Appendix 6

ENVIRONMENTAL ASSESSMENT

URBAN GREEN

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos.196 and 276)

Reference: P161-EA-I1 Issue 1
Date: 18 September 2026
Confidential

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Environmental Assessment Report

Reference: P161-EA-I1 Issue 1

Date: 18 September 2026

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1 Introduction

1.1 Background

Urban Green Consultants Ltd. (UGC) has been appointed to prepare a Environmental Assessment Report to support the Section 12A ("S12A") Planning Application / Rezoning Request ("RR") to amend the Approved Sha Tin Outline Zoning Plan No. S/ST/40 ("Approved OZP") gazetted on 17 January 2026 at Nos.8-14 Siu Lek Yune Road, Sha Tin, New Territories (the "Site"/"Rezoning Site") (Sha Tin Town Lot ("STTL") Nos. 196 and 276).

The Rezoning Site has an area of approx. 7,668m^2 and is currently zoned Industrial (1)" ("I(1)") on the Approved OZP. There are no development restrictions on plot ratio ("PR"), building height ("BH"), gross floor area ("GFA") or site coverage ("SC") stipulated on "I(I)" zone. 'Flat' is neither a Column 1 nor Column 2 use under the "I(1)" zone. This RR seeks to rezone the Site from "I(1)" zone to "Residential (Group A)10" ("R(A)10") zone subject to a PR restriction of 6 and BH restriction of 127mPD, as stipulated on the Plan, to facilitate the comprehensive redevelopment of two(2) existing Industrial Buildings ("IBs") into a private residential development with commercial uses ("Proposed Redevelopment"). An Indicative Development Scheme (*Appendix 1 of the Planning Statement* refers) is prepared to demonstrate the feasibility of the proposed zoning and to illustrate the proposed zoning parameters

1.2 Objectives of the EA

This EA has identified and addressed the following major environmental issues:

- Identify the sensitive uses that will likely be affected by the operation of the Rezoning Site;
- Assess and evaluate the potential noise impacts due to site operation upon the sensitive uses;
- Assess and evaluate the potential air quality impacts upon the sensitive users; and
- Assess and evaluate the potential water quality, waste and land contamination issues arising from and upon to the Rezoning Site;
- Propose mitigation measures, where necessary, to reduce the environmental impacts to an acceptable level.

1.3 Report Structure

The remaining chapters of this report are shown below:

Chapter 2 – Site Context

Chapter 3 – Air Quality

Chapter 4 – Noise

Chapter 5 – Water Quality

Chapter 6 – Waste Management and Land Contamination

Chapter 7 – Conclusion

2 Site Context

2.1 Site Location and Its Environs

The Rezoning Site is located on Siu Lek Yuen Road within Sha Tin District, to the southeast of Shing Mun River. In the immediate surroundings are Sha Tin Industrial Centre to the west, Siu Lek Yuen Road Playground to the north, the PCCW Yuen Chau Kok Telephone Exchange to the east, and the KMB Sha Tin Depot to the south.

Furthermore, there are two major elevated transport corridors near the Rezoning Site. Tate's Cairn Highway is located to the east while the Tuen Ma Line railway viaduct is located to the west.

Figure 2.1 shows the rezoning site location and its environs.

2.2 Proposed Redevelopment

The Proposed Redevelopment comprises of two 32-storey residential towers above a 2-storey Podium (including carpark, retail shops and an eating place), and a 1-storey clubhouse and podium garden, at a proposed BH of 127mPD and with a PR of 6. The Proposed Redevelopment will provide a total of 928 residential flats, with a total gross floor area of 46,008 m^2. The year of completion for the Proposed Redevelopment is expected to be 2033. The proposed layout plan is presented in Appendix 1 of the Planning Statement.

3 Air Quality

3.1 Introduction

This section aims to assess the air quality impact associated with vehicular emission arising from the surrounding roads upon the Proposed Redevelopment and the potential air quality impact arising from the Proposed Redevelopment to nearby ASRs during operation phase.

3.2 Statutory Requirements and Guidelines

Chapter 9 of the HKPSG stipulates the AQOs issued under the APCO. An updated AQOs was in force on 11 April 2025 and the relevant criteria for this assessment are tabulated in Table 3.1.

Table 3.1 Hong Kong Air Quality Objectives

Pollutant	Averaging time	Concentration limit [i] ug/m^2	No. of exceedances allowed
Sulphur dioxide (SO_2)	10-minute	500	3
	24-hour	40	3
Respirable suspended particulates (PM10) [ii]	24-hour	75	9
	Annual	30	Not applicable
Fine suspended particulates (PM2.5) [iii]	24-hour	37.5	18
	Annual	15	Not applicable
Nitrogen dioxide (NO_2)	1-hour	200	18
	24-hour	120	9
	Annual	40	Not applicable
Ozone (O_3)	8-hour	160	9
	Peak season	100	Not applicable
	1-hour	30,000	0

Pollutant	Averaging time	Concentration limit [i] ug/m^2	No. of exceedances allowed
Carbon monoxide (CO)	24-hour	10,000	0
	Annual	4,000	0
Lead	Annual	0.5	Not applicable

Note:

i. 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 293 Kelvin and a reference pressure of 101.325 kilopascal.

ii. Respirable suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 10 μm or less.

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

The minimum buffer distance required between roads and air sensitive uses and chimneys are stipulated in Table 3.1 in Chapter 9 of the HKPSG. The relevant minimum buffer distances are summarised in Table 3.2 and Table 3.3.

Table 3.2 Relevant Buffer Distance Requirements for Road

Type of Road	Buffer Distance(1)
Trunk Road and Primary Distributor	>20m
District Distributor	>10m
Local Distributor	>5m

(i) Buffer distance is the horizontal distance from the edge of road kerb and the rezoning site boundary.

Table 3.3 Relevant Buffer Distance Requirements for Chimney

Difference in Height between Industrial Chimney Exit and the Rezoning Site	Buffer Distance
<20m	>200m
20-30m	>100m
30-40m	>50m
40m	>10m

The relevant regulations specified by APCO include the followings:

- Air Pollution Control Ordinance (Cap. 311);
- Air Pollution Control (Construction Dust) Regulation (Cap. 311R);
- Air Pollution Control (Smoke) Regulation (Cap. 311C);

- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation (Cap. 311Z);
- Air Pollution Control (Fuel Restriction) Regulations (i.e. using liquid fuel with a sulphur content of less than 0.001% by weight); and
- Recommended Pollution Control Clauses for Construction Contracts
- Control of Air Pollution in Car Parks (ProPECC PN2/96)

3.3 Baseline Air Quality

As there is no EPD's monitoring station located in the vicinity of the Rezoning Site, the nearest general monitoring station, Sha Tin Air Quality Monitoring Station (AQMS) which is approximately 2.5 km from the Rezoning Site is selected. The monitoring concentrations between 2021 and 2025 are summarised in Table 3.4.

