 69 63 69 63 69 63	50 51 51 51	50 50 50 51	50 50 50 50	49 49 49 49	49 49 49 49	49 49 49 49	49 49 49 49	49 49 49 49	49 49 49 49 49	49 49 49 49 49	48 49 49 49	45 46 46 46	48 48 48 48	-								
01 02 03 04 05 06	18.0 21.3 24.6 27.8 31.0 34.3	61 61 61 61 61 61	67 67 67 67 67 67	68 67 67 67 67 67	68 68 67 67 67 67	68 68 68 68 68 68 68 68 68 68 67 67	58 68 58 68 58 68 58 68 58 68 58 68 58 68 58 68 58 68 58 68	69 68 68 68 68 68 68 68	69 68 68 68 68 68 68	68 68 68 67 67 67	69 69 69 69 69 69	68 68 68 67 67 67	70 70 69 69 69 69	70 69 69 69 69 69	70 70 69 69 69 69	70 70 69 69 69 69	70 70 70 69 69 69	70 70 70 70 69 69	69 64 69 64 69 63 69 63 69 63 68 63 68 63	50 51 51 51 52 52	50 50 50 51 51 51	50 50 50 50 50 50 50	49 49 49 49 49 49 50	49 49 49 49 49 49 49	49 49 49 49 49 49 49	49 49 49 49 49 49 49	49 49 49 49 49 49 49 49	49 49 49 49 49 49 49	49 49 49 49 49 49 49 49	48 49 49 49 49 49 49	45 46 46 46 46 46	48 48 48 48 48 48 48	+ + + +								
01 02 03 04 05 06 07 07	18.0 21.3 24.6 27.8 31.0 34.3 37.6	61 61 61 61 61 61 61	67 67 67 67 67 67 67 67 67	68 67 67 67 67 67 67 67	68 68 67 67 67 67 67 67	68 68 68 68 68 68 68 68 67 67 67 67	58 68 58 68 58 68 58 68 58 68 58 68 58 68 58 68 58 68 58 68 58 68 57 68	69 68 68 68 68 68 68 68 68	69 68 68 68 68 68 68 68 68	68 68 67 67 67 67	69 69 69 69 69 69 69 68	68 68 67 67 67 67 67	70 70 69 69 69 69 69 69	70 69 69 69 69 69 69 69 69	70 70 69 69 69 69 69 69	70 70 69 69 69 69 69 69	70 70 70 69 69 69 69 69 69 69	70 70 70 70 69 69 69 69 69	69 64 69 64 69 63 69 63 68 63 68 63 68 63 68 63	50 51 51 51 52 52 53	50 50 51 51 51 51 51 51	50 50 50 50 50 50 50 50	49 49 49 49 49 50 50 50	49 49 49 49 49 49 49 49 49	49 49 49 49 49 49 49 49 49	49 49 49 49 49 49 49 49 49	49 49 49 49 49 49 49 49 49	49 49 49 49 49 49 49 49 49	49 49 49 49 49 49 49 49 49 49	48 49 49 49 49 49 49 49 48	45 46 46 46 46 46 46 46	48 48 48 48 48 48 48 48 48 48	-								
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Exceedan	се	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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01	28.0	63	64	68	69	70	70	64	64	64	65	66	65	M.W.	66	66	67	68	67	66	66	66	66	67	67	67	M.W.	65	52	52	52	53	52	52	52	52	52	52	52	52	52	52	53	53	53	53	53	53
02	31.3	63	63	67	69	69	70	64	64	64	65	66	65	M.W.	66	66	67	68	67	66	66	66	65	66	66	66	M.W.	66	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
03	34.6	63	63	67	69	69	70	64	64	64	65	65	65	M.W.	66	66	66	68	67	66	65	66	65	66	66	66	M.W.	65	53	53	53	54	54	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
04	37.8	62	63	67	68	69	70	70	70	64	65	65	64	M.W.	66	66	66	68	66	66	65	66	65	66	66	66	M.W.	65	53	53	53	54	54	54	54	54	54	53	53	53	53	53	54	54	54	54	54	54
05	41.0	62	63	66	68	69	70	70	70	64	64	65	64	M.W.	65	65	66	68	66	66	65	66	65	66	66	66	M.W.	65	53	53	53	54	54	54	54	54	54	54	54	53	53	54	54	54	54	54	54	54
06	44.3	62	62	66	68	68	70	70	70	70	64	65	64	M.W.	65	65	66	67	66	65	65	65	64	66	65	66	M.W.	65	53	53	53	54	54	54	54	54	54	54	54	53	53	54	54	54	54	54	54	54
07	47.6	62	62	66	67	68	69	70	70	70	70	70	64	70	65	65	65	67	66	65	64	65	64	65	65	65	M.W.	65	53	53	53	54	54	54	54	54	54	54	54	53	53	54	54	54	54	54	54	54
08	50.8	62	62	66	67	68	69	69	70	70	70	70	64	70	65	65	65	67	66	65	64	65	64	65	65	65	70	64	53	53	53	54	54	54	54	54	54	54	54	53	53	54	54	54	54	54	54	54
09	54.0	61	62	66	67	68	69	69	69	70	70	70	70	70	64	64	65	67	65	65	64	65	64	65	65	65	70	64	53	53	53	54	54	54	54	54	54	54	54	53	53	54	54	54	54	54	54	54
10	57.3	61	61	65	67	68	69	69	69	69	70	70	70	70	64	64	65	66	65	64	64	65	64	65	65	65	70	64	53	53	53	54	54	54	54	54	54	54	53	53	53	54	54	54	54	54	54	54
11	60.6	61	61	65	67	67	69	69	69	69	70	70	70	70	64	64	65	66	65	64	64	64	63	64	64	64	70	64	53	53	53	54	54	54	54	54	54	54	53	53	53	54	54	54	54	54	54	54
12	63.8	61	61	65	66	67	68	69	69	69	69	69	70	69	64	64	64	66	65	64	63	64	63	64	64	64	70	64	53	53	53	54	54	54	54	54	54	54	53	53	53	54	54	54	54	54	54	54
13	67.0	61	61	65	66	67	68	68	69	69	69	69	69	69	64	64	64	66	64	64	63	64	63	64	64	64	69	63	53	53	53	54	54	54	54	54	54	54	53	53	53	54	54	54	54	54	54	54
14	70.3	61	61	65	66	67	68	68	68	69	69	69	69	69	70	64	64	66	64	64	63	64	63	64	64	64	69	63	53	53	53	54	54	54	54	54	54	53	53	53	53	54	54	54	54	54	54	54
15	73.6	60	61	64	66	67	68	68	68	69	69	69	69	69	70	70	70	70	70	70	63	64	63	64	64	64	69	63	53	53	53	54	54	54	54	54	54	54	53	53	53	54	54	54	54	54	54	54
16	76.8	60	60	64	66	66	68	68	68	68	69	69	69	69	70	70	70	70	70	70	70	70	63	64	64	64	69	63	53	53	53	54	54	54	54	54	54	54	53	53	53	54	54	54	54	54	54	54
17	80.0	60	60	64	65	66	67	68	68	68	68	69	69	69	70	70	70	70	70	70	70	70	70	70	70	70	69	63	53	53	53	54	54	54	54	54	54	54	54	53	53	54	54	54	54	54	54	54
18	83.3	60	60	64	65	66	67	68	68	68	68	68	69	68	70	70	70	70	70	70	70	70	70	70	70	70	69	63	53	53	53	54	54	54	54	54	54	54	54	53	53	54	54	54	54	54	54	54
19	86.6	60	60	64	65	66	67	67	68	68	68	68	68	68	70	70	70	70	70	70	70	70	70	70	70	70	68	62	53	53	53	54	54	54	54	54	54	54	54	53	53	54	54	54	54	54	54	54
20	89.8	60	60	64	65	66	67	67	67	68	68	68	68	68	69	70	70	70	70	70	70	70	70	70	70	70	68	62	53	53	53	54	54	54	54	54	54	54	54	53	53	54	54	54	54	54	54	54
21	93.0	60	60	63	65	66	67	67	67	68	68	68	68	68	69	69	69	69	69	70	70	70	70	70	70	70	68	62	53	53	53	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54
22	96.6	60	60	63	65	66	67	67	67	67	68	68	68	68	69	69	69	69	69	69	69	69	70	70	70	70	68	62	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54
xceedan	ce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	NCD mDD	NCD01	NCDOO	NCD02	NCD04	NCDOE	NCD04	NCD07	NCDOO	NCDOO	NCD10	NCD11	NCD12	NCD12	NCD14		NCD14	NCD17	NCD10	NCD10	NCDOO	NCD21	NCD22	NCD22	NCD24	NCDOF	NCD24	NCD27	NCD20	NCDOO	NCD20	NCD21	NCD22	NCD22	NCD24	NCDOF	NCD24	NCD27	NCD20	NCD20	NCD40
FIUUI	N3K HIFD	NSKUT	N3K02	INSKUS	INSRU4	NSKUS	NSKUU	NSKU7	NJKUO	INSKU9	NJKTU	NJKTT	INSK 12	INSK IS	INSK 14	NSKTS	INSK TO	INSK I /	INSK IO	INSK 17	N3K2U	INSR2 I	INSI\22	INSR23	INSR24	INSK25	INSK20	NSR27	INJRZ0	INSK27	113K30	INDEDI	INSK52	113533	113534	INSK35	113530	INSKS7	113530	INSK37	113140
01	28.0	MW	66	66	66	66	68	66	67	65	67	67	67	66	65	67	65	66	66	66	65	64	68	57	52	52	53	53	53	53	54	54	53	53	53	53	53	53	53	64	69
02	31.3	M W	66	66	66	66	68	65	67	65	67	67	67	66	65	66	65	66	65	66	65	64	68	58	52	52	53	53	53	54	54	54	54	54	54	54	54	54	54	65	68
03	34.6	M W	65	66	66	65	68	65	67	65	67	67	67	66	65	66	65	66	65	65	65	64	68	57	52	52	53	53	53	54	54	54	54	54	54	54	54	54	54	65	68
04	37.8	M.W.	65	65	66	65	68	65	67	65	67	67	66	65	64	66	65	66	65	65	65	64	67	57	52	52	53	53	53	54	54	54	54	54	54	54	54	54	54	65	68
05	41.0	M.W.	65	65	66	65	68	65	66	65	67	66	66	65	64	66	65	66	65	65	65	64	67	57	52	52	53	53	53	54	54	54	54	54	54	54	54	54	54	65	68
06	44.3	M.W.	65	65	65	65	67	65	66	64	66	66	66	65	64	66	64	65	65	70	70	70	67	57	52	52	53	53	53	54	54	54	54	54	54	54	54	54	54	64	68
07	47.6	70	65	65	65	65	67	64	66	64	66	66	66	65	64	65	64	65	70	70	70	70	67	57	52	52	53	53	53	53	54	54	54	54	54	54	54	54	54	64	68
08	50.8	70	64	65	65	64	67	64	66	64	66	66	66	65	64	65	64	70	70	70	70	70	66	57	52	52	53	53	53	53	54	54	54	54	54	54	54	54	54	64	67
09	54.0	70	64	64	65	64	67	64	66	64	66	66	65	64	70	70	70	70	70	70	70	70	66	57	52	52	53	53	53	53	54	54	54	54	54	54	54	54	54	64	67
10	57.3	70	64	64	65	64	67	64	65	64	66	66	70	70	70	70	70	70	70	70	70	70	66	56	52	52	52	53	53	53	54	54	54	54	54	54	54	54	54	64	67
11	60.6	70	64	64	64	64	66	64	65	70	70	70	70	70	70	70	70	70	70	69	70	70	66	56	52	52	52	53	53	53	54	54	54	54	54	54	54	54	54	64	67
12	63.8	70	64	64	70	64	66	70	70	70	70	70	70	70	70	70	70	70	70	69	69	69	66	56	52	52	52	53	53	53	54	54	54	54	54	54	54	54	54	63	67
13	67.0	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	69	69	69	69	66	56	51	52	52	53	53	53	54	54	54	54	54	54	54	54	54	63	66
14	70.3	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	69	69	69	69	69	65	56	51	52	52	53	53	53	54	54	54	54	54	54	54	54	54	63	66
15	73.6	69	70	70	70	70	70	70	70	70	70	70	70	70	70	69	69	69	69	69	69	69	65	56	51	52	52	53	53	53	54	54	54	54	54	54	54	54	54	63	66
16	76.8	69	70	70	70	70	70	70	70	70	70	70	69	69	69	69	69	69	69	69	69	69	65	56	51	52	52	53	53	53	53	54	54	54	54	54	54	54	54	63	66
17	80.0	69	70	70	70	70	70	70	70	70	69	69	69	69	69	69	69	69	69	69	69	69	65	55	51	52	52	52	53	53	53	54	54	54	54	54	54	54	54	63	66
18	83.3	69	70	70	69	70	70	70	69	69	69	69	69	69	69	69	69	69	69	69	69	69	65	55	51	52	52	52	53	53	53	54	54	54	54	54	54	54	54	63	66
19	86.6	68	69	69	69	70	69	69	69	69	69	69	69	69	69	69	69	69	69	68	68	68	65	55	51	52	52	52	53	53	53	53	54	53	53	54	54	54	54	62	66
20	89.8	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	68	68	68	65	55	51	52	52	52	53	53	53	53	54	53	53	54	54	54	54	62	65
21	93.0	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	68	68	68	68	64	55	51	52	52	52	53	53	53	53	54	53	54	54	54	54	54	62	65
22	96.6	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69	68	68	68	68	68	68	64	55	51	52	52	53	53	53	53	54	54	54	54	54	54	54	54	62	65
Exceeda	ance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Floor	NSR mPE	NSR01	NSR02	NSR03	NSR04	NSR05	NSR06	NSR07	NSR08	8 NSR09	NSR10	0 NSR1	1 NSR1	2 NSR13	NSR14	NSR15	NSR16	NSR17	NSR18	NSR19	NSR20	NSR21	NSR22	NSR23	NSR24	NSR25	NSR26	NSR27	NSR28	NSR29	NSR30	NSR31	NSR32 N	ISR33 N	ISR34 I	VSR35 N	SR36 N	SR37 N	SR38	NSR39 NSR4	0 NSR4	1 NSR4	2 NSR4	3 NSR44	4 NSR4!	5 NSR46	NSR47	NSR48	NSR49	/ NSR50
																																									-		-		-	-			-	
01	28.0	68	64	64	64	63	64	64	64	65	66	65	64	64	42	42	69	69	69	69	69	68	68	66	66	65	65	64	58	53	53	52	52	52	52	51	52	52	52	52 52	52	52	52	52	48	50	51	57	60	41
02	31.3	68	64	64	64	63	64	64	64	65	66	70	64	64	42	41	69	69	69	69	69	68	68	67	66	65	65	65	58	53	53	52	52	52	52	51	51	52	52	52 52	52	52	52	52	48	50	51	57	60	40
03	34.6	68	64	64	64	63	64	70	70	70	70	70	70	70	42	41	69	68	69	69	68	68	68	67	66	66	65	65	58	53	53	52	52	52	52	51	51	52	52	52 52	52	52	52	52	48	50	51	57	60	40
04	37.8	68	64	64	64	70	70	70	70	70	70	70	70	70	41	41	69	68	69	68	68	68	68	66	66	65	65	65	58	53	52	52	52	52	51	51	51	52	52	52 52	52	52	52	52	47	50	51	57	60	40
05	41.0	67	64	70	70	70	70	70	70	70	70	70	70	70	41	41	68	68	68	68	68	68	68	66	66	65	65	65	57	52	52	52	52	52	51	51	51	51	52	52 52	52	52	52	52	47	50	51	57	59	40
06	44.3	67	70	70	70	70	70	70	70	70	70	70	70	70	41	41	68	68	68	68	68	68	68	66	66	65	65	65	57	52	52	52	52	52	51	51	51	51	51	52 52	52	52	52	52	47	50	51	56	59	40
07	47.6	67	70	70	70	70	70	70	70	70	70	70	70	70	41	41	68	68	68	68	68	68	68	66	66	65	65	64	57	52	52	52	52	51	51	51	51	51	51	51 51	51	52	51	52	47	50	51	56	59	40
08	50.8	67	70	70	70	70	70	70	70	70	70	69	70	70	41	41	68	68	68	68	68	68	68	66	66	65	65	64	57	52	52	52	52	51	51	51	51	51	51	51 51	51	51	51	52	47	50	51	56	59	40
09	54.0	67	70	70	70	70	69	69	69	69	69	69	69	69	41	40	68	67	68	68	68	68	67	66	65	65	65	64	57	52	52	52	52	51	51	51	51	51	51	51 51	51	51	51	52	47	50	51	56	59	40
10	57.3	66	70	70	69	69	69	69	69	69	69	69	69	69	41	40	68	67	68	68	67	67	67	66	65	65	65	64	57	52	52	52	51	51	51	51	51	51	51	51 51	51	51	51	52	47	50	51	56	58	40
11	60.6	66	69	69	69	69	69	69	69	69	69	69	69	69	40	40	67	67	68	67	67	67	67	66	65	65	65	64	57	52	52	52	51	51	51	51	51	51	51	51 51	51	51	51	52	47	50	51	56	58	39
12	63.8	66	69	69	69	69	69	69	69	69	69	69	69	69	40	40	67	67	67	67	67	67	67	66	65	65	65	64	57	52	52	52	51	51	51	51	51	51	51	51 51	51	51	51	52	47	50	50	55	58	39
13	67.0	66	69	69	69	69	69	69	69	69	69	69	69	69	40	40	67	67	67	67	67	67	67	65	65	65	65	64	57	52	52	52	51	51	51	51	51	51	51	51 51	51	51	51	52	47	50	50	55	58	39
14	70.3	66	69	69	69	69	69	69	69	69	69	69	69	69	40	40	67	67	67	67	67	67	67	65	65	64	65	64	57	52	52	51	51	51	51	51	51	51	51	51 51	51	51	51	52	47	50	50	55	58	39
15	73.6	66	69	69	69	69	69	69	68	68	68	68	68	69	40	40	67	67	67	67	67	67	67	65	65	64	64	64	57	52	52	51	51	51	51	51	51	51	51	51 51	51	51	51	52	47	50	50	55	57	39
16	76.8	65	69	69	69	69	68	68	68	68	68	68	68	68	40	40	67	66	67	67	67	67	66	65	65	64	64	64	57	52	52	51	51	51	51	50	51	51	51	51 51	51	51	51	52	47	50	50	55	57	39
17	80.0	65	69	69	68	68	68	68	68	68	68	68	68	68	40	30	67	66	67	67	67	66	66	65	65	64	64	64	56	51	51	51	51	51	51	50	50	51	51	51 51	51	51	51	52	46	50	50	55	57	30
18	83.3	65	68	68	68	68	68	68	68	68	68	68	68	68	40	30	66	66	67	66	66	66	66	65	64	64	64	63	56	51	51	51	51	51	50	50	50	51	51	51 51	51	51	51	51	46	50	50	54	57	30
10	86.6	65	68	68	68	68	68	68	68	68	68	68	68	68	30	30	66	66	67	66	66	66	66	65	64	64	64	63	56	51	51	51	51	51	50	50	50	50	51	51 51	51	51	51	51	40	50	50	54	57	30
20	80.8	65	68	68	68	68	68	68	68	68	68	68	68	68	40	40	66	66	66	66	66	66	66	65	64	64	64	63	56	51	51	51	51	51	50	50	50 50	50	51	51 51	51	51	51	51	40	10	50	54	57	30
20	07.0	65	68	68	68	68	68	68	68	68	68	68	68	68	40	40	66	66	66	66	66	66	66	64	64	64	64	63	56	51	51	51	51	51	50	50	50 50	50	51	51 51	51	51	51	51	40	50	50	54	56	/1
21	93.0	65	60	60	40	40	60	60	60	60	60	60	60	60	42	41	66	66	66	66	66	66	66	64	64	64	64	62	56	51	51	51	51	51	50	50	50 51	50	51	51 51	51	51	51	51	40	50	50	54	56	41
Excoor	90.0	00	00	00	00	00	00	00	00	00	00	00	00	00	40	40	00	00	00	00	00	00	00	04	04	04	04	03	00	0	0	0	0	0	0	0	0	0	0	0 0	- 51	- 51	- 0		4/		0	0		44
LACEE	Janue	0	U	v	U	0	0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	U	U	0	0	1 0	1 0	1 0	1 0		0	0	0	U	U	U	U	v	U	0	0	0	0 0	1 0	1 0	1 0	1 0		0	0	0	0	