Table 3.4 Air Quality Monitoring Concentration ($\mu g/m^3$) at Sha Tin AQMS (Years 2021 to 2025)

Pollutant	Averaging Period	2021	2022	2023	2024	2025	5-year Average	Concentration Limit ($\mu g/m^3$)	No. of Exceedances Allowed
SO_2	10-min (4th highest)	33	23	57	21	28	32	500	3
	24-hr (4th highest)	11	11	8	6	7	9	40	3
PM_{10}	24-hr (10th highest)	58	46	51	53	50	52	75	9
	Annual	25	21	22	21	20	22	30	Not Applicable
$PM_{2.5}$	24-hr (19th highest)	31	30	26	31	28	29	37.5	18
	Annual	14	13	13	13	12	13	15	Not Applicable
NO_2	1-hr (19th highest)	159	112	133	122	131	131	200	18
	24-hr (10th Highest)	74	55	62	53	66	62	120	9
	Annual	32	26	27	26	29	28	40	Not Applicable
O_3	8-hr (10th highest)	157	**177**	159	**167**	**164**	165	160	9
	Peak season	94	**103**	**101**	**109**	**104**	102	100	Not Applicable
CO	1-hr	No data	No data	No data	No data	No data	No data	30,000	0

Pollutant	Averaging Period	2021	2022	2023	2024	2025	5-year Average	Concentration Limit (µg/m³)	No. of Exceedances Allowed
	8-hr	No data	No data	No data	No data	No data	No data	10,000	0
	24-hr	No data	No data	No data	No data	No data	No data	4,000	0

Note: [1] Bolded and underlined value indicates the exceedance of the AQO.

Data collected by Environmental Protection Department (EPD) air quality monitoring programme during the period of 2021 to 2025 were examined with average period value presented in Table 3.4. It is noted that the overall air quality has been improved over the period of 2021 to 2025 attributed to the increase of public awareness and cooperation between the Hong Kong Government and Mainland Government.

3.4 Future Air Quality

Future background air quality has been predicted based on hourly concentration data extracted from the "Pollutants in the Atmosphere and their Transport over Hong Kong" (PATH v3.0) model. The operation year of the project is in Year 2033. The best available data from PATH v3.0 will be the projected background scenario in Year 2030. Pollutant concentrations in PATH grid (43,40) projected to Year 2030 were extracted and summarized in Table 3.5.

Table 3.5 Background Air Pollutants in Year 2030 Extracted from PATH V3.0

Pollutant	Averaging Period	Path Grid 43,40 (µg/m³)	Concentration Limit (µg/m³)	No. of Exceedances Allowed
SO_2	10-min (4thhighest)	23.56	500	3
	24-hr (4thhighest)	6.63	40	3
PM_{10}	24-hr (10thhighest)	49.35	75	9
	Annual	19.23	30	Not Applicable
$PM_{2.5}$	24-hr (19thhighest)	29.13	37.5	18
	Annual	11.82	15	Not Applicable
NO_2	1-hr (19thhighest)	61.12	200	18
	24-hr (10th Highest)	29.57	120	9

Pollutant	Averaging Period	Path Grid 43,40 (μg/m^3)	Concentration Limit (μg/m^3)	No. of Exceedances Allowed
	Annual	14.43	40	Not Applicable
O_3	8-hr (10thhighest)	**166.01**	160	8
	Peak season	**116.75**	100	Not Applicable
CO	1-hr	535.5	30,000	0
	8-hr	488.9	10,000	0
	24-hr	462.45	4,000	0

Note:
[1] The values of Year 2030, L1 are obtained from https://aqia.epd.gov.hk/
[2] Bolded and underlined value indicates the exceedance of the AQO.

Exceedance of AQOs of O_3 is predicted based on the PATH background concentrations in Year 2030 The high concentration of O_3 is a regional air pollution problem in the Pearl River Delta (PRD) Region. However, all other parameters have complied with the AQOs.

3.5 Air Sensitive Receivers

Air sensitive receivers (ASRs) include residential buildings, hotel, hostel, shopping centre, institution, buildings with office uses and playground are identified within the study area of 500m from the rezoning site boundary of the Proposed Redevelopment. The representative ASRs were shown in Figure 3.1 and summarised in Table 3.6.

In addition to the surrounding ASRs, the Proposed Redevelopment is a residential building which is considered as ASR.

Table 3.6 Representative Air Sensitive Receivers (ASRs)

ID	Description	Use	Shortest Horizontal Distance from Site Boundary (m)
Existing ASRs			
ASR 1	Shek Mun Estate	Residential	172
ASR 2	Siu Lek Yuen Road Playground	Playground	34
ASR 3	Goldlion Holdings Centre	Office Uses	143

ID	Description	Use	Shortest Horizontal Distance from Site Boundary (m)
ASR 4	Alva Hotel by Royal	Hotel	70
ASR 5	PCCW Yuen Chau Kok Telephone Exchange	Office Uses	8
ASR 6	Sha Tin Industrial Centre	Office Uses	10
ASR 7	City One Shatin	Residential	164
ASR 8	Lam Kau Mow Secondary School	Educational Institution	178
ASR 9	Siu Lek Yuen Fire Station	Institution	194
ASR 10	Koon Wah Building	Office Uses	142
ASR 11	Yu Chui Shopping Centre	Shopping Centre	273
ASR 12	Ngau Pei Sha Street Playground	Playground	144
ASR 13	Citimark	Office Uses	273
ASR 14	Crown Worldwide Building	Office Uses	140
ASR 15	Town Health Technology Centre	Office Uses	112
Planned ASRs			
ASR 16	Planned Residential Development at STTL 625	Residential	199
ASR 17	Planned Student Hostel Development	Hostel	10
ASR 18	Planned Residential Development at STTL 623	Residential	143
ASR 19	Proposed Redevelopment	Residential	-

3.6 Air Quality during Construction Phase

The major air pollution concerns shall be fugitive dust and smoke emission during the construction stage, especially excavation works. While liquid fuels with a sulphur content below 0.001% by weight are commonly used during construction, they strictly adhere to the requirements of the Air Pollution Control (Fuel Restriction) Regulations. As advised by the project team, the area of excavation is about 7,668m^2 and the volume of the excavation materials is about 38,340m^3. Given a dump truck capacity of 25m^3, approximately 1,534 dump trucks would be required throughout the construction period. The construction of the Proposed Redevelopment shall comply with the guidelines listed below:

- Construction dust shall be controlled in accordance with the requirements as listed in the Schedule of the Air Pollution Control (Construction Dust) Regulation of APCO. Also, notice of notifiable works as defined under the Regulation shall be completed by the Contractor and sent to the Environmental Protection Department (EPD).
- Dark smoke emission of the machines used for construction shall comply with the requirements of the Air Pollution Control (Smoke) Regulation of APCO.
- All of the Non-road Mobile Machinery (NRMMs) used for the construction shall comply with the Air Pollution Control (NRMMs) (Emission) Regulation.

To mitigate fugitive dust impact, all dust control measures recommended in the Air Pollution Control (Construction Dust) Regulation, where applicable, will be implemented. Typical relevant dust control measures include:

- The works area for site clearance shall be sprayed with water before, during and after the operation so as to maintain the entire surface wet;
- Restricting heights from which materials are to be dropped, as far as practicable to minimise the fugitive dust arising from unloading/ loading;
- Immediately before leaving a construction site, all vehicles shall be washed to remove any dusty materials from its body and wheels;
- All spraying of materials and surfaces should avoid excessive water usage;
- Where a vehicle leaving a construction site is carrying a load of dusty materials, the load shall be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
- Travelling speeds should be controlled to reduce traffic induced dust dispersion and re-suspension within the rezoning site from the operating haul trucks;
- Erection of hoarding of not less than 2.4 m high from ground level along the rezoning site boundary;
- Any stockpile of dusty materials shall be covered entirely by impervious sheeting; and/or placed in an area sheltered on the top and 4 sides; and
- All dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet.
- Adopt a higher hoarding height close to those concerned ASRs.
- Locate the haul road away from those concerned ASRs.
- Avoid dusty works or placing stockpile near those concerned ASRs
- Minimization of unpaved, exposed earth by immediate covering/ permanent paving as soon as the works have been completed.