M.W.: Maintenance Window only Noise level that will exceed limit of 70dB(A)

Max Noise Level (dB(A)) =	70
Total no. of Exceedance =	0
Total no. of Premises =	5762
% Compliance =	100%

Note:	Sch	edule of Acoustic Window /Acoustic Balcony
NPE-BR2-AW		Acoustic Window with MPA
NPE-Liv-SD		Sliding Door (no MPA at sliding panel)

Predicted Road Traffic Noise [L10(1h) dB(A)] at Representative Sensitive Receivers (Based on Year 2045 Traffic Forecast) Mitigated Scenario (PM)

Floor	NSR mPD	NSR01	NSR02	2 NSR03	NSR04	NSR05	NSR06	NSR07	NSR08	NSR09	NSR10	NSR11	NSR12	NSR13	NSR14	NSR15	NSR16	NSR17	NSR18	NSR19	NSR20	NSR21	NSR22	NSR23 N	R24 NS	R25 NSR	26 NSR2	7 NSR28	NSR29												
1	18.0	43	62	62	61	62	63	63	63	63	63	63	63	63	63	63	61	57	55	50	50	49	49	48	48 4	7 47	47	47	46												
2	21.3	43	62	61	61	62	63	63	63	63	63	63	63	63	63	63	61	57	55	50	50	49	49	48	48 4	7 47	47	47	46												
3	24.6	44	62	61	61	62	63	63	63	63	63	63	63	63	63	63	61	57	55	50	50	49	49	48	48 4	7 47	7 47 7 47	47	46												
5	31.0	44	62	61	61	62	62	63	63	63	63	63	63	63	63	63	60	57	55	50	50	49	49	40	48 4	7 47	47	47	40												
6	34.6	46	62	61	61	62	62	63	63	63	63	63	63	63	63	63	60	57	55	51	51	50	50	49	49 4	8 48	3 48	48	47												
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04	27.8	52	50	47	46	45	45	45	44	44	44	44	48	50	51	52	51	50	48	46	41	47	55	59	61	61	60	60	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59
05	31.0	52	50	48	47	46	45	45	45	44	44	44	48	50	51	52	51	50	48	46	42	47	56	59	61	61	60	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59
06	34.3	52	51	50	49	47	45	45	45	45	45	44	48	50	51	52	51	50	48	46	42	47	56	59	60	61	60	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59
07	37.6	52	52	51	49	47	45	45	45	45	45	45	48	50	51	52	51	50	48	46	43	47	56	59	60	60	60	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59
08	40.8	53	52	51	50	47	46	45	45	45	45	45	48	50	51	52	51	50	48	47	43	48	56	59	60	60	60	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59
09	44.0	53	52	51	50	47	46	46	46	45	45	45	48	50	51	52	51	50	49	47	43	48	56	59	60	60	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59	59
10	47.3	53	52	51	50	47	46	46	46	46	46	46	48	50	51	52	51	50	49	47	44	48	56	59	60	60	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59	59
11	50.6	53	52	51	50	48	47	47	46	46	46	46	49	50	51	52	51	50	49	47	44	48	56	59	60	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59	59	59
12	53.8	53	52	51	50	48	47	47	47	47	47	47	49	50	51	52	51	50	49	47	44	48	56	59	60	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59	59	59
13	57.0	53	52	51	50	48	48	48	48	48	48	48	49	51	52	52	51	50	49	47	44	48	56	59	60	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59	59	58
14	60.3	53	52	51	50	49	48	48	48	48	48	48	50	51	52	52	51	50	49	47	44	48	56	59	60	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59	59	58
15	63.6	53	52	51	50	49	49	49	49	49	49	48	50	51	52	52	51	50	49	47	44	48	55	59	60	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59	59	58	58
16	66.8	53	52	51	51	49	49	49	49	49	49	49	50	51	52	52	52	50	49	47	44	48	55	59	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59	59	58	58	58
17	70.0	53	52	51	51	50	49	49	49	49	49	49	50	51	52	52	52	50	49	47	44	48	55	59	60	60	60	60	60	60	60	60	59	59	59	59	59	59	59	58	58	58	58
18	73.6	53	52	52	51	50	50	50	50	50	50	50	50	51	52	52	52	51	49	48	45	48	55	59	60	60	60	60	60	60	60	59	59	59	59	59	59	59	59	58	58	58	58
Exceedar	nce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

T7																																															
Floor	NSR mPD	NSR01 NSR0	2 NSR03	NSR04	NSR05	NSR06	NSR07	NSR08	NSR09	9 NSR10	NSR11	NSR12	NSR13	NSR14	NSR15	NSR16	NSR17	NSR18	NSR19	NSR20	NSR21	NSR22	NSR23	NSR24	NSR25	NSR26	NSR27	NSR28	NSR29	NSR30	NSR31	NSR32	NSR33	NSR34	NSR35	NSR36	NSR37	NSR38	NSR39	NSR40	NSR41	NSR42	NSR43	NSR44	NSR45	NSR46	NSR47
																																									•						
01	28.0	62 62	66	68	68	69	62	62	62	63	64	63	M.W.	65	65	65	67	65	65	64	65	64	65	65	65	M.W.	64	51	51	51	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52
02	31.3	61 62	66	67	68	69	62	62	63	63	64	63	M.W.	65	65	65	67	65	65	64	65	64	65	65	65	M.W.	64	52	52	52	53	53	52	52	52	52	52	52	52	52	52	52	52	53	53	53	53
03	34.6	61 62	65	67	68	69	62	62	63	63	64	63	M.W.	64	64	65	66	65	65	64	65	64	65	65	65	M.W.	64	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
04	37.8	61 61	65	67	68	69	69	69	62	63	64	63	M.W.	64	64	65	66	65	64	64	64	63	65	64	65	M.W.	64	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
05	41.0	61 61	65	66	67	68	69	69	62	63	63	63	M.W.	64	64	64	66	65	64	63	64	63	64	64	64	M.W.	63	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
06	44.3	61 61	65	66	67	68	68	69	69	62	63	62	M.W.	64	64	64	66	64	64	63	64	63	64	64	64	M.W.	63	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
07	47.6	60 61	64	66	67	68	68	68	69	69	69	62	69	63	63	64	65	64	64	63	64	63	64	64	64	M.W.	63	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
08	50.8	60 60	64	66	67	68	68	68	68	69	69	62	69	63	63	64	65	64	63	63	63	63	64	64	64	69	63	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
09	54.0	60 60	64	66	66	67	68	68	68	68	69	69	69	63	63	63	65	64	63	63	63	62	63	63	63	69	63	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
10	57.3	60 60	64	65	66	67	68	68	68	68	68	69	68	63	63	63	65	64	63	62	63	62	63	63	63	69	62	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
11	60.6	60 60	64	65	66	67	67	67	68	68	68	68	68	62	63	63	65	63	63	62	63	62	63	63	63	68	62	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
12	63.8	60 60	63	65	66	67	67	67	68	68	68	68	68	62	62	63	64	63	63	62	63	62	63	63	63	68	62	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
13	67.0	59 59	63	65	66	67	67	67	67	68	68	68	68	62	62	63	64	63	62	62	62	62	63	63	63	68	62	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
14	70.3	59 59	63	64	65	67	67	67	67	67	68	68	67	69	62	62	64	63	62	62	62	61	62	62	62	68	62	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
15	73.6	59 59	63	64	65	66	67	67	67	67	67	68	67	69	69	69	69	69	69	61	62	61	62	62	62	68	62	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
16	76.8	59 59	63	64	65	66	66	67	67	67	67	67	67	69	69	69	69	69	69	69	69	61	62	62	62	67	61	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
17	80.0	59 59	63	64	65	66	66	66	67	67	67	67	67	68	68	69	69	69	69	69	69	69	69	69	69	67	61	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
18	83.3	59 59	62	64	65	66	66	66	67	67	67	67	67	68	68	68	68	68	69	69	69	69	69	69	69	67	61	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
19	86.6	59 59	62	64	65	66	66	66	66	67	67	67	67	68	68	68	68	68	68	68	68	69	69	69	69	67	61	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
20	89.8	59 58	62	63	64	66	66	66	66	67	67	67	67	68	68	68	68	68	68	68	68	68	69	69	69	67	61	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
21	93.0	59 58	62	63	64	65	66	66	66	66	66	67	66	68	68	68	68	68	68	68	68	68	68	68	68	67	61	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
22	96.6	58 58	62	63	64	65	66	66	66	66	66	67	66	68	68	68	68	68	68	68	68	68	68	68	68	67	61	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
Exceed	ance	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18																																									
Floor	NSR mPD	NSR01	NSR02	NSR03	NSR04	NSR05	NSR06	NSR07	NSR08	NSR09	NSR10	NSR11	NSR12	NSR13	NSR14	NSR15	NSR16	NSR17	NSR18	NSR19	NSR20	NSR21	NSR22	NSR23	NSR24	NSR25	NSR26	NSR27	NSR28	NSR29	NSR30	NSR31	NSR32	NSR33	NSR34	NSR35	NSR36	NSR37	NSR38	NSR39	JSR40
01	28.0	M.W.	64	65	65	64	67	64	66	64	66	66	66	64	64	65	64	65	64	64	64	63	67	56	51	52	52	52	53	53	53	53	53	53	52	52	52	52	52	63	67
02	31.3	M.W.	64	64	65	64	67	64	65	64	66	66	65	64	63	65	64	65	64	64	64	63	66	57	52	52	52	53	53	53	53	53	53	53	53	53	53	53	53	64	67
03	34.6	M.W.	64	64	65	64	67	64	65	64	66	65	65	64	63	65	64	65	64	64	64	63	66	56	52	52	52	53	53	53	53	53	53	53	53	53	53	53	53	64	67
04	37.8	M.W.	64	64	64	64	66	64	65	63	65	65	65	64	63	65	63	64	64	64	63	62	66	56	52	52	52	53	53	53	53	53	53	53	53	53	53	53	53	63	67
05	41.0	M.W.	63	64	64	64	66	63	65	63	65	65	65	64	63	64	63	64	63	64	63	62	66	56	51	52	52	53	53	53	53	53	53	53	53	53	53	53	53	63	67
06	44.3	M.W.	63	64	64	63	66	63	65	63	65	65	65	63	63	64	63	64	63	69	69	69	66	56	51	52	52	53	53	53	53	53	53	53	53	53	53	53	53	63	66
07	47.6	69	63	63	64	63	66	63	64	63	65	65	64	63	62	64	63	64	69	69	69	69	65	56	51	52	52	52	53	53	53	53	53	53	53	53	53	53	53	63	66
08	50.8	69	63	63	63	63	66	63	64	63	65	64	64	63	69	64	63	69	69	69	69	69	65	56	51	52	52	52	53	53	53	53	53	53	53	53	53	53	53	63	66
09	54.0	69	63	63	63	63	65	63	64	62	64	64	64	63	69	69	69	69	69	68	69	69	65	56	51	52	52	52	53	53	53	53	53	53	53	53	53	53	53	63	66
10	57.3	68	62	63	63	63	65	62	64	62	64	64	69	69	69	69	69	69	69	68	68	68	65	55	51	52	52	52	53	53	53	53	53	53	53	53	53	53	53	62	66
11	60.6	68	62	63	63	62	65	62	64	69	69	69	69	69	69	69	69	69	68	68	68	68	65	55	51	52	52	52	53	53	53	53	53	53	53	53	53	53	53	62	65
12	63.8	68	62	62	69	62	65	69	69	69	69	69	69	69	69	69	68	68	68	68	68	68	64	55	51	52	52	52	53	53	53	53	53	53	53	53	53	53	53	62	65
13	67.0	68	69	69	69	69	69	69	69	69	69	69	69	68	68	68	68	68	68	68	68	68	64	55	51	52	52	52	52	53	53	53	53	53	53	53	53	53	53	62	65
14	70.3	68	69	69	69	69	69	69	69	69	69	68	68	68	68	68	68	68	68	68	68	68	64	55	51	52	52	52	52	53	53	53	53	53	53	53	53	53	53	62	65
15	73.6	68	69	69	68	69	69	69	69	68	68	68	68	68	68	68	68	68	68	68	68	68	64	55	51	51	52	52	52	53	53	53	53	53	53	53	53	53	53	62	65
16	76.8	67	68	68	68	69	68	68	68	68	68	68	68	68	68	68	68	68	68	67	67	67	64	55	51	51	52	52	52	53	53	53	53	53	53	53	53	53	53	62	65
17	80.0	67	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	67	67	67	64	54	51	51	52	52	52	53	53	53	53	53	53	53	53	53	53	61	65
18	83.3	67	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	67	67	67	67	63	54	51	51	52	52	52	52	53	53	53	53	53	53	53	53	53	61	64
19	86.6	67	68	68	68	68	68	68	68	68	68	68	68	68	68	68	67	67	67	67	67	67	63	54	51	51	52	52	52	52	53	53	53	53	53	53	53	53	53	61	64
20	89.8	67	68	68	68	68	68	68	68	68	68	68	68	68	67	67	67	67	67	67	67	67	63	54	51	51	52	52	52	52	53	53	53	53	53	53	53	53	53	61	64
21	93.0	67	68	68	68	68	68	68	68	68	68	67	67	67	67	67	67	67	67	67	67	67	63	54	51	51	52	52	52	52	53	53	53	53	53	53	53	53	53	61	64
22	96.6	67	68	68	67	68	68	68	68	67	67	67	67	67	67	67	67	67	67	67	67	67	63	54	51	51	52	52	52	53	53	53	53	53	53	53	53	53	53	61	64
Exceeda	nce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																																								4	

Т9																																																		
Floor	NSR mPD	NSR01	NSR02	NSR03	NSR04	NSR05	NSR06	S NSR07	7 NSR08	3 NSR09	NSR10	NSR11	NSR12	NSR13	NSR14	NSR15	NSR16	NSR17	NSR18	NSR19	NSR20	NSR21	NSR22	NSR23	NSR24	NSR25	NSR26	NSR27	VSR28	NSR29	NSR30	NSR31	NSR32	NSR33 I	NSR34	NSR35 N	SR36 N	R37 NSR	38 NSI	R39 NSR40	D NSR41	NSR42	NSR43	NSR44	NSR45	NSR46	NSR47	NSR48 1	NSR49 N	JSR50
01	28.0	67	63	63	63	62	62	63	62	64	64	63	63	62	41	40	68	67	68	67	67	67	67	65	64	64	64	63	57	53	53	52	52	52	52	51	51	52 52	2 5	2 52	52	52	52	52	47	50	51	56	59	39
02	31.3	67	63	63	63	62	62	62	62	64	64	69	63	62	40	40	67	67	68	67	67	67	67	65	65	64	64	63	57	53	53	52	52	52	52	51	51	52 52	2 5	2 52	52	52	52	52	47	50	51	56	59	39
03	34.6	66	62	62	62	62	62	69	69	69	69	69	69	69	40	40	67	67	67	67	67	67	67	65	65	64	64	64	57	53	52	52	52	52	51	51	51	51 52	2 5	2 52	52	52	52	52	47	50	51	56	58	39
04	37.8	66	62	62	62	69	69	69	69	69	69	69	69	69	40	40	67	67	67	67	67	67	67	65	65	64	64	64	57	52	52	52	52	52	51	51	51	51 51	1 5	2 52	52	52	52	52	47	50	51	56	58	39
05	41.0	66	62	69	69	69	69	69	69	69	69	69	69	69	40	40	67	67	67	67	67	67	67	65	65	64	64	64	57	52	52	52	52	52	51	51	51	51 51	1 5	2 52	52	52	52	52	47	50	51	55	58	39
06	44.3	66	69	69	69	69	69	69	69	68	68	68	68	69	40	40	67	67	67	67	67	67	66	65	65	64	64	63	57	52	52	52	52	51	51	51	51	51 51	1 5	1 51	51	51	51	52	47	50	51	55	58	39
07	47.6	66	69	69	69	69	68	68	68	68	68	68	68	68	40	39	67	66	67	67	67	66	66	65	64	64	64	63	57	52	52	52	52	51	51	51	51	51 51	5	1 51	51	51	51	52	47	50	51	55	58	39
08	50.8	65	69	69	68	68	68	68	68	68	68	68	68	68	40	39	67	66	67	66	66	66	66	65	64	64	64	63	57	52	52	52	52	51	51	51	51	51 51	5	1 51	51	51	51	52	47	50	51	55	57	39
09	54.0	65	68	68	68	68	68	68	68	68	68	68	68	68	39	39	66	66	67	66	66	66	66	65	64	64	64	63	57	52	52	52	52	51	51	51	51	51 51	5	1 51	51	51	51	52	47	50	51	55	57	38
10	57.3	65	68	68	68	68	68	68	68	68	68	68	68	68	39	39	66	66	66	66	66	66	66	65	64	64	64	63	57	52	52	52	51	51	51	51	51	51 51	5	1 51	51	51	51	52	47	50	50	55	57	38
11	60.6	65	68	68	68	68	68	68	68	68	68	68	68	68	39	39	66	66	66	66	66	66	66	64	64	64	64	63	57	52	52	52	51	51	51	51	51	51 51	5	1 51	51	51	51	52	47	50	50	54	57	38
12	63.8	65	68	68	68	68	68	68	68	68	68	67	68	68	39	39	66	66	66	66	66	66	66	64	64	64	64	63	56	52	52	52	51	51	51	51	51	51 51	5	1 51	51	51	51	52	47	50	50	54	57	38
13	67.0	65	68	68	68	68	67	67	67	67	67	67	67	67	39	39	66	66	66	66	66	66	66	64	64	63	63	63	56	52	52	51	51	51	51	51	51	51 51	5	1 51	51	51	51	52	47	50	50	54	56	38
14	70.3	64	68	68	68	67	67	67	67	67	67	67	67	67	39	39	66	65	66	66	66	66	65	64	64	63	63	63	56	52	52	51	51	51	51	51	51	51 51	5	1 51	51	51	51	51	47	50	50	54	56	38
15	73.6	64	68	67	67	67	67	67	67	67	67	67	67	67	39	38	66	65	66	66	65	65	65	64	64	63	63	63	56	52	52	51	51	51	51	50	51	51 51	5	1 51	51	51	51	51	46	50	50	54	56	38
16	76.8	64	67	67	67	67	67	67	67	67	67	67	67	67	39	38	65	65	66	65	65	65	65	64	63	63	63	63	56	52	52	51	51	51	51	50	50	51 51	5	1 51	51	51	51	51	46	50	50	54	56	38
17	80.0	64	67	67	67	67	67	67	67	67	67	67	67	67	38	38	65	65	65	65	65	65	65	64	63	63	63	62	56	51	51	51	51	51	50	50	50	51 51	5	1 51	51	51	51	51	46	50	50	54	56	38
18	83.3	64	67	67	67	67	67	67	67	67	67	67	67	67	38	38	65	65	65	65	65	65	65	64	63	63	63	62	56	51	51	51	51	51	50	50	50	51 51	5	1 51	51	51	51	51	46	49	50	53	56	38
19	86.6	64	67	67	67	67	67	67	67	67	67	67	67	67	38	38	65	65	65	65	65	65	65	64	63	63	63	62	56	51	51	51	51	51	50	50	50	50 51	5	1 51	51	51	51	51	46	49	50	53	55	38
20	89.8	64	67	67	67	67	67	67	67	66	66	66	67	67	38	38	65	65	65	65	65	65	65	63	63	63	63	62	56	51	51	51	51	50	50	50	50	50 50	5	1 51	51	51	51	51	46	49	50	53	55	38
21	93.0	63	67	67	67	67	66	66	66	66	66	66	66	67	40	40	65	65	65	65	65	65	65	63	63	63	63	62	56	51	51	51	51	50	50	50	50	50 50	5	1 51	51	51	51	51	46	49	50	53	55	40
22	96.6	63	67	67	67	66	66	66	66	66	66	66	66	66	45	45	65	64	65	65	65	65	65	63	63	63	63	62	56	51	51	51	51	51	50	50	50	51 51	5	1 51	51	51	51	51	47	50	50	53	55	42
Exceed	ance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0

M.W.: Maintenance Window only Noise level that will exceed limit of 70dB(A)

Max Noise Level (dB(A)) =	69
Total no. of Exceedance =	0
Total no. of Premises =	5762
% Compliance =	100%

 Note:
 Schedule of Acoustic Window /Acoustic Balcony

 NPE-BR2-AW
 Acoustic Window with MPA

 NPE-Liv-SD
 Sliding Door (no MPA at sliding panel)

Appendix 3.3

Estimation of Maximum Allowed Sound Attenuation of Baffle Type Acoustic Window/ Balcony