With the implementation of the mitigation measures, no adverse construction dust impact is anticipated.

3.7 Air Quality during Operational Phase

3.7.1 Vehicular Emission Impact on the Proposed Redevelopment

Vehicular Emission from the surrounding roads is considered as a potential source of air quality impact for the Proposed Redevelopment. The nearest vehicular roads to the Rezoning Site are Siu Lek Yuen Road to the northeast and Yuen Shun Circuit to the southwest. According to the Annual Traffic Census 2024 from the Transport Department (TD), the Siu Lek Yuen Road is classified as Primary Distributor, while TD has confirmed that Yuen Shun Circuit is classified as a Local Distributor. The email record for the confirmation of road type is provided in Appendix A1. As a conservative approach, Yuen Shun Circuit is considered as Local Distributor based on its nature and characteristics. According to the buffer distance requirements for Primary Distributor and Local Distributor stipulated in Table 3.2, minimum buffer distances of >20m and >5m are required for Siu Lek Yuen Road and Yuen Shun Circuit. No air-sensitive use including openable window, fresh air intake and recreational use in open space shall be located within the buffer zone. The air intake of the retail area will be positioned as far as possible from the roadside, and a high-efficiency filter will be installed in the Mechanical Ventilation and Air Conditioning (MVAC) system. Given that the building boundary of the Proposed Redevelopment is located beyond the 20m and 5m buffer distances of Siu Lek Yuen Road and Yuen Shun Circuit respectively, no adverse air quality impacts associated with vehicular emission on the Proposed Redevelopment is anticipated.

3.7.2 Chimney Emission

Chimney Emission in the Surroundings

Based on the site survey conducted on 12 September 2025, four chimneys were identified within 200m assessment boundary of the Rezoning Site. The identified chimneys are located at the PCCW Yuen Chau Kok Telephone Exchange. It was observed that the chimneys are exclusively used for the emergency generator and regular operation is not expected. Therefore, adverse air quality impacts arising from the identified chimneys are not anticipated. The location of the chimneys is indicated in Figure 3.2, and the photo record of the chimneys is provided in Appendix A2.

Chimney Emission at the Proposed Redevelopment

There will be no chimney at the Proposed Redevelopment. Therefore, no adverse air quality impact arising from chimney emission is anticipated.

3.7.3 Car Park

In the Proposed Redevelopment, semi-enclosed car parks are located on the G/F and 1/F. As the carpark will be semi-enclosed within the building structure, vehicular emissions will be controlled by mechanical ventilation system. Although carpark operations potentially involve the emission of Carbon Monoxide (CO) and Nitrogen Dioxide (NO_2), the design will strictly adhere to the requirements stipulated in ProPECC PN 2/96 to minimise the air quality impacts on the surrounding ASRs. The car park will be equipped with a mechanical ventilation system designed to ensure sufficient air exchange and effective pollutant dilution. All exhaust air will be discharged via the exhaust outlets that are strategically positioned away from the

nearest ASRs as far as practical. The location of the exhaust outlets are indicated in Figure 3.3 and Figure 3.4. As such, no adverse air quality impact is anticipated from the car parks of the Proposed Redevelopment.

4 Noise

4.1 Introduction

This section addresses the potential noise impacts associated with the operation phase of the Rezoning Site. The relevant statutory requirements and mitigation measures recommended in order to comply with the associated criteria and standards are presented in this section.

4.2 Criteria and Guidelines

The Noise Control Ordinance (NCO) provides the statutory framework for noise control. Assessment procedures and standards relevant to the Project are set out in the Technical Memoranda (TM) and guidelines listed below:

- Chapter 9, Environment – Hong Kong Planning Standards and Guidelines (HKPSG)
- Practice Note for Professional Persons No. ProPECC PN No. 3/23 'Application of Sound Insulation in Residential Building to Reduce Noise Transmission Between Units"
- Practice Note for Professional Persons No. ProPECC PN No. 4/23 'Practice Note for the Planning of Residential Developments against Road Traffic Noise"
- Practice Note for Professional Persons No. ProPECC PN No. 5/23 'Application of Innovative Nosie Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact";
- Practice Note for Professional Persons No. ProPECC PN No. 1/24 'Minimizing Noise from Construction Activities";
- Noise Control Ordinance (NCO) (Cap. 400);
- Technical Memorandum on Noise from Construction Work other than Percussive Piling (GW-TM);
- Technical Memorandum on Noise from Construction Work in Designated Areas (DA-TM);
- Technical Memorandum on Noise from Percussive -TM); and
- Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites (IND-TM).
- Recommended Pollution Control Clause for Construction Contracts

4.3 Road Traffic Noise

4.3.1 Assessment Criteria

Noise standards are stipulated in Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against possible noise impact from road traffic. According to the HKPSG, the road traffic noise standard of L10(1-hour) 70 dB(A) for the use of "All domestic premises including temporary housing accommodation" should be followed.

4.3.2 Assessment Points

All representative noise sensitive receivers (NSRs) within the Proposed Redevelopment are assigned with an assessment point. In general, the assessment points are assumed to be at a height of 1.2m above floor level and 1m away from the façade of the NSRs relying on openable window/slide door for ventilation. The location of the assessment points is shown in Figure 4.1.

4.3.3 Assessment Assumption and Methodology

As advised by the Project Traffic Consultant, it is anticipated that the traffic will grow continuously within 15 years from occupation of the Proposed Redevelopment (i.e., Year 2048 = Year of occupancy (Year 2033) + 15 years). Therefore, the road traffic noise levels are predicted based on the projected peak hour traffic flows for the worst year within 15-year from the year of occupancy. The traffic forecast in Year 2048 is provided by the Traffic Consultant under the same application. The traffic data at peak hour for both AM and PM are taken into consideration in the assessment. All major roads within 300m from the Rezoning Site are included in the assessment. The traffic forecast data is presented in Appendix B1.

The road traffic noise impact at the assessment points is predicted using the computer model "NoiseMap Enterprise - RoadNoise" which implements the calculation method as prescribed in the Calculation of Road Traffic Noise (CRTN) developed by UK Department of Transport, Welsh Office in 1988. The predicted noise levels are then compared against the HKPSG noise criterion for evaluating the impact. Acoustic fins of 1.5 m and 2 m in length are proposed at the facade to minimise noise impact from nearby roads. The acoustic fins have been incorporated into the model as screening to interrupt the direct noise path. The locations of the acoustic fins are provided in Figure 4.1.

4.3.4 Assessment Results

Based on the road traffic noise assessment results for both AM and PM peak hours, the maximum predicted traffic noise levels at all identified NSRs range from 49.1dB(A) to 72.7dB(A) at Tower 1 and, from 57.5dB(A) to 72.3dB(A) at Tower 2. The summary of maximum traffic noise levels is provided in Appendix B2. The predicted traffic noise levels at the representative NSRs for both AM and PM peak hour without the application of mitigation measures are given in Appendix B3. Location of predicted exceedances are indicated in Figure 4.2.

4.3.5 Recommended Noise Mitigation Measures

Typical acoustic balcony and acoustic window installation are proposed as mitigation measures. Figure 4.3 shows the locations of the proposed mitigation measures. The schedule of noise mitigation measures is shown in Table 4.1. The summary of noise level in all NSRs after adopting the mitigation measures are provided in Appendix B4.

Table 4.1 Summary of Noise Mitigation Measures

Noise Mitigation Measures	NSRs
Typical Acoustic Balcony	T1-O28 (1/F – 18/F)

Noise Mitigation Measures	NSRs
	T1-O29 (1/F – 18/F) T2-O22 (1/F – 20/F) T2-O23 (1/F – 20/F)
Acoustic Window (Baffle Type)	T1-O25 (1/F – 19/F) T1-O26 (1/F – 18/F) T1-O27 (1/F – 18/F) T1-O30 (1/F – 17/F) T1-O31 (1/F – 17/F) T1-O32 (1/F – 17/F) T2-O19 (1/F – 14/F) T2-O20 (1/F – 14/F) T2-O21 (1/F – 16/F) T2-O24 (1/F – 19/F) T2-O25 (1/F – 15/F) T2-O26 (1/F – 8/F)

Typical Acoustic Balcony

In accordance with the Website "Innovation Noise Mitigation Design and Measures – Conventional Noise Mitigation Measures" by the EPD, a typical acoustic balcony with a minimum depth of 1000mm, minimum solid parapet height of 1200mm, and balcony ceiling lined with Sound Absorptive Material (SAM) can achieve a noise reduction of 2.0 – 2.5 dB(A). As the proposed balconies will have a depth of at least 1400mm depth and a 1400mm high solid parapet and its ceiling is lined with absorptive material, a noise reduction of 2.5 dB(A) is applied. The configuration of the typical acoustic balcony is shown in Figure 4.4.

Acoustic Window (Baffle Type)

According to ProPECC PN 5/23, there is a configuration of Acoustic window (Baffle Type) with opening of around 0.5m^2 (600mm x 870mm) and 1.1 m^2 (750mm x 1500mm), inner sliding door with gap width of 100mm to 175mm and overlapping length of at least 100mm with SAM applied, for referenced room area of 8m^2 and 18 m^2, respectively. A noise reduction of 7.5dB(A) to 8.5dB(A) is achievable. Considering the room size adjustment, a 4.8dB(A) to 5.5dB(A) reduction is applied for room areas of approximately 4.3m^2 to 9.1 m^2. The proposed acoustic windows shall follow the size and configuration of the acoustic windows stipulated in ProPECC PN 5/23. Figure 4.4 shows the configuration of the Acoustic Window (Baffle Type).

The configuration of noise reduction of acoustic windows and noise reduction after adjustment for improvement measures, room size, etc. are shown in Appendix B5. The location of proposed mitigation measures is provided in Figure 4.3.

Glass panes in all windows of all habitable rooms (e.g. bedrooms) in residential dwellings in the residential development have a minimum thickness of 6mm. All these windows are well-gasketed, providing the future occupants an option for a quieter indoor noise environment.

4.4 Railway Noise

4.4.1 Source of Railway Noise

The Proposed Redevelopment is located at approximately 105m to the east of the MTR Tuen Ma Line (TML). The concerned railways are shown in Figure 4.5.

4.4.2 Assessment Criteria

Under the Noise Control Ordinance (NCO), noise criteria applicable to the Proposed Redevelopment is stipulated in the "Technical Memorandum for the Assessment of the Noise from Places other than Domestic Premises, Public Places or Construction Sites" (IND-TM).

The Rezoning Site is located to the south of Siu Lek Yuen Road. According to "*The Annual Traffic Census 2024*" issued by Transport Department (TD), the annual average daily traffic flow on Siu Lek Yuen Road is below 30,000. The road is not considered as Influencing Factor (IF) in accordance with the IND-TM. The type of area containing the Rezoning Site is classified as "(iv) Area other than those above" and it is located within 100m of the identified industrial zones designated as "industrial" on the Outline Zoning Plan. As a result, the Area Sensitivity Rating (ASR) for the Rezoning Site is classified as "C".

Noise standards for the railway noise assessment are tabulated in Table 4.2 and shall be adopted for all time periods in the assessment.

Table 4.2 Noise Standards for Railway Noise

Time Period	Acceptable Noise Level (ANL) in IND-TM, dB(A)
Day (0700 to 1900 hours)	70
Evening (1900 to 2300 hours)	70
Night (2300 to 0700 hours)	60

In addition, Table 4.1 of HKPSG Chapter 9 has provided noise standards for assessing railway noise, which are Leq (24 hour) 65dB(A) and Lmax (2300-0700) 85 dB(A). As the noise criteria in IND-TM is regarded as more stringent. Thus, the noise criteria of 60dB(A) during nighttime shall be followed.

Besides, Section 4.2.10 of the HKPSG Chapter 9 has also provided the required horizontal separation from the edge of track to the facade of sensitive uses. The requirements are shown in.

Table 4.3 Required Horizontal Separation from the Edge of Track to the Façade of Sensitive Uses.

Rail Line	Horizontal Separation Required (m)
MTR	25m (the side parapets break the line of sight of the bogie)

4.4.3 Assessment Assumption and Methodology

The Rezoning Site is located near the City One MTR station and Shek Mun MTR station. The stations serve one MTR route (i.e. Tuen Mun – Wu Kai Sha). The residential units of Tower 1 facing northeast and northwest will be directly affected by the railways due to the direct line of sight to the MTR tracks. The location of the representative NSRs is presented in Figure 4.5.

According to the approved Environmental Impact Assessment (EIA) Study for the Tuen Mun South Extension (ref. no.: EIA-279/2022), the sound exposure level (SEL) of an 8-car train traveling at 130 kph and measured at a distance of 25 m is 81.4 dB(A). As the railway adjacent to the Rezoning Site follows the same route as that assessed in the EIA Study, it is assumed that the SEL of the nearby railway is also 81.4 dB(A).

The railway noise assessment is based on the prediction procedures in "Calculation of Railway Noise (1995)" published by the Department of Transport of the United Kingdom. The MTR tracks were divided into four segments (Segments 1 to 4) to allow individual SELs to be assigned and to account for differences in noise emissions between joint/crossover sections and plain track sections. The details of the railway noise calculation are provided in Appendix B6.

9 representative NSRs from the northwest façade and 2 representative NSRs from the northeast façade of the Proposed Redevelopment are included in the assessment due to their proximity to the Site. The elevated MTR tracks are at approximately 15.50mPD. As the NSRs on 5/F (i.e. 38.5mPD + 1.2m above floor level = 38.5mPD) is the lowest level with a direct line of sight to the tracks, the representative NSRs at this level are selected for the assessment. The elevation of the Proposed Redevelopment and the nearby MTR tracks are provided in Figure 4.6.

The information on train speed and train frequency of the MTR trains is obtained from MTRC. The reply from MTRC is attached in Appendix B7.