													Summary					
				1	Project Case		т — т			Reference Re	duction		Corrected Noise Red	uction of NMM adopted (*)				
Tower	NSR	Floor	NMM adopted	Room Area	Maximum Predicted Noise Level	Noise Exceedance Level	Overlap / Gap	Outer Opening Area	Config	Outer Opening Area	Rm Adjustment	Sound Attenuation	NPE-BR2-AW	NPE-Liv-SD				
				sqm	L10,peak hr, dB(A)	L10,peak hr, dB(A)	mm/mm	sqm		sqm	dB(A)	dB(A)	dB(A)	dB(A)				
T7	NSR07	1	Balcony	23.0	70.5	0.1	275 / 100	3.23	NPE-Liv-SD	3.23	-2.2	6.6	-	6.6				
T7	NSR08	1	Window	8.4	70.7	0.3	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T7	NSR09	1	Window	8.4	71.0	0.6	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T7	NSR10	1	Balcony	22.6	71.4	1.0	275 / 100	3.23	NPE-Liv-SD	3.23	-2.3	6.5	-	6.5				
17	NSR11	1	Window	5.5	71.6	1.2	253 / 100	0.70	NPE-BR2-AW	0.70	-0.9	6.0	6.0	-				
17	NSR12	1	Window	9.2	71.9	1.5	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
1/	NSR13	1	Window	12.6	/1./	1.3	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
1/	NSR14	1	window	12.6	73.3	2.9	253 / 100	0.70	NPE-BR2-AVV	0.70	0.0	6.9	6.9	-				
17	NSR IS	1	Palaamu	7.5	73.3	2.9	253 / 100	0.70	NPE-BKZ-AVV	0.70	0.0	0.9	0.9	-				
17 T7	NSR ID	1	Mindow	22.9	73.3	2.9	2757100	3.23	NPE-LIV-SU	3.23	-2.2	0.0	-	0.0				
T7	NSR17	1	Balcopy	4.5	73.3	2.9	2337100	3.22	NIPE-DK2-AVV	3.22	-2.0	4.9	4.9	- 62				
T7	NSD10	1	Window	7.0	73.5	2.7	253 / 100	0.70	NDE RD2 AW/	0.70	-2.0	6.0	6.9	0.2				
T7	NSR20	1	Balcony	29.3	73.4	3.0	275 / 100	3.23	NPE-Liv-SD	3.23	-1.2	7.7		77				
T7	NSR21	1	Window	7.0	73.5	3.1	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T7	NSR22	1	Balcony	31.1	73.6	3.2	275 / 100	3.23	NPE-Liv-SD	3.23	-0.9	7.9	-	7.9				
T7	NSR23	1	Window	7.0	73.7	3.3	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T7	NSR24	1	Window	6.8	73.7	3.3	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T7	NSR25	1	Window	14.5	73.7	3.3	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T7	NSR26	1	Window	14.5	72.0	1.6	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T8	NSR01	1	Window	10.1	71.8	1.4	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T8	NSR02	1	Window	10.1	72.8	2.4	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T8	NSR03	1	Window	6.3	72.8	2.4	253 / 100	0.70	NPE-BR2-AW	0.70	-0.3	6.6	6.6	-				
T8	NSR04	1	Balcony	20.8	72.6	2.2	275 / 100	3.23	NPE-Liv-SD	3.23	-2.6	6.2	-	6.2				
T8	NSR05	1	Window	7.0	72.9	2.5	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T8	NSR06	1	Balcony	13.4	72.8	2.4	275 / 100	3.23	NPE-Liv-SD	3.23	-4.6	4.2	-	4.2				
T8	NSR07	1	Window	7.0	72.6	2.2	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T8	NSR08	1	Balcony	17.3	72.5	2.1	275 / 100	3.23	NPE-Liv-SD	3.23	-3.4	5.4	-	5.4				
18	NSR09	1	Window	7.0	72.4	2.0	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
18	NSR10	1	Balcony	15.4	/2.4	2.0	275 / 100	3.23	NPE-LIV-SD	3.23	-3.9	4.9	-	4.9				
18	NSR I I	1	window	4.3	72.3	1.9	253 / 100	0.70	NPE-BRZ-AVV	0.70	-2.0	4.9	4.9	-				
18	NSR12	1	Balcony	16.5	72.2	1.8	2757100	3.23	NPE-LIV-SU	3.23	-3.7	5.2	-	5.2				
18 T0	NSR13	1	Window	0.7	72.2	1.8	253 / 100	0.70	NPE-BRZ-AW	0.70	-0.8	0.1	6.1	-				
10 T9	NSR14	1	Balcopy	9.7	72.1	1.7	2337100	3.22	NIPE-DK2-AVV	3.22	3.6	5.2	0.9	5.2				
TQ	NSD16	1	Window	6.1	72.0	1.0	253 / 100	0.70	NDE RD2 AW/	0.70	-5.0	6.5	6.5	J.2				
T8	NSR17	1	Balcony	16.8	71.7	1.3	275 / 100	3.23	NPE-Liv-SD	3.23	-0.4	5.2	0.5	5.2				
T8	NSR18	1	Window	5.6	71.6	1.2	253 / 100	0.70	NPF-BR2-AW	0.70	-0.8	6.1	6.1	-				
T8	NSR19	1	Balcony	18.1	71.3	0.9	275 / 100	3.23	NPE-Liv-SD	3.23	-3.3	5.6	-	5.6				
T8	NSR20	1	Window	5.3	71.3	0.9	253 / 100	0.70	NPE-BR2-AW	0.70	-1.0	5.9	5.9	-				
T8	NSR21	1	Window	9.4	71.4	1.0	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
Т9	NSR02	1	Window	13.8	71.3	0.9	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T9	NSR03	1	Window	6.8	71.2	0.8	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T9	NSR04	1	Window	7.0	71.1	0.7	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T9	NSR05	1	Balcony	28.4	71.0	0.6	275 / 100	3.23	NPE-Liv-SD	3.23	-1.3	7.5	-	7.5				
Т9	NSR06	1	Window	7.0	70.8	0.4	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
Т9	NSR07	1	Balcony	23.7	70.8	0.4	275 / 100	3.23	NPE-Liv-SD	3.23	-2.1	6.7	-	6.7				
Т9	NSR08	1	Window	7.0	70.7	0.3	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				
T9	NSR09	1	Balcony	16.9	70.7	0.3	275 / 100	3.23	NPE-Liv-SD	3.23	-3.6	5.3	-	5.3				
Т9	NSR10	1	Window	4.3	70.7	0.3	253 / 100	0.70	NPE-BR2-AW	0.70	-2.0	4.9	4.9	-				
19	NSR11	1	Balcony	18.6	70.6	0.2	275 / 100	3.23	NPE-Liv-SD	3.23	-3.1	5.7	-	5.7				
19	NSR12	1	Window	6.1	70.7	0.3	253 / 100	0.70	NPE-BR2-AW	0.70	-0.5	6.5	6.5	-				
19	NSR13	1	Window	10.2	70.7	0.3	253 / 100	0.70	NPE-BR2-AW	0.70	0.0	6.9	6.9	-				

Note:

*: For NSRs proposed with Noise Mitigation Measures (NMM), the presented noise level is not the actual noise level at the external façade after the application of NMM, and these noise level are only the equivalent noise level at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by proposed NMM.

Remark:

The above figures are based on current typical internal layout plan, which are subject to review in later detailed design stage.

PofCodo	Dof	ΓΙΛΤ	MDA	$PA(m^2)$	PARAMETER	S OF ACOUSTIC WI	NDOW (mm)	TNIA Sound						
Kei coue	Kei	FLAT	IVIFA	KA (III-)	OOA (sqm)	G (mm)	0 (mm)	Attenuation, dB(A)						
NPE-Liv-SD	North Point Estato	Living Room (Door)	no MPA at sliding panel	38.28	3.2	100	275	8.8						
NPE-BR2-AW	North Point Estate BR2 (1 outer opening) MPA 6.8 0.7 100 253 6.9													
Abbreviations:														
G	Gap Width between interior sliding panel and exterior glazing, or between exterior glazing and MPA on interior sliding panel													
0	Overlapping Length													
AOO	Outer Opening Area													
RA	Room Area													
NPE	Reference Case: Ex-North Point Estate													

Q:\Projects\SHKTCWS9EI00\05 Assessments\02 Noise\02 Traffic\R9119_v2.8 EA\Working\Result file\TNIA result_v2.8.xlsx

Justification on Road Traffic Noise Reduction Performance of Baffle Type Acoustic Window/Balcony

 The Consultant was involved in a previous study to develop innovative noise mitigation measures in terms of baffle type acoustic window /balcony and applied to habitable rooms (e.g. for ex-North Point Estate redevelopment) for the purpose to mitigate road traffic noise impact. The schematic diagram of baffle type acoustic window is shown below. The baffle type acoustic balcony differs from baffle type acoustic window that the outer opening is the door opening to the balcony.



(for case that inlet (outer) and outlet (inner) opening heights are the same, applicable to living room door with sliding panel behind (baffle type acoustic Window) for the proposed development)



(for case that inlet (outer) opening height is different from outlet (inner) opening height, applicable to window with sliding panel behind (baffle type acoustic Window) for the proposed development)

- 2. In the previous study, it was attempted to increase the noise reduction performance of the system by adding micro-perforated absorber (MPA) panel system at the front of the sliding panel (i.e. the side facing the outer window for baffle type acoustic window and door opening for baffle type acoustic balcony).
- 3. The sound attenuation of baffle type acoustic window /balcony actually refers to the additional insertion loss (difference of noise level outdoors and indoors after propagating through the window/balcony system) of the window/balcony system when compared with the insertion loss of the corresponding conventional case.
- 4. Onsite noise measurement is generally considered with highest accuracy to reflect the actual performance of the baffle type acoustic window/balcony and preferred over other methods such as mock-up test, laboratory test or computer simulation. Onsite noise measurement was conducted after the building structure of the proposed residential development has been constructed in 2016.
- According to the onsite noise measurement result, the sound attenuation of baffle type acoustic window /balcony would be 6.9 dB(A) for small bedroom with use of MPA panel system for the sliding panel behind; and 8.8 dB(A) for living room with balcony without use of MPA panel.
- 6. It is understood that the insertion loss performance of baffle type acoustic window/balcony depends on the configuration (key parameters and use of sound absorption material). Regarding the key parameters of the baffle type acoustic window/balcony, the smaller the gap width (between outer glazing or façade and inner sliding panel)/ outer window area/ inner window area, the higher will be the insertion loss (less sound energy can enter to indoor area). Similarly, the larger the overlapping length (i.e. the overlapped portion of inner sliding panel and glazing or façade aside the outer opening when the inner sliding panel is shifted to the position behind the outer opening), the higher will be the insertion loss as well.
- 7. In other words, under situation when the dimension of each major parameter of the baffle type acoustic window/balcony is designed so that it would not be less favorable to insertion loss performance when compared to reference case, the insertion loss performance of the system should at least be comparable to the reference case as well. As a conservative approach, even the major parameter of the baffle type acoustic window/balcony would result in more favorable insertion loss performance, there will be no further adjustment to the sound attenuation of the reference case. That is, the sound attenuation of the reference case will not be increased for adoption to the proposed development.
- 8. As discussed above, sound attenuation of baffle type acoustic window/balcony refers to the additional insertion loss indoors when compared with case using conventional window. Therefore, the sound attenuation also depends on the size of conventional window and in turn the size of the habitable room (note: it is required under Buildings (Planning) Regulations that the size of window opening is at least 1/10 and 1/16 of the size of the room to fulfil prescribed natural lighting and ventilation requirement respectively). For instance, if the size of room A is smaller than room B, the corresponding conventional window size should be smaller in room A. Noise level indoors when using conventional window is expected to be lower in room A (or the insertion loss is higher in room A). Therefore, even the baffle type acoustic window/balcony of same configuration (i.e. key parameters and use of sound absorption material) is adopted for room A and room B so that the amount of sound entry to indoor location or the insertion loss is comparable for two rooms, the sound attenuation of 2 rooms with different size should be different as well. Sound attenuation of room A with conventional window is expected to be higher (due to smaller window size). To take this into

consideration when adopting the sound attenuation of baffle type acoustic window/balcony of the configuration of the reference project, the sound attenuation would be adjusted if the room size of the development is different from (and smaller than) reference project.

- 9. It is considered that the amount of sound energy that can enter to room indoors should be proportional to the area of the window opening. The adjustment is therefore proposed by using ratio of room size of proposed case and reference case (which represents the ratio of sound energy that can enter indoor area) and then converted to decibel scale using 10 x log function.
- 10. For a conservative approach, if the room size of the proposed development is larger than the reference case, sound attenuation of the corresponding reference case is adopted. In other words, the sound attenuation adopted in the proposed development will be the same as the reference case or adjusted downward only.
- 11. It is noted that the noise level indoors will be affected by the reverberation characteristics in general. Therefore, the reverberation effect would affect the insertion loss. As the reverberation effect will vary with the room size, it means that the room size would affect the insertion loss as well. Yet, it is worth mentioned that the sound attenuation is the difference of insertion loss between the scenarios with baffle type acoustic window/balcony and conventional window. With change in room size, the insertion loss of the scenarios with baffle type acoustic window/balcony and conventional window will change at the same time. The reverberation effect will nearly cancel out each other when calculating the sound attenuation. Therefore, the change in reverberation characteristic due to variation of room size would not have any significant effect to the sound attenuation.
- 12. Based on the approach and methodology above, the dimensions of major parameters and room size of reference cases and individual habitable rooms in the proposed development are tabulated. As shown in the table, all major parameters of individual habitable rooms in the proposed development would not result in unfavorable sound attenuation performance when compared to the corresponding reference case.
- 13. In addition, the sound attenuation of individual habitable rooms in the proposed development is calculated by considering different room size and is equal to or adjusted downward when compared to the reference case.
- 14. The table below shows the dimensions of major parameters and room size of the habitable room in the proposed development with baffle type acoustic window adopted, and the reference case. 1mm thick MPA will be applied at the sliding panel similar to the reference case quoted above. The position of the outer fixed glazing and opened window of baffle type acoustic window/ balcony has been designed in favourable setting to avoid air gap opening towards the dominant noise sources (Figure F-2 refers). Drawings based on current proposed baffle type acoustic window/ balcony are provided for illustration (Figure F-2,3 refers). The ventilation requirement for proposed acoustic windows has been checked for compliance. The sound attenuation of reference case, adjustment factor and maximum allowed sound attenuation is tabulated in the same table. As observed, major parameters of the system adopted in the proposed development would not result in less favorable sound attenuation performance. On the other hand, the sound attenuation is adjusted downward when difference in room size is accounted.
- 15. It is noted that the presented predicted noise level after adopting baffle type acoustic window/balcony (i.e. mitigated noise level) does not necessarily represent the noise level at 1m away from the baffle type acoustic window of the proposed development, but the "equivalent" noise level at 1m away when conventional window is used.





Appendix 4.1

Fixed Noise Impact Assessment Result



Appendix 4.1a - Sources of Fixed Noise

ID	Description	Activity	0	Coordinates	Sound Power Lo	evel	Tonality Corr., dB(A) * &	
			x	У	z	(SWL), (dB(A)	"	dB(A) ^ & ** & ***
TCV-d	planned pumping station at TCV-d	Pumping station	810869.4	815282.5	6.0	78	*	3.0
TCV-e_1	planned pumping station at TCV-e	Pumping station	810897.4	815377.6	6.0	67	*	3.0
TCV-e_2	planned pumping station at TCV-e	Pumping station	810917.4	815360.3	6.0	67	*	3.0
TCV-f	planned pumping station at TCV-f	Pumping station	810699.9	815441.1	6.0	75	*	3.0
PNS04	Planned PTI	Mechanical ventilation	811133.4	815592.4	6.0	86	**	3.0
PNS07	planned upgrading sewage pumping plant at CMRSPS	Pumping station	811041.9	815480.8	8.0	81	*	3.0
ENS01	Existing pumping station	Pumping station	811025.3	815434.3	8.0	77	#	3.0
		Night Time						
TCV-d(night)	planned pumping station at TCV-d	Pumping station	810869.4	815282.5	6.0	78	*	3.0
TCV-e_1(night)	planned pumping station at TCV-e	Pumping station	810897.4	815377.6	6.0	67	*	3.0
TCV-e_2(night)	planned pumping station at TCV-e	Pumping station	810917.4	815360.3	6.0	67	*	3.0
TCV-f(night)	planned pumping station at TCV-f	Pumping station	810699.9	815441.1	6.0	75	*	3.0
PNS04(night)	Planned PTI	Mechanical ventilation	811133.4	815592.4	6.0	86	**	3.0
PNS07(night)	planned upgrading sewage pumping plant at CMRSPS	Pumping station	811041.9	815480.8	8.0	81	*	3.0
ENS01(night)	Existing pumping station	Pumping station	811025.3	815434.3	8.0	77	#	3.0

Noise Measurement Data for existing pumping station :

Remark:

ID	Description	Activity	Measured SPL, dB(A) (free- field)	Distance from Source (m)	Distance Correction, dB(A)	Calculated SWL, dB(A)
ENS01	Existing pumping station	Pumping station	56.6	4	20	77

* For fixed noise sources at TCV-d to TCV-f, & PNS07, reference has been made to approved Tung Chung New Town Extension EIA (EIA-196/2016). Sound Power Levels (SWL) of fixed noise sources are based on maximum allowable SWLs in Table 4.29, except PNS07 which is based on Table 4.30b, of approved Tung Chung New Town Extension EIA (EIA-196/2016).

** For fixed noise sources at PNS04, reference has been made to approved Tung Chung New Town Extension EIA (EIA-196/2016). Sound Power Levels (SWL) of fixed noise sources are based on maximum allowable SWLs (reference source location: COM-3) in Appendix 4.15 of approved Tung Chung New Town Extension EIA (EIA-196/2016).

*** According to the Tung Chung New Town Extension EIA (EIA-196/2016) and Tung Chung Line Extension EIA (EIA-235/2022), +3 dB(A) for tonality is adopted for the planned fixed noise sources. For consistency, +3dB(A) tonality correction is also adopted in this assessment.

SWL of fixed noise source is determined based on site measurement and general acoustic principal.

Appendix 4.1b - Industrial Noise Impact Assessment (day and evening time)

Assessment Po	oint (AP)			Noise Source (NS)						Corre	ections, d	3(A)										
NSR ID	Height, mPD	Fixed Noise Source ID		Description	x	У	SWL, dB(A)	Height, mPD	Slant Distance, m	Distance	Façade	Tonality	Unmitigated Noise Level, dB(A) ^{[2][3]}	Noise Criteria, dB(A) **								
		PNS04		Planned PTI	811133	815592	86.0	6.0	190.3	-53.6	3.0	3.0	38	65								
T4_NSR1	18.00	PNS07		planned upgrading sewage pumping plant at CMRSPS	811042	815481	81.0	8.0	111.6	-49.0	3.0	3.0	38	65								
		ENS01		Existing pumping station	811025	815434	77.0	8.0	132.8	-50.5	3.0	3.0	33	65								
										Total	I SPL, dB(A) ^[4] :	42	65								
	1	TCV-e_1	*	planned pumping station at TCV-e	810897	815378	67.0	6.0	80.4	-46.1	3.0	3.0	27	65								
T5_NSR1	18.00	TCV-f		planned pumping station at TCV-f	810700	815441	75.0	6.0	173.1	-52.8	3.0	3.0	28	65								
		TCV-d		planned pumping station at TCV-d	810869	815283	78.0	6.0	170.9	-52.7	3.0	3.0	31	65								
										Total	I SPL, dB(A) ^[4] :	34	65								
		TCV-e_1	*	planned pumping station at TCV-e	810897	815378	67.0	6.0	38.4	-39.7	3.0	3.0	33	65								
T6_NSR1	18.00	TCV-f		planned pumping station at TCV-f	810700	815441	75.0	6.0	211.8	-54.5	3.0	3.0	26	65								
		TCV-d		planned pumping station at TCV-d	810869	815283	78.0	6.0	136.0	-50.7	3.0	3.0	33	65								
										Total	I SPL, dB(A) ^[4] :	37	65								
	1	PNS07		planned upgrading sewage pumping plant at CMRSPS	811042	815481	81.0	8.0	60.0	-43.6	3.0	3.0	43	65								
T7_NSR1	28.00	ENS01		Existing pumping station	811025	815434	77.0	8.0	61.0	-43.7	3.0	3.0	39	65								
		PNS04		Planned PTI	811133	815592	86.0	6.0	189.5	-53.6	3.0	3.0	38	65								
										Total	I SPL, dB(A) ^[4] :	46	65								
		PNS07		planned upgrading sewage pumping plant at CMRSPS	811042	815481	81.0	8.0	73.4	-45.3	3.0	3.0	42	65								
T8_NSR1	28.00	PNS04		Planned PTI	811133	815592	86.0	6.0	215.0	-54.6	3.0	3.0	37	66								
		ENS01		Existing pumping station	811025	815434	77.0	8.0	43.7	-40.8	3.0	3.0	42	65								
										Total	I SPL, dB(A) ^[4] :	46	65								
		TCV-e_2	*	planned pumping station at TCV-e	810917	815360	67.0	6.0	40.3	-40.1	3.0	3.0	33	65								
T9_NSR1	28.00	TCV-d		planned pumping station at TCV-d	810869	815283	78.0	6.0	121.4	-49.7	3.0	3.0	34	65								
	1	TCV-f		planned pumping station at TCV-f	810700	815441	75.0	6.0	260.0	-56.3	3.0	3.0	25	65								
				· · · · ·						Total	SPL, dB(A) ^[4] :	37	65								

Notes: [1] [2] [3]

The slant distance is adopted in the calculation.

Assessment is not conducted for NS with no line of sight to the AP (i.e. completely shielded by building structures, or AP is completely not facing the NS), or the whole area of the NS is located more than 300m away from the AP. Unmitgated Noise Level = Sound Power Level of Noise Source + Distance Correction + Façade Correction + tonal correction Values in red exceed the daytime noise criteria of 65 dB(A). Calculation is based on general acoustic principle using the equation = 10 x log ((L1/10)+(L2/10)-(L3/10)...+(Ln/10)); where, L1, L2, L3, Ln are the respective noise level at the receiver due to individual noise source.

[4]

* TCVe_1 & TCV-e_2 refer to the same planned noise source. Since the exact location of such planned noise source is subject to its detailed design, to be conservative, TCVe_1 and TCV-e_2 that are nearest to planned NSRs at T6_NSR1 and T9_NSR1, respectively, are adopted for noise assessment purpose.

** According to approved Tung Chung New Town Extension EIA (EIA-196/2016), the noise criteria for future planned NSRs in this area should be 65dB(A) (day-time & evening-time) and 55dB(A)(night-time) for Area Sensitive Rating of "B".

Appendix 4.1c - Industrial Noise Impact Assessment (night-time)

Assessment Poi	int (AP)			Noise Source (NS)	Corrections, dB(A									
NSR ID	Height, mPD	Fixed Noise Source ID		Description	x	у	SWL, dB(A)	Height, mPD	Slant Distance, m	Distance	Façade	Tonality	Unmitigated Noise Level, dB(A) ^{[2][3]}	Noise Criteria, dB(A) **
		PNS04(night)		Planned PTI	811133	815592	86.0	6.0	190.3	-53.6	3.0	3.0	38	55
T4_NSR1	18.00	PNS07(night)		planned upgrading sewage pumping plant at CMRSPS	811042	815481	81.0	8.0	111.6	-49.0	3.0	3.0	38	55
		ENS01(night)		Existing pumping station	811025	815434	77.0	8.0	132.8	-50.5	3.0	3.0	33	55
Total SPL, dB(A) ^[4] : 42														55
		TCV-e_1(night)	*	planned pumping station at TCV-e	810897	815378	67.0	6.0	80.4	-46.1	3.0	3.0	27	55
T5_NSR1	18.00	TCV-F(night)		planned pumping station at TCV-f	810700	815441	75.0	6.0	173.1	-52.8	3.0	3.0	28	55
		TCV-d(night)		planned pumping station at TCV-d	810869	815283	78.0	6.0	170.9	-52.7	3.0	3.0	31	55
										Tota	I SPL, dB(A) ^[4] :	34	55
		TCV-e_1(night)	*	planned pumping station at TCV-e	810897	815378	67.0	6.0	38.4	-39.7	3.0	3.0	33	55
T6_NSR1	18.00	TCV-F(night)		planned pumping station at TCV-f	810700	815441	75.0	6.0	211.8	-54.5	3.0	3.0	26	55
		TCV-d(night)		planned pumping station at TCV-d	810869	815283	78.0	6.0	136.0	-50.7	3.0	3.0	33	55
										Tota	I SPL, dB(A) ^[4] :	37	55
		PNS07(night)		planned upgrading sewage pumping plant at CMRSPS	811042	815481	81.0	8.0	60.0	-43.6	3.0	3.0	43	55
T7_NSR1	28.00	ENS01(night)		Existing pumping station	811025	815434	77.0	8.0	61.0	-43.7	3.0	3.0	39	55
		PNS04(night)		Planned PTI	811133	815592	86.0	6.0	189.5	-53.6	3.0	3.0	38	55
										Tota	I SPL, dB(A) ^[4] :	46	55
		PNS07(night)		planned upgrading sewage pumping plant at CMRSPS	811042	815481	81.0	8.0	73.4	-45.3	3.0	3.0	42	55
T8_NSR1	28.00	PNS04(night)		Planned PTI	811133	815592	86.0	6.0	215.0	-54.6	3.0	3.0	37	56
		ENS01(night)		Existing pumping station	811025	815434	77.0	8.0	43.7	-40.8	3.0	3.0	42	55
										Tota	I SPL, dB(/	A) ^[4] :	46	55
		TCV-e_2(night)	*	planned pumping station at TCV-e	810917	815360	67.0	6.0	40.3	-40.1	3.0	3.0	33	55
T9_NSR1	28.00	TCV-d(night)		planned pumping station at TCV-d	810869	815283	78.0	6.0	121.4	-49.7	3.0	3.0	34	55
		TCV-f(night)		planned pumping station at TCV-f	810700	815441	75.0	6.0	260.0	-56.3	3.0	3.0	25	55
										Tota	I SPL, dB(A) ^[4] :	37	55

Notes: [1] [2] [3]

[4]

The slant distance is adopted in the calculation.

Assessment is not conducted for NS with no line of sight to the AP (i.e. completely shielded by building structures, or AP is completely not facing the NS), or the whole area of the NS is located more than 300m away from the AP. Unmitigated Noise Level = Sound Power Level of Noise Source + Distance Correction + Façade Correction + tonal correction Values in red exceed the night-time noise criteria of 55 dB(A). Calculation is based on general acoustic principle using the equation = 10 x log ((L1/10)+(L2/10)+(L3/10)...+(Ln/10)); where, L1, L2, L3, Ln are the respective noise level at the receiver due to individual noise source.

* TCVe_1 & TCV-e_2 refer to the same planned noise source. Since the exact location of such planned noise source is subject to its detailed design, to be conservative, TCVe_1 and TCV-e_2 that are nearest to planned NSRs at T6_NSR1 and T9_NSR1, respectively, are adopted for noise assessment purpose.

** According to approved Tung Chung New Town Extension EIA (EIA-196/2016), the noise criteria for future planned NSRs in this area should be 65dB(A) (day-time & evening-time) and 55dB(A)(night-time) for Area Sensitive Rating of "B".

Noise Measurement at Chung Mun Road Sewage Pumping Station

Daytime Noise Measurement: Date: 22 May 2023 Time: 9:50am Measured SPL : 56.6 dB(A)



Night-time Noise Measurement: Date: 23 May 2023 Time: 12:50am Measured SPL: 53.7 dB(A)





1. The SPS was in operation during the noise measurement.

- 2. The measurement was using Norsonic Precision Integration Sound Level Meter, which complies with International Electrotechnical Commission Publications 651:1979 (Type 1) and 804:1985 (Type 1).
- 3. The daytime measured SPL has been adopted for the fixed noise assessment as it is higher than the night-time measured SPL.