Table 4.4 Summary of Assessment Assumption

Parameters	Assumptions	Remark
Train Frequency	=10 log(N1) dB(A)	N1 is the train frequency in 30 minutes. The peak train frequencies during 07:00–23:00 and 23:00–07:00 were adopted in the railway noise assessment to represent the daytime and evening periods, and the nighttime period, respectively.
Train Speed Correction	=20 log(V/Vref) dB(A)	V and Vref are the average train speeds and the reference train speed, respectively
Distance Correction	Cdist = – 10 $\log_{10}$ (dist/25)	where dist is the perpendicular slant distance of track segment to NSR in meters
Conversion to LAeq(30min)	=10 log(1/1800) dB(A)	-
Façade Correction	2.5 dB(A)	-
View of Angle	= 10 log (πθ /180-cos2α sinθ) - 5 dB(A)	α is the acute angle between a line drawn through the receiver point, parallel to the track and the line bisecting the angel of view θ.
Maintenance Factor	3dB(A)	-
Joints and Crossovers	7dB(A)	-

4.4.4 Assessment Result

It is noted that the maximum train speed of track section between City One and Shek Mun Station for both directions is 70 km/hr while the train speed indicated in the approved Tuen Mun South Extension EIA report is 130km/hr. Hence, train speed correction is applied. Besides, different view angle corrections were applied to represent the railway noise received by the selected NSRs from the near track and far track. The view angles from the representative NSRs to the 4 track segments are presented in Figure 4.7a and Figure 4.7b.

As the train frequencies are 28 trains per hour per direction during 07:00–23:00 and 16 trains per hour per direction during 23:00–07:00, the corresponding train frequency corrections were adopted.

After considering all relevant corrections, the predicted railway noise levels at the representative NSRs during the daytime and evening periods range from 49.3 dB(A) to 56.6 dB(A), while the predicted railway noise levels during the nighttime period range from 46.9 dB(A) to 54.1dB(A). As the predicted results comply with the noise criterion of 60 dB(A) stipulated in the IND-TM, no adverse railway noise impact on the Proposed Redevelopment is anticipated.

4.5 Fixed Noise Sources

4.5.1 Noise Sensitive Receivers

Representative NSRs located within 300m of the assessment area from the Rezoning Site have been identified and summarised in Table 4.5, and their locations are shown in Figure 4.8. It is noted that Siu Lek Yuen Road, Chap Wai Kon Street and Sha Tin Wai Road are located in the vicinity of NSRs 1-8. According to "*The Annual Traffic Census 2024*" issued by TD, the annual average daily traffic flow on Siu Lek Yuen Road, Chap Wai Kon Street and Sha Tin Wai Road are below 30,000. Therefore, these roads are not considered as IF.

The type of area containing NSR 1 and NSRs 3-8 is classified as "(iv) Area other than those above" and they are located within 100m of the identified industrial zones designated as "industrial" on the Outline Zoning Plan. As a result, the Area Sensitivity Rating (ASR) for NSR 1 and NSRs 3-8 is classified as "C". On the other hand, the type of area containing NSR 2 are "(iii) Urban area" and it is not affected by IF. Therefore, the ASR of NSR 2 is identified as "B".

Table 4.5 Representative Noise Sensitive Receivers

ID	Location	Type	Area Sensitivity Rating	Horizontal Separation from the Rezoning Site Boundary, m
Existing NSRs				
NSR 1	ALVA HOTEL BY ROYAL	Hotel	C	70
NSR 2	Shek Mun Estate	Residential	B	172
NSR 3	City One Shatin	Residential	C	164
NSR 4	Lam Kau Mow Secondary School	Educational Institution	C	178
Planned NSRs				
NSR 5	Planned Residential Development at STTL 625	Residential	C	199
NSR 6	Planned Residential Development at STTL 623	Residential	C	143

ID	Location	Type	Area Sensitivity Rating	Horizontal Separation from the Rezoning Site Boundary, m
NSR 7	Planned Student Hostel Development	Hostel	C	10
NSR 8	The Proposed Redevelopment	Residential	C	-

4.5.2 Planned Fixed Noise Impact on Existing NSRs

4.5.2.1 Assessment Criteria

Noise survey was conducted on 9 and 12 September 2025 to obtain the prevailing background noise level during daytime, evening time and nighttime. The measurement was taken at 1.2m above the ground level. LAeq 30 minutes were recorded, and monitoring locations are shown in Figure 4.8. The details of the background noise survey are provided in Appendix B8.

For planned fixed plants of the potential development impacting existing NSRs, the noise criteria stipulated in the HKPSG are adopted. The total fixed source noise level at the nearest NSRs shall be at least 5 dB(A) below the appropriate ANL, or the prevailing background noise level, whichever is lower. The measured background noise and adopted noise criteria for the identified NSRs within the 300 m assessment area are summarised in Table 4.6.

Table 4.6 Noise Standard for Planned Fixed Noise Source

ID	Location	Measured Background Noise Level, $L_{Aeq30min}$, dB(A)			IND-TM Noise Standard for Planned Fixed Noise Source, [ANL-5dB(A)], dB(A)			Adopted Criteria		
		Day Time	Evening Time	Night Time	Day Time	Evening Time	Night Time	Day Time	Evening Time	Night Time
P1	ALVA HOTEL BY ROYAL, Planned Residential Development at STTL 625 and Planned Student Hostel Development	71(1)	71(1)	70(1)	65	65	55	**65**	**65**	**55**
P2	Shek Mun Estate	62 (1)	60 (1)	60(1)	60	60	50	**60**	**60**	**50**
P3	City One Shatin	65 (1)	60(1)	57 (1)	65	65	55	**65**	**60**	**55**
P4	Lam Kau Mow Secondary School	70(1)	65(1)	61 (1)	65	65	55	**65**	**65**	**55**

ID	Location	Measured Background Noise Level, $L_{Aeq30min}$, dB(A)			IND-TM Noise Standard for Planned Fixed Noise Source, [ANL-5dB(A)], dB(A)			Adopted Criteria		
		Day Time	Evening Time	Night Time	Day Time	Evening Time	Night Time	Day Time	Evening Time	Night Time
P5	Planned Residential Development at STTL 623	71(1)	65 (1)	64(1)	65	65	55	**65**	**65**	**55**

Note:

(1) +3dB free field correction applied.

(2) The adopted criteria is bolded and underlined

4.5.2.2 Planned Fixed Noise Source Within the Proposed Redevelopment

Potential fixed plant noise associated with the Proposed Redevelopment may include noise from the operation of mechanical ventilation and air-conditioning (MVAC), variable refrigerant volume (VRV) system.

The actual noise impact from the fixed noise sources to the existing NSRs and the Proposed Redevelopment shall be assessed during the detailed design stage of M&E equipment. E&M consultant or contractor should consider the cumulative noise impact with the existing fixed noise sources (e.g. the chillers equipment of the PCCW Yuen Chau Kok Telephone Exchange) and ensure that the proposed E&M equipment shall be selected and installed to comply with the noise criteria stated in Table 4.6.

As such, no adverse noise impact from fixed sources on existing NSRs is anticipated during operation.

4.5.3 Existing Fixed Noise Impact on Planned NSRs

The Proposed Redevelopment will be implemented as a single-phase redevelopment. The Site is currently occupied by the Chiaphua Industries Building and Chiaphua Centre. Both existing buildings will be decommissioned and demolished prior to the commencement of construction and occupation of the proposed NSRs. As a result, no potential fixed noise impact from the existing buildings on the proposed NSRs is expected. A site survey was conducted on 12 September 2025, 14 October 2026, 10 April 2026, 11 April 2026, 16 April 2026, 7 May 2026 and 8 May 2026 and desktop study was carried out to identify the existing fixed noise sources in the vicinity of the Rezoning Site. The identified existing fixed noise sources within 300m assessment area are tabulated in Table 4.7 and shown in Figure 4.9. The detailed information of the existing fixed noise sources is provided in Appendix B14.

Table 4.7 Location of Existing Fixed Noise Source

ID	Location	Noise Sources
BD 1 BD 7 BD 27	KMB Bus Depot	Brake Testing - Brake Tester
BD 2 BD 8 BD 28 – BD 29		Tyre Changing - Hand held Pneumatic/Electric Tools
BD 3 - BD 4 BD 9 – BD 10 BD 28 – BD 29		Hammering Work
BD 5 BD 11 BD 34 – BD 35		Hand-held Electrical Tool
BD 6 BD 12 BD 36		Bus Engine Tesing
BD 13 - BD 24		Bus Refueling
BD 25 - BD 26		Air Compressor
BD 37 - BD 40		Bus Washing - automatic vehicle washing machine
BD 41 – BD 46		Axial Fan on rooftop
BD 47		Bus Manoeuvring (Nighttime)
BD 48		Bus Idling (Nighttime)
BD 49		Bus Manoeuvring (Day & Evening Time)
BD 50		Bus Idling (Day & Evening Time)
A1 – A6	PCCW Yuen Chau Kok Telephone Exchange	Air-cooled chillers on flat roof
A38 – A39 A42 – A44		Air-cooled chillers on rooftop
A7 - A20		Condensers on flat roof
A25 - A36 A47 - A49 A52 - A56		Condensers on rooftop
A21 – A24		VRV units on flat roof
A50 – A51		Roof Fans on rooftop
A37		Cooling Tower on rooftop
A40 – A41		
A45 – A46		AHU on rooftop
STI 1 – STI 3	Shatin Industrial Centre	VRV units on roof top
STI 4		Cooling Tower on flat roof
FS 1 – FS 5	Siu Lek Yuen Fire Station	VRV units on roof top

ID	Location	Noise Sources
KW 1 - KW 4	Koon Wah Building	Cooling tower on rooftop
CT 1 – CT 12	Citimark	Air-cooled chillers on rooftop
CW 1 – CW 6	Crown Worldwide Building	Cooling tower on rooftop
CW 8 – CW 11		VRV units on rooftop
CW 7		Air-cooled chiller on rooftop
TC 1 – TC 3	Town Health Technology Centre	Air-cooled chillers on rooftop
GL 1 – GL 11	Goldlion Holdings Centre	Air-cooled chillers on rooftop
AL 1	ALVA HOTEL BY ROYAL	Air-cooled chiller on rooftop
CC 1 – CC 7	Swire Coca-Cola HK	Cooling Tower on rooftop
CC 8		Air-cooled chiller on 5/F
CC 9 – CC 12		Condensers on 3/F
CC 13		AHU on 12/F
CC 14 – CC 17		Cooling Towers on 13/F
CC 18		Hoist
CC 19		Traffic Movement on ramps

All fixed noise sources within the 300m assessment boundary were included in the assessment. Based on desktop review and site observations, the KMB Bus Depot, Shatin Industrial Centre, PCCW Yuen Chau Kok Telephone Exchange, and Swire Coca-Cola HK were identified as the key fixed noise sources due to their industrial nature and proximity to the Rezoning Site.

Shatin Industrial Centre is primarily used as office. Based on the site observations, no significant noisy activities or equipment were identified, except for the building services plants located on the rooftop and flat roof.

For KMB Bus Depot, as detailed information on equipment types, quantities, and operational schedules is currently unavailable, an inquiry was made to KMB. The inquiry letter is provided in Appendix B10. Since no response was received from KMB, the operational schedule, noise data and the equipment types have been referenced from the approved Section 16 Planning Application for Existing MTR Tai Po Bus Maintenance Centre Environmental Assessment Study (Application No.: A/TP/637). The study covers maintenance activities carried out within the bus depot.

The rooftop of the bus depot primarily functions as a bus parking area, where bus idling and manoeuvring are observed. Site observations were conducted on 10 April 2026, 11 April 2026, 16 April 2026, 7 May 2026, and 8 May 2026 to determine the average frequency of bus activities on the rooftop during different periods of the day. In addition, six fan rooms with louvres are located on the rooftop. As no equipment information is available for these fan rooms, noise data was referenced from the manufacturer's catalogue for axial fans. Photographic records of the site observations are provided in Appendix B11.

At the PCCW Yuen Chau Kok Telephone Exchange, the major fixed noise sources were identified as the building services plants located on the flat roof and rooftop. To confirm the types and quantities of the equipment, an inquiry was made to PCCW. Since no response was received from PCCW, the operational schedule, noise data and the equipment types adopted are based on site observations, desktop review and reference to manufacturers' catalogues of equipment with similar specifications. A site survey was conducted on 14 October 2025 to review the equipment located on the flat roof. The inquiry letter to PCCW is provided in Appendix B10 and the photographic record of the equipment on the flat roof is provided in Appendix B11.

For Swire Coca-Cola HK, building services plant equipment is observed to be located on the rooftop and the open-sided container handling and storage area situated at the northeastern portion of the building. These plants are considered existing fixed noise sources within Swire Coca-Cola HK.

To obtain detailed information on the existing fixed noise sources, an inquiry has been made to Swire Coca-Cola HK, but no response was received from Swire Coca-Cola. In the absence of the requested information, the operational schedule, noise data and the equipment types adopted are based on site observations, desktop review and reference to manufacturers' catalogues of equipment with similar specifications. An exposed vehicle ramp is observed within the building, vehicle movements along the ramps are considered in the fixed noise assessment. Site observations are conducted on 10 April 2026, 11 April 2026, 16 April 2026 and 7 May 2026 to determine the average frequency of cargo activities on the ramps during different periods of the day. As specific noise emission data for cargo movements was unavailable, reference was made to the *Noise Control (Motor Vehicles) Regulation* for motor vehicle noise standards. To represent the worst-case scenario, noise levels for goods vehicles with the highest engine power rating were adopted in the assessment. Photographic records of the site observations are provided in Appendix B11.

The open-sided container handling and storage area is primarily used for container storage. While limited fixed noise impact is anticipated from storage activities, a container hoist is observed to be in operation within this area. As a result, the container hoist has been included in the existing fixed noise assessment.

4.5.4 Assessment Criteria

As mentioned above, the ASR of the Rezoning Site is classified as "C". Noise standards for this fixed noise impact assessment are tabulated in Table 4.8.

Table 4.8 Noise Standards for Existing Fixed Noise Sources

Time Period	ANL in IND-TM, dB(A)
Day and Evening (0700-2300 hours)	70
Night (2300 to 0700-Hours)	60

The Noise Sensitive Receivers (NSR) and Acceptable Noise Level (ANL) are used for assessment purpose only, it does not represent Noise Control Authority's decision in determining the noise criteria based on the legislation and practices being in force.

Under Noise Control Ordinance (NCO), noise criteria for existing fixed noise sources are stipulated in the Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites" (IND-TM).