Appendix 7.1

Previous Identified Temporary Structure for Storage and Current Aerial Photo





Q:\Projects\SHKTCWS9EI00\05 Assessments\02 Noise\04 General\R9119_v2.8\Aerial Photo Figure6.1.dwg



Q:\Projects\SHKTCWS9EI00\04 Deliverables\01 EA Report\02 Appendix\R9119_v2.8\Source\Appendix 7.1\Appendix 7.1.dwg


Q:\Projects\SHKTCWS9EI00\05 Assessments\02 Noise\04 General\R9119_v2.8\Aerial Photo Figure6.1.dwg



Q:\Projects\SHKTCWS9EI00\05 Assessments\02 Noise\04 General\R9119_v2.8\Aerial Photo Figure6.1.dwg



Q:\Projects\SHKTCWS9E100\04 Deliverables\01 EA Report\02 Appendix\R9119_v2.9\Source\Appendix 7.1\site photos\Attachment A - Site photos.dwg

Attachment 2

Revised Sewerage Impact Assessment

AECOM

Section 12A Planning Application for Proposed Amendments to the Tung Chung Valley Outline Zoning Plan to Rezone "Residential (Group C)2" Zone to "Residential (Group B)" Zone in Support of Private Residential Development at Various Lots in D.D. 1 Tung Chung and Adjoining Government Land, Tung Chung, Lantau Island

Sewerage Impact Assessment

March 2025

Sewerage Impact Assessment

Prepared by:

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1. Introduction

1.1 Background

- 1.1.1 AECOM Asia Company Limited (AECOM) was commissioned by the project proponent to act as the engineering consultant to conduct a Sewerage Impact Assessment (SIA) for a private residential development in Tung Chung, Lantau Island.
- 1.1.2 The Application Site, with a total site area of 33,808m², is mostly covered by vegetation and with some open space areas and car parking areas. The Site is located at the west side of Chung Mun Road, within Ngau Au. The Application Site is also next to river outfall of Tung Chung Bay. The location of the Application Site is shown in **SIA/Figure 1**.
- 1.1.3 The Application Site is currently zoned "Residential (Group C)2" with a maximum plot ratio of 1 on the Approved Tung Chung Valley Outline Zoning Plan No. S/I-TCV/2. The Applicant now proposes to increase the domestic plot ratio to not more than 2.10 to optimise valuable land resources and infrastructural capacity.
- 1.1.4 This SIA report serves as a supporting document for rezoning the Site from "Residential (Group C)2" Zone to "Residential (Group B)" Zone.

1.2 Objective of this Submission

- 1.2.1 This report outlines the assessment results of the potential water supply impacts caused by the Application Site. The main objectives of this assessment include the followings:
 - (i) Review the existing and planned sewerage infrastructure near the Application Site;
 - (ii) Outline the methodology adopted in this assessment;
 - Identify any potential impact on the current or planned sewerage system due to the additional sewage discharge from the Application Site and the existing developments/ villages nearby;
 - (iv) Propose sewerage mitigation measures where appropriate to mitigate the potential sewerage impact.

1.3 Nomenclature

1.3.1 The following abbreviations and shortened expressions in **Table 1** are adopted in this report.

ADWF	Average Dry Weather Flow
AECOM	AECOM Asia Company Limited
CEDD	Civil Engineering and Development Department
CIFSUS	Commercial and Industrial Floor Space Utilization Survey (PlanD)
DSD	Drainage Services Department
EPD	Environmental Protection Department
GFA	Gross Floor Area
mPD	Metres above Principal Datum
PlanD	Planning Department
UFF	Unit Flow Factor
UDD	Unit Daily Demand
SIA	Sewage Impact Assessment

Table 1 – Nomenclature

2. Development Proposal

2.1 The Proposed Development

- 2.1.1 The Application Site area is approximately 33,808m². The Application Site consists of 9 residential blocks, 1 covered private transport lay-by, 1 kindergarten and retail facilities. The residential blocks are ranging from 6 to 22 storeys above a 1 to 3-storey podium, providing about 1,783 units in total.
- 2.1.2 The anticipated population intake year of the Application Site is 2030.
- 2.1.3 The Master Layout Plan (MLP) of the Application Site is shown in **SIA/Figure 2**. The proposed development schedule is summarised in **Table 2** below.

	Proposed Development						
Site Area	About 33,808m ²						
GFA - Domestic Portion - Non-Domestic Portion	About 78,292m ² About 70,997m ² About 7,295m ²						
Plot Ratio - Domestic Portion - Non-Domestic Portion	Not more than 2.32 Not more than 2.10 Not more than 0.22						
Maximum Site Coverage	Not more than 33.3%						
Maximum Building Height (main roof level) - Area (a) - Area (b) - Area (c)	Not more than 50mPD Not more than 80mPD Not more than 100mPD						
No. of Storeys ⁽¹⁾	6 to 22 storeys above a 1 to 3 storey(s) podium						
Domestic Portion							
Domestic GFA	About 70,997m ²						
Domestic Plot Ratio	Not more than 2.10						
No. of Blocks	9						
No. of Units	About 1,783						
Average Flat Size	About 39.8m ²						
Anticipated Population ⁽²⁾	About 5,171						
Private Open Space ⁽³⁾	Not less than 5,171m ²						
Non-Domestic Portion – Commercial and Covered Priv	ate Transport Lay-by						
Commercial GFA ⁽⁴⁾	About 4,145m ²						
Covered Private Transport Lay-by GFA	About 3,150m ²						
Maximum Building Height	Not more than 19mPD						
Residents' Clubhouses ⁽⁵⁾							
Clubhouse GFA	About 3,000m ²						
No. of Storeys	1						

Table 2 – Key Development Parameters

Remarks:

- (1) Excluding basement floor(s) for car park and transfer plate; including above ground floors for commercial / covered private transport lay-by / ramp / E&M facilities / clubhouse / residential lobby / residential floors. The indicative typical floor-to-floor height is 3.25m which is subject to refinement at detailed design stage.
- (2) Adopting a person per flat ratio of 2.9 as per Tung Chung New Town under 2021 Population Census covering the Application Site
- (3) Not less than 1m² per person in accordance with Hong Kong Planning Standards and Guidelines (HKPSG) requirement
- (4) Commercial GFA refers to commercial uses ('Eating Place' and 'Shop and Services'), 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'. A kindergarten with a GFA of about 930m² is proposed.
- (5) Residents' clubhouse GFA is based on the maximum GFA concession for clubhouse according to Buildings Department's Practice Note APP-104 and shall be disregarded from the total GFA calculation

3. Assessment Methodology

3.1 Sewerage Impact Assessment Methodology

3.1.1 Capacity analysis of the sewage pipes was carried out to assess the adequacy of the proposed sewerage system. The design assumption and basis are shown in **Table 3**.

Design Standard	DSD Sewerage Design Manual, Part 1 & 2
Flow Formula	Colebrook-White Formula
Roughness	Proposed Gravity Sewer Ks = 0.3 mm (HDPE)
Unit Flow Factor	EPD Guideline for Estimating Sewage Flows for Sewage Infrastructure Planning (GESF): Table T-2 <u>Proposed Development:</u> 0.27 m³/day/head ("Domestic Private Housing (R2)") 0.28 m³/day/head ("Commercial Employee" plus "Community, Social & Personal Services" J11) 1.58 m³/day/head ("Commercial Employee" plus "Restaurant" J10) 0.28 m³/day/head ("Commercial Employee" plus "Wholesale & Retail" J4) 0.04 m³/day/head (Student)
Catchment Inflow Factor	EPD Guideline for Estimating Sewage Flows for Sewage Infrastructure Planning: Table T-4 1.0 (Tung Chung)
Peaking Factors	EPD Guideline for Estimating Sewage Flows for Sewage Infrastructure Planning: Table T-5
Economic Activity and Planned Usage Type	 PlanD Commercial and Industrial Floor Space Utilization Survey (CIFSUS) Table 8 <u>Proposed Development:</u> 5.1 employees per 100 m² ("Restaurant") 3.5 employees per 100 m² ("Retail Trade")

Table 3 – Desig	n Assumption	and Basis
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4. Review on Existing and Planned Sewerage System

4.1 Existing Sewerage System

4.1.1 According to sewerage record in GeoInfo. Map, the nearest sewerage facilities are the public sewerage system (DN225 & DN375) along Chung Mun Road, east of the Application Site, discharge to existing Chung Mun Road Sewage Pumping Station (CMRSPS). The sewage is finally conveyed to Siu Ho Wan Sewage Treatment Work (SHWSTW) for treatment through two existing sewage pumping stations i.e. Chung Yan Road Sewage Pumping Station (CYRSPS) and Tung Chung Sewage Pumping Station (TCSPS).

4.2 Planned Sewerage System

- 4.2.1 CEDD will construct a planned sewerage network connecting the "Upgraded CMRSPS" (CEDD assigned name of a new sewage pumping station to be constructed next to the original CMRSPS) under Yu Tung Road and Chung Mun Road. Sewerage manhole (FMH-H05) will be constructed at the junction of Yu Tung Road and Chung Mun Road to convey sewage to the Upgraded CMRSPS via proposed 560 mm outer diameter (OD560) sewer (refer to SIA/Figure 4).
- 4.2.2 CEDD planned sewerage network will construct a plug-end sewer (OD355) at the boundary of Area 60, reserved for sewage discharge from future development.
- 4.2.3 According to latest Overall Schematic of Proposed Sewerage Flow for Tung Chung West (TCW) Development from CEDD, the Upgraded CMRSPS would serve Areas 33, 36A, 38A, 38B, 38C, Sha Tsui Tau, MTR TCW, and the Application Site. As advised by CEDD, the design peak flow of the Upgraded CMRSPS is 8,300 m³/day (96.1 L/s). The Upgraded CMRSPS will discharge to TCV East SPS via new twin DN250 rising mains laid along Chung Mun Road. TCV East SPS will deliver flow with discharge to the TCSPS via new twin DN450 rising mains laid along Chung Mun Road and Yu Tung Road. Refer to **Design Flow Diagram** below.



Design Flow Diagram

4.2.4 The Overall Schematic of Proposed Sewerage Flow for the proposed public sewerage infrastructure adopted in this SIA was obtained from CEDD and is enclosed in **Annex 1**.

4.3 Application Site Sewage Estimation

4.3.1 The estimated Average Dry Weather Flow (ADWF) from the Application Site is approximately 1,719 m³/day. Detailed sewage flow estimation can be referred to Annex 2 and summarized in Table 4.

Flow Type	Average Dry Daily Flow (ADWF) (m³/day)
Domestic	1,396
Other Non-domestic Provisions	323
Total ADWF	<mark>1,719</mark>
Peaking Factor	4
Peak Flow (L/s)	80

Table 4 – Summary of Sewage Flow

4.3.2 The adopted peaking factor excluding stormwater allowance is 4, in accordance with GESF, the estimated peak sewage flow is 80 L/s.

5. Proposed Sewerage System

- 5.1.1 The nearest sewage manhole available for connection is FMH-H05 to be constructed by CEDD.
- 5.1.2 The sewage generated from the Application Site would be discharged via internal sewerage networks leading to the terminal manhole FTMH-1 proposed at the eastern site boundary adjacent to Chung Mun Road. A short OD355 sewer will be required to complete the connection from FTMH-1 and the public plug-end OD355 sewer at Yu Tung Road. The sewage generated from the Application Site would be discharged to the Upgraded CMRSPS, then to TCV-East SPS, existing TCSPS and ultimately to SHWSTW. The proposed sewerage connection is indicated in **SIA/Figure 4**.
- 5.1.3 The capacity of the planned PE100 gravity sewer with size OD560 is able to cater for the sewage discharge from the Application Site, as well as the proposed Tung Chung West development areas. The estimated sewage flow discharge and catchment area plan from the proposed Tung Chung West development areas refers to **Annex 3 and 8** respectively. The detailed calculation refers to **Annex 4**.
- 5.1.4 The Upgraded CMRSPS would have sufficient capacity for the proposed sewage discharge from the Application Site and other planned catchments. The capacity checking of the Upgraded CMRSPS is calculated in **Annex 5** and summarised in **Table 5**.

Sewerage Impact Assessment

	Sewage Flow
Sewage generated from the Application Site in ADWF (m³/day)	<mark>1,719</mark>
Sewage generated from other planned catchments in ADWF ((m³/day) (breakdown in Annex 3)	<mark>1,573</mark>
Total ADWF (m³/day)	<mark>3,292</mark>
Peaking Factor	2.5
Peak Flow (L/s)	<mark>95.3</mark>
Planned design peak flow of the Upgraded Chung Mun Road Sewage Pumping Station (L/s)	<mark>96.1</mark>

Table 5 – Capacity Check of Upgraded CMRSPS

- 5.1.5 The capacity checking of the downstream sewage pumping stations, TCV-East SPS and Tung Chung SPS, based on the planned sewage flow from the Application Site, is included in Annex 6 and 7 respectively. The planned sewage discharge from other developments is in accordance with the latest Overall Schematic of Proposed Sewerage Flow for TCW Development from CEDD.
- 5.1.6 The internal sewerage network and all relevant fittings will be determined in detailed design stage.

6. Maintenance Responsibility

- 6.1.1 The development is responsible for the construction of terminal manhole FTMH-1 and the downstream connection to the plug-end of public sewer near the Application Site Boundary. The development is also responsible for the construction of the internal sewerage infrastructure within the private development portion.
- 6.1.2 Future development will be responsible for the maintenance of the terminal manhole FTMH-1 and its upstream sewerage infrastructure within the Application Site.
- 6.1.3 The government will take over the maintenance of the sewers and sewerage infrastructure downstream of terminal manhole FTMH-1, including the sewers between manhole FMH-H05 to FMH-I01a which are partially located within the private development portion. For the portions of sewer within the private development, a drainage reserve with a width of approximately 6.2m would be provided.

7. Conclusion

- 7.1.1 The Application Site is designated for residential use under the current OZP with a plot ratio of 1. The Applicant proposes to have a domestic plot ratio of 2.1 for the site by rezoning the site from "R(C)2" to "R(B)". The SIA has been carried out to assess the impact on the existing, planned and proposed sewerage system due to the proposed development.
- 7.1.2 The estimated total Average Dry Weather Flow (ADWF) from the Application Site is approximately 1,719 m³/day.
- 7.1.3 Planned OD560 PE100 gravity sewers will be constructed by others from planned sewerage manhole FMH-H05 to the Upgraded CMRSPS according to CEDD. The sewage from the Upgraded CMRSPS will be conveyed to the TCV-E SPS and ultimately to SHWSTW for centralized sewage treatment.
- 7.1.4 The planned OD560 PE100 gravity sewers from FMH-H05 to the Upgraded CMRSPS is designed to cater for the sewage flow from the Application Site, Sha Tsui Tau, MTR TCW and Areas 33, 36A, 38A, 38B and 38C.
- 7.1.5 After completion of the planned sewerage network by CEDD under the Tung Chung West Development, the public sewerage infrastructure has adequate capacity to cater for the proposed discharge. No adverse sewerage impact is anticipated.

End of Report

Figures





PROJECT _{項目}

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TUNG CHUNG VALLEY OUTLINE ZONING PLAN TO REZONE "RESIDENTIAL (GROUP C)2" ZONE TO "RESIDENTIAL (GROUP B)" ZONE IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 1 TUNG CHUNG AND ADJOINING GOVERNMENT LAND, TUNG CHUNG, LANTAU ISLAND

CLIENT 業主



CONSULTANT 工程顧問公司

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A3 1 : 5000

METRES

KEY PLAN 索引面

PROJECT NO. 項目**編號**

AGREEMENT NO. ^{法議論策}

TUNG CHUNG WEST

SHEET TITLE 画紙名稱

LOCATION PLAN





PROJECT _{項目}

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TUNG CHUNG VALLEY OUTLINE ZONING PLAN TO REZONE "RESIDENTIAL (GROUP C)2" ZONE TO "RESIDENTIAL (GROUP B)" ZONE IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 1 TUNG CHUNG AND ADJOINING GOVERNMENT LAND, TUNG CHUNG, LANTAU ISLAND

CLIENT 業主



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ISSUE/REVISION ^{修訂}



STATUS 階段

SCALE 比例

DIMENSION UNIT 尺寸單位

A3 1 : 2000

METRES

KEY PLAN 索引面

PROJECT NO. ^{項目**線號**}

AGREEMENT NO. 協議編號

TUNG CHUNG WEST

SHEET TITLE 圖紙名稱

MASTER LAYOUT PLAN

SHEET NUMBER 画紙編號





PROJECT _{項目}

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TUNG CHUNG VALLEY OUTLINE ZONING PLAN TO REZONE "RESIDENTIAL (GROUP C)2" ZONE TO "RESIDENTIAL (GROUP B)" ZONE IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 1 TUNG CHUNG AND ADJOINING GOVERNMENT LAND, TUNG CHUNG, LANTAU ISLAND

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STATUS 階段

ENSION UNIT

METRES

KEY PLAN 索引面

PROJECT NO. 項目**編號**

AGREEMENT NO. 協議編號

TUNG CHUNG WEST

SHEET TITLE 圖紙名稱

EXISTING SEWERAGE LAYOUT PLAN

SHEET NUMBER IIIII NUMBER





SECTION 12A PLANNING APPLICATION SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TUNG CHUNG VALLEY OUTLINE ZONING PLAN TO REZONE "RESIDENTIAL (GROUP C)2" ZONE TO "RESIDENTIAL (GROUP B)" ZONE IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 1 TUNG CHUNG AND ADJOINING GOVERNMENT LAND, TUNG CHUNG, LANTAU ISLAND

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STATUS 階段

SCALE 比例

DIMENSION UNIT ^{尺寸單位}

A3 1 : 2000

METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號

AGREEMENT NO.

TUNG CHUNG WEST

SHEET TITLE 画紙名稱

SEWERAGE LAYOUT PLAN

SHEET NUMBER ^{圓紙編號}

Overall Schematic of Proposed Sewerage Flow obtained from CEDD

Overall Schematic of Proposed Sewerage Flow for TCW Development



Estimated Sewage Flow Discharge from Application Site

Sewage	Generation Estimation											2/24/2025
Developr	nent Type	GFA (m ²)	Avg. Unit Size ⁽¹⁾ (m ²)	No. of Units	Person/Unit ⁽³⁾	Person/m ²	Population	Flow Type Description	Flow Type Abbreviation	UFF (m ³ /head/day)	Catchment Inflow Factor	ADWF (m³/day)
Domestic	:	70,997.00	40	1,783	2.9	0.073	5,171	Domestic - Private R2	R2	0.27	1.00	1,396.20
Commer	cial ⁽⁷⁾	3,215										
	Retail	1,608				0.035	57	Commercial - Wholesale & Retail	J4	0.28	1.00	16.00
	Restaurant	1,608				0.051	82	Commercial - Restaurants & Hotels	J10	1.58	1.00	129.60
Kinderga	rten	930										
	Student						240	Student	school student	0.04	1.00	9.60
	Teacher						23	Commercial - Community, Social & Personal Services	J11	0.28	1.00	6.40
Clubhouse ⁽²⁾		3,000										
	Retail	1,500				0.035	53	Commercial - Community, Social & Personal Services	J11	0.28	1.00	14.80
	Restaurant	1,500				0.051	77	Commercial - Restaurants & Hotels	J10	1.58	1.00	121.70
Backwas	h from swimming pool ⁽⁴⁾											25.00
					т	otal Population	5,703	03 Total ADWF (m ³ /day) 1,7			1,719.30	
								Total ADWF without Backwash from swimming pool (m ³ /day) 1,694				
Note 1:	Assuming the average unit size to be:	40.00	m ²									
Note 2:	2: Assuming 50% clubhouse GFA be Retail and 50% be Restaurants. Person/m ² information extracted from CIFSUS (PlanD, 2005)											
Note 3:	e 3: Based on a person per flat ratio of 2.9 by making reference to Tung Chung New Town under 2021 Population Census.											
Note 4:	+ 4: For calculation of instant peak flow from swimming pool backwash, please refer to the attached swimming pool calculation sheet in Annex 1 - Proposed Swimming Pool - Backwash Calculation.											
Note 5:	e 5: Assume 30 student of 8 classes for Kindergarten											
Note 6:	e 6: Assuming a 1-to-11 Staff-to-Student Ratio (excluding principal), according to Education Bureau Circular No. 12/2020. The total no. of employee for kindergarten includes 1 no. of principal and 11 teachers.											
Note 7:	7: Assuming 50% Commercial GFA be Retail and 50% be Restaurants											

Estimated Sewage Flow Discharge from other planned development areas to Upgraded Chung Mun Road Sewage Pumping Station

Sewerage Catchment

no.	ref	ADWF (m³/day)
1	Area 33	776
2	Area 36A	185
3	Area 38A	38
4	Area 38B	230
5	Area 38C	184
6	MTR TCW	147
7	Sha Tsui Tau	13
	Total	1573

Note 1: Sewage Flow Estimation adopted from Overall Schematic of Proposed Sewerage Flow for TCW Development from CEDD.



Annex 4

Hydraulic Checking of Gravity Sewers

AEC	MO	Section 12A Planning Application for Proposed Amendments to the Tung Chung Valley Outline Zoning Plan to Rezone "Residential (Group C)2" Zone to "Residential (Group B)" Zone in Support of Private Residential Development at Various Lots in D.D. 1 TC and Adjoining Government Land, Tung Chung, Lantau Island									Project No.															
Asia C	Co. Ltd.	Proposed Sewer												Date	2/24/2025											
														By	0											
Man	hole	Gr	ound						Pip	be																
U/S	D/S	Cove	r Level	Size	Inner	No. of	Inver	t Level	Length	Grad	Material	ks	Velocity	Time of	Capacity	Direct	Flow from	Total Average	Contributing	Peaking	Catchment	Upstream	Total Peak	Percentage	Factor of	Discharge
		U/S	D/S		Diameter	Pipes	U/S	D/S						Flow		Discharge	Upstream	Flow	Population	Factor	Inflow Factor	Pump Rate	Flow	Capacity	Safety	Remarks
		mPD	mPD	mm	mm		mPD	mPD	m	1 in		mm	m/s	min	m ³ /s	m³/d	m ³ /day	m ³ /day		Excl. Storm	1	L/s	m³/s	%		
																ADWF	ADWF	ADWF					PWWF			
FTMH-1	FMH-H05	8.60	8.60	355	300	1	2.55	2.21	34.0	100.0	PE100	0.300	1.71	0.33	0.1206	1719.30	0.00	1719.30	6368.00	4.0	1.00	0.00	0.0796	66.00%	1.52	
FMH-H05	FMH-I01c	8.60	6.11	560	500	2	2.21	1.80	31.0	75.6	PE100	0.300	2.70	0.19	1.0621	1573.00	1719.30	3292.30	12194.00	3.0	1.00	0.00	0.1143	10.76%	9.29	
FMH-I01c	FMH-I01b	6.11	6.30	560	500	1	1.80	1.71	30.0	333.3	PE100	0.300	1.28	0.39	0.2505	0.00	3292.30	3292.30	12194.00	3.0	1.00	0.00	0.1143	45.64%	2.19	
FMH-I01b	FMH-I01a	6.30	7.99	560	500	2	1.71	1.67	21.0	525.0	PE100	0.300	1.01	0.35	0.3974	0.00	3292.30	3292.30	12194.00	3.0	1.00	0.00	0.1143	28.77%	3.48	Sewage Flow Estimation adopted from Overall Schematic of Proposed Sewerage Flow for TCW
FMH-I01a	FMH-I01	7.99	8.25	560	500	1	1.67	-0.06	55.0	31.8	PE100	0.300	4.18	0.22	0.8216	0.00	3292.30	3292.30	12194.00	3.0	1.00	0.00	0.1143	13.91%	7.19	Development from CEDD
FMH-I01	Upgraded CMRSPS	8.25	8.25	560	500	1	-0.06	-0.07	2.0	300.0	PE100	0.300	1.35	0.02	0.2643	0.00	3292.30	3292.30	12194.00	3.0	1.00	0.00	0.1143	43.26%	2.31	
		•	•				•	•	•	•	•	•	•		•	•	<u> </u>	·		•	·	·		•		

Notes:

1. The invert level, length and gradient of public sewer between FMH-H05 and the upgraded CMRSPS is based on TCW development design drawings. They shall be verified on site.

Capacity Checking of Upgraded Chung Mun Road Sewage Pumping Station

Utilization of Upgraded Chung Mun Road Sewage Pumping Station

Combinations of ADWF from Different Development

Site	ADWF		
	(m ³ /d)		
The Application Site	1719		
Areas 33, 36A, 38A, 38B, 38C, MTR TCW and Sha Tsui Tau	1573		
Total	3292		

Utilization of Upgraded Chung Mun Road Sewage Pumping Station

Total ADWF to Upgraded CMRSPS	=	<mark>3292</mark> m³/d
Contributing Population Peaking Factor (excluding stormwater allowance)	= =	<mark>12194</mark> 2.5
Peak Flow	=	<mark>95.3</mark> L/s

Which is within the pump rate of the Upgraded CMRSPS of 96.1 L/s.

Capacity Checking of Tung Chung Valley East Sewage Pumping Station

no	rof	ADWF (1)					
110.	161	(m ³ /day)					
1	Area 42	4073					
2	Area 46	1047					
3	Area 61A	299					
4	Area 66A	259					
5	Area 67	64					
6	Area 68A/B	154					
7	Area 71A	756					
8	Area 71B	115					
9	Area 72	173					
10	Area 73	36					
11	Area 74	27					
12	Area 75	209					
13	Area 76	197					
14	Area 77	186					
15	River Park	100					
16	Upgraded CMRSPS ⁽²⁾	3292					
	Total	10987					

Sewerage Catchment for Tung Chung Valley East Sewage Pumping Station

Note 1: Sewage Flow Estimation adopted from Overall Schematic of Proposed Sewerage Flow for TCW Development from CEDD.

Note 2: ADWF from Upgraded CMRSPS extracted from Annex 5.

Capacity Checking

Total ADWF to TCV-E SPS	=	10987	m³/d
Contributing Population Peaking Factor (excluding stormwater allowance)	= =	40694 2.0	
Peak Flow	=	254.3	L/s
TCV-E SPS capacity from CEDD	=	385.0	L/s
Utilization	=	66.1%	

Capacity Checking of Tung Chung Sewage Pumping Station

no	ref						
		(m³/dav)					
1	Area 6	1166					
2	Area 23	1620					
3	Area 24A	1296					
4	Area 27	1020					
5	Area 28	156					
6	Area 29A	112					
7	Area 34	32					
8	Area 39, 40 and 108	649					
9	Area 41	500					
10	Area 48	166					
11	Area 53	1027					
12	Area 54	3332					
13	Area 56	2662					
14	Area 58	1300					
15	Area 107	107					
16	Airport (2RS+3RS)	43500					
17	Ba Mei/Ma Wan New	917					
18	Fung Yui Ha	45					
19	Ha Ling Pei	160					
20	Lung Tseng Tau	32					
21	MTR EAP/EPP	20					
22	N Lantau Hospital	930					
23	Sheung Ling Pei	331					
24	TCE-West	12078					
25	Tei Po New/CLK New	142					
26	Tung Chung PDZ245	16748					
27	Wong Ka Wai	101					
28	Yat Tung	10285					
29	TCV-E SPS ⁽²⁾	10987					
	Total	111421					

Sewerage Catchment for Tung Chung Sewage Pumping Station

Note 1: Sewage Flow Estimation adopted from Overall Schematic of Proposed Sewerage Flow for TCW Development from CEDD.

Note 2: ADWF from TCV-E SPS extracted from Annex 6.