4.5.5 Assessment Methodology and Assumptions

All the existing fixed noise sources within the 300m assessment area has been summarised in Section 4.5.4. The noise level at representative NSRs is estimated in accordance with ISO 9613-2:2024 Acoustics – Attenuation of sound during propagation and the approved EIA Report for Siu Ho Wan Depot Replanning Works EIA (EIA-214/2017).

As the noise levels of certain existing noise sources within the 300m assessment boundary are not available, the noise levels of the relevant equipment were determined based on desktop review, site observations and equipment catalogues of similar specifications. In addition, the operating schedules of the existing fixed noise sources were also established based on desktop review and site observations. The relevant catalogue is provided in Appendix B12.

To minimise direct line-of-sight between the NSRs and the identified existing fixed noise sources, acoustic fins of 1.5 m and 2 m in length are proposed. The acoustic fins provide screening of the direct noise path and result in additional attenuation due to diffraction over and around the fins. The location of the acoustic fins is indicated in Figure 4.11.

For the KMB Bus Depot, the types of equipment, quantities, operating schedules and noise data of the existing fixed noise sources were referenced from Section 16 Planning Application for Existing MTR Tai Po Bus Maintenance Centre Environmental Assessment Study (Application No.: A/TP/637). According to the layout plan of the KMB Bus Depot obtained from BRAVO, three working bays, a car washing area and refuelling area are located on the ground floor of the depot. The fixed noise sources within the bus depot are assumed to be located in the abovementioned operation zones. The locations of the operation zones are shown in Figure 4.10.

Since access to the Sha Tin KMB Bus Depot was not granted, noise data for bus manoeuvring and idling were collected at the Tuen Mun (South) Depot instead. The depot was selected as a representative location due to its open layout with wire fencing along its boundaries, allowing for unobstructed noise measurements from outside. Photographic records of the noise measurement are provided in Appendix B13.

In the existing fixed noise source assessment, two sound propagation cases are considered.

(i) Direct line-of-sight propagation

where there is an unobstructed line of sight between the source and the NSRs, the accumulative noise level received by the NSRs is determined using the following equation:

$$SPL = SWL - DC + FC + TC - ER$$

, where

SWL = Sound power level, dB(A)
SPL = Sound pressure level, dB(A)
DC = Distance attenuation, dB(A) (i.e., 20log D + 11, where D is distance in m)
FC = Façade correction, dB(A)
TC = Tonality correction, dB(A)
ER = Enclosure reduction, dB(A) (i.e., 20 dB(A) if applicable)

(ii) Screened propagation with diffraction

Where the line of sight between the noise source and NSRs is obstructed by building structures, additional attenuation due to diffraction was taken into account. The diffraction attenuation is calculated in accordance with equation (18) of the ISO 9613-2:2024, as follows:

$$Dz = 10log_{10}\left[1 + 2\left(\frac{C_2}{\lambda}\right)C_3\, z\, K_{met}\right] \quad \text{for } z > z_{min}$$

$$Dz = 0 \quad \text{for } z \leqq z_{min}$$

, where

C2 = 20, and includes the effect of ground reflections;

C3 = 1 for single diffraction; $C3 = \frac{\left[1+\left(\frac{5\lambda}{e}\right)^2\right]}{\left[\left(\frac{1}{3}\right)+\left(\frac{5\lambda}{e}\right)^2\right]}$ for double diffraction;

e = the length of the ray path between the first diffracting edge behind the source and the last diffracting edge in front of the receiver in case of more than one diffracting edge, expressed in metres. In case of one single diffracting edge e=0;

λ = wavelength of sound at the nominal mid band frequency of the octave band in metres.

z = difference between the path lengths of diffracted and direct sound, as calculated by equation (22) in ISO 9613-2:2024, expressed in metres;

K_{met} = correction factor for meteorological, as calculated by equation (21) in ISO 9613-2:2024.

Based on the site observations, some of the existing fixed noise sources are equipped with noise enclosure that effectively screen the noise. A commonly adopted noise reduction of 20 dB(A) has been assumed for plant equipment that are installed within complete enclosures.

To demonstrate the worst-case scenario, 7 representative NSRs are selected. These NSRs are nearest to or have the widest angle of view of the key existing noise sources, including PCCW Yuen Chau Kok Telephone Exchange, KMB Bus Depot and Swire Coca-Cola HK, and are therefore considered representative. NSRs at all

floors are included in the assessment. The location of the representative NSRs is provided in Figure 4.11.

4.5.6 Assessment Result

The predicted noise levels at N1 to N7 on 1/F to 32/F ranges from 49.2 dB(A) to 61.7 dB(A) during the daytime and evening periods, and from 44.2 dB(A) to 59.5 dB(A) at nighttime. The detailed calculations for the existing fixed noise sources are presented in Appendix B15.

As the predicted noise levels at all representative NSRs on 1/F to 32/F are lower than 70 dB(A) during the daytime and evening periods, and lower than 60 dB(A) at nighttime, all the NSRs comply with the noise criteria stipulated in the IND-TM. Therefore, no existing fixed noise impact is anticipated.

4.6 Construction Noise Impact

There is no statutory control of daytime (07:00 – 19:00) construction noise and general construction work (except percussive piling) on normal weekdays. Any maintenance work in connection with the proposed construction work is also considered as construction work under the NCO and should also be conducted within this time period.

Noise impact arising from general construction activities conducted during restricted hours (19:00-07:00 on any day and any time on Sunday or general holiday) are governed by the NCO. A Construction Noise Permit (CNP) should be applied if there are any construction activities during restricted hours and percussive piling at any time.

The proposed works will be conducted within the Rezoning Site with temporary noise barriers erected for screening noise sources from construction plants. To further eliminate the construction noise, the following mitigation measures should be implemented where applicable:

- Selecting quieter powered mechanical equipment (PME) to reduce noise generated from construction activities
- Placing PME as far from NSRs as possible and direct away from NSRs
- Maintaining good site practices, including the avoidance of parallel use of multiple PME

The feasibility of adopting other quieter construction method such as non-explosive chemical expansion agent, silent piling by press-in method, bursting system, listed in the EPD website will also be considered.

Since the Proposed Redevelopment is located in close proximity to the planned student hostel development, a Construction Noise Monitoring Plan (CNMP) shall be prepared by the contractor to ensure that the above mitigation measures are properly implemented.

Furthermore, the construction contract shall also include "Recommended Pollution Control Clause for Construction Contracts" issued by EPD and specify the construction method and quiet construction equipment that will be used during construction. The contractor shall be required to:

- Comply with the NCO and its subsidiary regulations.
- Use quiet plant and working methods, and properly maintain all PME;
- Implement appropriate noise mitigation measures, including temporary noise barriers, enclosures, and acoustic mats where practicable;
- Properly plan and schedule construction works to minimise noise impacts, including avoiding the concurrent use of noisy equipment where possible;
- Restrict noisy construction activities to permitted hours and obtain valid Construction Noise Permits (CNP) for any works during restricted hours;
- Regularly review and monitor site practices to ensure compliance with noise control requirements, and take corrective actions where necessary.

As such, adverse construction noise impact on the nearby NSRs during construction phase is not anticipated.

5 Water Quality

5.1 Criteria and Guidelines

The construction and operation of the Rezoning Site shall comply with the Water Pollution Control Ordinance (WPCO) and its Technical Memorandum.