Capacity Checking

Total ADWF to TCSPS	=	111421	m³/d
Contributing Population Peaking Factor (including stormwater allowance)	= =	412671 2.64	
Peak Flow	=	3400.2	L/s
TCV-E SPS capacity from CEDD	=	3680.0	L/s
Utilization	=	92.4%	

Sewage Pumping Station Service Catchments


Note: Sewage Flow Catchment Area adopted from Overall Schematic of Proposed Sewerage Flow for TCW Development from CEDD

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Attachment 3

Replacement Pages of Planning Statement

windows/ balconies. The feasibility of acoustic insulation will be further considered in the later detailed design stage.

- 7.4 For air quality impact, no adverse vehicular emission impact from the nearby roads is anticipated. Sewage generated from the Proposed Development will be conveyed to an existing public SPS outside Application Site via a proposed sewer. With adequate buffer distance from the public SPS, no odour impact upon the Proposed Development is anticipated. With the mitigation measures (e.g. peripheral setback from the site boundaries and provision of adequate buffer distances), incorporated into the design of the Proposed Development, no adverse air quality impact on the Proposed Development is anticipated.
- 7.5 For water quality impact, drainage and sewerage impact assessments have been conducted and reported in **Appendices F, H and I**. The Proposed Development will be served by proper drainage and sewerage systems.
- 7.6 For waste management, with the implementation of good construction site practices and appropriate mitigation measures, the generation of wastes from the Proposed Development could be minimized. General refuse will be generated during operation phase. Standard approach adopted in other similar residential development sites such as provision of refuse collection and storage facility as required under the Buildings Ordinance, regular collection of refuse by contractor with the waste collection licence under the Waste Disposal Ordinance (Cap.354), and set up of recycling bins and recycling point that is widely adopted in other parts of Hong Kong will be adopted for the handling and disposal of domestic waste with proper refuse collection point. No adverse waste management impact is envisaged during the construction and operation of the Proposed Development.
- 7.7 For land contamination, the Application Site is partially vacant, the southern portion of the Site was paved and used as private car parking space. According to the land contamination review conducted by the approved EIA (AEIAR-196/2016), there was a potential land contamination issue due to a previous fuel drum storage in the past. Detailed land contamination review and ground investigation would be required in later detailed design stage to assess the potential land contamination impact when full access is available.

10 DRAINAGE, SEWERAGE AND WATER SUPPLY CONSIDERATIONS

10.1 Drainage Impact Assessment

- 10.1.1 A Drainage Impact Assessment (DIA) has been carried out to assess the potential drainage impact induced by the Proposed Development.
- 10.1.2 The pre-development surface runoff is 1.64m³/s and the post-development runoff is 2.54m³/s. About 0.9m³/s increase in surface runoff is expected due to the Proposed Development with optimization of development intensity. Proposed terminal manhole No. STMH1 of the Application Site would collect and convey the surface runoff via a DN1200 public drainage pipe to SATP A07 which is constructed by CEDD and maintained by DSD. Based on the hydraulic assessment, it is envisaged that the Proposed Development is acceptable in drainage terms.
- 10.1.3 The details of the DIA are provided in **Appendix H**.

10.2 Sewerage Impact Assessment

- 10.2.1 A Sewerage Impact Assessment (SIA) has been carried out to assess the potential sewerage impact on the existing, planned and proposed sewerage system due to the Proposed Development.
- 10.2.2 Planned OD560 PE100 gravity sewers will be constructed by others from planned sewerage manhole FMH-H05 to the upgraded Chung Mun Road Sewage Pumping Station (CMRSPS) according to CEDD. The sewage from CMRSPS will be conveyed to Siu Ho Wan Sewage Treatment Work (SHWSTW) for centralized sewage treatment. The planned OD560 PE100 gravity sewers from FMH-H05 to upgraded CMRSPS is designed to cater for the sewage flow from the Application Site, Sha Tsui Tau, TCW MTR Station and other proposed developments such as the proposed commercial developments in the "(C)1" zone and "C(2)" zone, the GIC facilities in the "G/IC" zone and the coastal public housing site in Area 33 in TCW area.
- 10.2.3 After completion of the planned sewerage network by CEDD under the Tung Chung West Development, the public sewerage infrastructure would have adequate

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capacity to cater for the proposed discharge. Therefore, the Proposed Development is considered acceptable in sewerage terms.

10.2.4 The details of the SIA are provided in Appendix I.

10.3 Water Supply Impact Assessment

- 10.3.1 A Water Supply Impact Assessment (WSIA) has been carried out to assess the impact on the existing water supply system due to the Proposed Development.
- 10.3.2 A DN250 fresh water main is proposed to be tee-off from existing DN600 fresh water main along Yu Tung Road. The Application Site occupied approximately 4% capacity of existing DN600 fresh water main. Besides, a DN100 salt water main is proposed to be tee-off from existing DN300 (TMF) water main along Yu Tung Road. The Application Site occupies approximately 8% capacity of existing DN300 (TMF) water main.
- 10.3.3 The Application Site will collect fresh water from the upgraded Tung Chung Fresh Water Supply System and flushing water from public salt water system once the public salt water supply system is completed by CEDD. It is concluded that the Proposed Development is acceptable in water supply terms.
- 10.3.4 The details of the WSIA are provided in Appendix J.

Attachment 4

Replacement Pages of Air Ventilation Assessment

2.2 Hong Kong Observatory (HKO) Weather Data

2.2.1 The Hong Kong Observatory has weather stations located throughout Hong Kong which measure meteorological data of the environment. Wind roses under annual and summer conditions at Chek Lap Kok, the closest HKO station near the Application Site as indicated in **Figure 2.2**. However, the Chek Lap Kok Station is relatively far from the Application Site at over 3 km and is expected to be influenced by the local topography and building morphology. Therefore, data from the HKO Station is not suitable for the Application Site and the RAMS data at grids (X: 030 Y: 033) and (X: 030 Y: 034) is recommended to be used for the directional analysis of the Application Site.

2.3 Topography and Building Morphology

<u>Topography</u>

- 2.3.1 The Application Site is surrounded by multiple high topography to the east, south, and west the area is relatively flat near the Application Site. Approximately 2.5 km to the east lies Pok To Yan, with a height of about +520 mPD. To the southeast, at a distance of 1.5 km, is the peak of Wo Liu Tun which rises to about +320 mPD. Meanwhile, Nei Lak Shan is situated around 2.5 km to the southwest, reaching a height of +750 mPD. On the other hand, to the north of the Application Site is the Tung Chung Bay which is open for wind penetration.
- 2.3.2 Easterlies and south easterlies flowing to the Application Site are anticipated to encounter Pok To Yan and Wo Liu Tun respectively and experience minor hindrance before flowing down as downwash. The far distance between the elevated topography and the Application Site is also anticipated to allow the majority of E, ESE, and SSE wind to recover before reaching the Application Site. Hence, it is believed that the topography would not affect the wind availability in the Tung Chung West area.

Building Morphology – Existing Development

- 2.3.3 There are several existing developments surrounding the Application Site. The building height information of these identified developments are extracted from Geo-Reference Database (BG1000) provided by the Survey and Mapping Office/ Lands Department and **Table 2.2** can be referred to for the building heights of the existing surrounding structures.
- 2.3.4 The Application Site is surrounded by a combination of low-rise and high-rise developments in all directions excluding the west beyond the Tung Chung River and the sea to the north. The building blockage effect due to the surrounding developments is anticipated. For example, a portion of easterly winds flowing towards the southern portion of the Application Site will encounter the Mun Wo House creating an immediate wind wake and reducing wind availability in its immediate surroundings. Similarly, prevailing summer southerly winds will encounter both Mun Hong House and Mun Tai House hindering wind flow towards the Application Site. It is also anticipated that open spaces and roads around the proposed development will act as wind corridors for the Application Site. Overall, the impact of the existing morphology is expected to be moderate.

Building Morphology – Planned Development

2.3.5 According to the OZP and the Recommended Outline Development Plan (RODP) of this Tung Chung West area, there are several mid to high-rise developments



affect wind availability, when developing the Proposed Scheme due consideration has been given so that the design can respect the existing wind corridor along Chung Yat Street by providing sufficient building setback from southern site boundary line. For example, the Proposed Scheme maintains the air path at the southern portion through a podium setback design, which creates an air path not less than 15m wide. ESE wind flowing through this setback can flow beyond the Tung Chung River to reach other downwind locations such as Area 81 of the TCWNTE. Although, the Proposed Scheme has a taller building height as compared to the Baseline Scheme, other building setback have been proposed. For instance, the Proposed Scheme widens the building setback at the northern portion of the Application Site creating a wind path of no less than 15m allowing ESE wind to flow along the northern edge of the Application Site. Also, the proposed building height is still lower than the building height at the adjacent Mun Tung Estate. High-level wind can still flow over the proposed structures. Moreover, as the Application Site is adjacent to Tung Chung Stream and there is no sensitive use immediately downstream, it is expected that wind can gradually recover via the river bank and Tung Chung Stream to reach other downwind locations.

3.3.5 Overall, while the building height is generally higher in the Proposed Scheme, and might induce a wake in its immediate surrounding area to the west of the Application Site. The Proposed Scheme has maintained and strengthened the mitigation measures provided under the Baseline Scheme to minimise air ventilation impact via proper design and building setback. Hence, wind performance is anticipated to be comparable between the two schemes.

3.4 Wind Flow from E Direction

- 3.4.1 **Figure 3.3** illustrates the prevailing wind flow from E wind direction under the Baseline Scheme and Proposed Scheme.
- 3.4.2 Similar to ESE wind, the existing Mun Tung Estate to the east of Chung Mun Road and the future developments in the commercial and G/IC zones to the north of Yu Tung Road would limit easterly wind flow to the Application Site. At present, wind flow is particularly limited at the southern portion of the Application Site due to the existing tall residential towers (about 102mPD) of Mun Wo House, Mun Shun House, and Mun Tai House at Mun Tung Estate. Under the current condition, Yu Tung Road would serve as an existing wind corridor in the area which would reach the central portion of the Application Site. On the other hand, the existing wind corridor along Chung Yat Street would also allow certain easterly wind to reach the southern portion of the Application Site via the street and the open area/ open car park at existing Hang Chi Chiu Pang Morninghope School.
- 3.4.3 Under the Baseline Scheme, remaining E wind flowing from planned developments at of TCWNTE east of the Application Site will encounter the clusters of low-rise residential blocks under the Baseline Scheme hindering pedestrian-level wind flow to further downstream areas. Nevertheless, the E wind could flow along the northern edge of the Application Site as well as via the building setback provided under the southern site boundary. Furthermore, the Baseline Scheme provides a 20m NBA at the centre of the Application Site to accommodate easterly wind flow from the Yu Tung Road breezeway. E wind reaching the NBA will penetrate the Application Site with a turn of no less than 15 degrees and reach further downstream areas such as the low-rise buildings in Area 81 of the TCWNTE.
- 3.4.4 The increase in building height under the Proposed Scheme is anticipated to create a wind wake at the immediate downwind locations of residential towers. However, it should be noted that the immediate downwind location of the Application Site is the



embankment and estuary of Tung Chung River and in the absence of any immediate sensitive receivers. Building setback from the western site boundary line is already adopted in the design to allow wind to gradually recover via the space created. The planned Area 81 of the TCWNTE at further downwind location is relatively far away from the proposed development (about 126m separation distance), the provided building setback at the Application Site together with the large open space at the embankment and estuary of Tung Chung River, would allow some wind to recover before reaching downstream receivers at the Area 81. As mentioned in Section 3.4.2, at present wind flow is already limited at the southern portion of the Application Site due to the existing tall residential towers at Mun Tung Estate. Although E wind availability is limited at the southern area of the Application Site, the Proposed Scheme maintains the building setback at the southern portion of the Application Site through the podium setback from the southern site boundary, which creates a not less than 15m air path for any leftover E wind from Mun Tung Estate to flow through and reach further downstream areas. Additionally, the building gaps between building clusters allows for an NBA aligning from east to west direction which is in line with the NBA proposed in the Explanatory Statement of the OZP. As compared with the Baseline Scheme, the NBA created in Proposed Scheme has been designed to align the E wind direction and without any turn. E wind flowing from existing wind corridor at Yu Tung Road would be able to flow through and penetrate through the NBA at the Application Site with little to no hinderance to ventilate the Area 81 of the TCWNTE. Furthermore, the Proposed Scheme has also provided further building setback at the northern site boundary as opposed to the Baseline Scheme, the building setback at the northern Site boundary creates an air path of no less than 15m wide allowing E wind to flow through the northern portion of the Application Site.

3.4.5 To sum up, although the high-rise towers under the Proposed Scheme may potentially reduce wind availability at the immediate downstream area, there are no immediate downwind sensitive receivers present. Existing wind availability is already limited at the southern portion of the Application Site due to the tall residential developments of Mun Tung Estate which blocks majority of E wind from flowing towards the proposed development. Nevertheless, building setback from site boundary line has been provided in design together with the river embankment and Tung Chung River to create a space for wind to recover. With the mitigation measures incorporated under the Proposed Scheme, notably the realignment of the NBA to better accommodate the direction of E wind, pedestrian-level E wind is expected to perform slightly better under the Proposed Scheme as compared to the Baseline Scheme.

3.5 Wind Flow from S Directions

- 3.5.1 **Figure 3.4** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under S wind direction.
- 3.5.2 S wind is identified as a prevailing wind direction under both summer and annual conditions. The majority of S wind within the vicinity of the Site will come from the N-S aligned existing wind corridors such as those along Tung Chung Stream to the west and existing public road at Chung Mun Road to the east, and a slight portion of pedestrian-level southerly winds are expected to be hindered by the other existing low-rise developments to the south of the Application Site such as the YMCA of Hong Kong Christian College and planned development at Area 91 before it can arrive the Application Site. However, the majority of S wind flowing towards the Application Site will remain unhindered and can reach the Application Site.