The following Legislation, Standards and Practice Notes should be considered in the assessment:

- Water Pollution Control Ordinance (Cap. 358): Water Quality Objectives (WQOs) for Tolo Harbour and Channel Water Control Zone (WCZ);
- Water Pollution Control Ordinance (Cap. 358): Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters; and,
- EPD's Practice Notes for Professional Persons ProPECC PN 2/24 "Construction Site Drainage".
- ETWB TC(W) No. 5/2005 "Protection of natural streams/rivers from adverse impacts arising from construction works"

Guidelines for handling construction site runoff and discharges in ProPECC PN 2/24 "Construction Site Drainage" should be followed. The guidelines and relevant requirements will be specified in the construction contracts. The guidelines in ProPECC PN 1/23 "Drainage Plans subject to Comment by the Environmental Protection Department" should also be followed in the design of drainage plans for the Proposed Redevelopment.

The nearest Water Control Zone (WCZ) to the Rezoning Site is the Tolo Harbour and Channel WCZ. Table 5.1 and Table 5.2 summarizes the WQOs for the Tolo Harbour and Channel WCZ and WQOs for watercourses in Tolo Harbour and Channel WCZ. In addition to the WQOs, any discharges into the inshore waters of the Tolo Harbour and Channel WCZ are required to comply with Table 7 of "*Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters*".

Table 5.1 Summary of Water Quality Objectives for Tolo Harbour and Channel WCZ

Parameters	Water Quality Objectives	Part or parts of Zone
Aesthetic Appearance	a) Odours, taints and colours Waste discharges shall cause no noxious or offensive odour or offensive taint or colour in either waters or edible aquatic organisms in the subzone to be present in concentrations detectable by bioassay or organoleptic tests.	(i) Harbour subzone (ii) Buffer subzone (iii) Channel subzone

Parameters	Water Quality Objectives	Part or parts of Zone
	b) Visible matter Waste discharges shall cause no visible foam, oil, grease, scum, litter or other objectionable matter in waters of the subzone.	(i) Harbour subzone (ii) Buffer subzone (iii) Channel subzone
Bacteria	The level of Escherichia coli should not exceed 610 per 100 mL, calculated as the geometric mean of all samples collected in one calendar year.	(i) Secondary contact recreation subzone (ii) Fish culture subzone
Chlorophyll-a	Waste discharges shall not cause the level of chlorophyll-a in waters of the subzone to exceed 20 milligrams per cubic metre, calculated as a running arithmetic mean of 5 daily measurements for any single location and depth.	Harbour subzone
	Waste discharges shall not cause the level of chlorophyll-a in waters of the subzone to exceed 10 milligrams per cubic metre, calculated as a running arithmetic mean of 5 daily measurements for any single location and depth.	Buffer subzone
	Waste discharges shall not cause the level of chlorophyll-a in waters of the subzone to exceed 6 milligrams per cubic metre, calculated as a running arithmetic mean of 5 daily measurements for any single location and depth.	Channel subzone
Dissolved Oxygen	Waste discharges shall not cause the level of dissolved oxygen in waters of the subzone to be less than 2 milligrams per litre within 2 metres of the bottom, or to be less than 4 milligrams per litre in the remainder of the water column.	Harbour subzone
	Waste discharges shall not cause the level of dissolved oxygen in waters of the subzone to be less than 3 milligrams per litre within 2 metres of the bottom, or to be less than 4 milligrams per litre in the remainder of the water column.	Buffer subzone
	Waste discharges shall not cause the level of dissolved oxygen in waters of the subzone to be less than 4 milligrams per litre at any point in the water column.	Channel subzone
Light Penetration	No changes in turbidity, suspended material, colour or other parameters arising from waste discharges shall reduce light transmission by more than 20 per cent of the normal level in the subzone at any location or any time.	Harbour subzone

Parameters	Water Quality Objectives	Part or parts of Zone
	No changes in turbidity, suspended material, colour or other parameters arising from waste discharges shall reduce light transmission by more than 15 per cent of the normal level in the subzone at any location or any time.	Buffer subzone
	No changes in turbidity, suspended material, colour or other parameters arising from waste discharges shall reduce light transmission by more than 10 per cent of the normal level in the subzone at any location or any time.	Channel subzone
pH	Waste discharges shall not cause the normal pH range of any waters of the subzone to be extended by greater than ± 0.5 pH units at any time.	Harbour subzone
	Waste discharges shall not cause the normal pH range of any waters of the subzone to be extended by greater than ± 0.3 pH units at any time.	Buffer subzone
	Waste discharges shall not cause the normal pH range of any waters of the subzone to be extended by greater than ± 0.1 pH units at any time.	Channel subzone
Salinity	Waste discharges shall not cause the normal salinity range of any waters of the subzone to be extended by greater than ± 3 parts per thousand at any time.	(i) Harbour subzone (ii) Buffer subzone (iii) Channel subzone
Settleable Material	Waste discharges shall give rise to no bottom deposits or submerged objects which adversely influence bottom-living communities, alter the basic Harbour geometry or shipping channels, present any hazard to shipping or diving activities, or affect any other beneficial use of the waters of the subzone.	(i) Harbour subzone (ii) Buffer subzone (iii) Channel subzone
Temperature	Waste discharges shall not cause the natural daily temperature range in waters of the subzone to be extended by greater than ± 1.0 degree Celsius at any location or time. The rate of temperature change shall not exceed 0.5 degrees Celsius per hour at any location, unless due to natural phenomena.	(i) Harbour subzone (ii) Buffer subzone (iii) Channel subzone
Toxicants	Waste discharges shall not cause the toxicants in waters of the subzone to attain such a level as to produce significant toxic effects in humans, fish or any other aquatic organism, with due regard to biologically cumulative effects in food chains and to toxicant inter-actions with each other.	(i) Harbour subzone (ii) Buffer subzone (iii) Channel subzone

Table 5.2 Summary of Water Quality Objectives for Watercourses in Tolo Harbour and Channel WCZ

Parameters	Water Quality Objectives	Part or parts of Zone
Aesthetic Appearance	Waste discharges shall not cause waters of the subzone to contain substances that— (a) settle to form objectionable deposits; (b) float as debris, scum, oil or other matter to form nuisances; (c) produce objectionable colour, odour, taste or turbidity; (d) injure or are toxic or produce adverse physiological responses in humans, animals or plants; or (e) are conductive to undesirable aquatic life or a nuisance to aquatic life	All watercourses
Bacteria	Waste discharges shall not cause the level of Escherichia coli to exceed 1 000 per 100 mL in waters of the subzone, levels to be calculated as a running median of the most recent 5 consecutive samples taken at intervals of between 7 and 21 days (or 14 and 42 days).	(a) SM(A) (b) SM(C) (c) SM(D) (d) SM(E) (e) SM(H) (f) SM(I) (g) TP(B) (h) TP(C) (i) other watercourses
	Waste discharges shall not cause the level of Escherichia coli to exceed 0 per 100 mL in waters of the subzone, levels to be calculated as a running median of the most recent 5 consecutive samples taken at intervals of between 7 and 21 days (or 14 and 42 days).	(a) SM(B) (b) SM(F) (c) SM(G) (d) LT(C) (e) LT(D) (f) TP(A)
Colour	Waste discharges shall not cause the colour of waters of the subzone to exceed 50 Hazen units at any time.	(a) SM(A) (b) SM(C) (c) SM(D) (d) SM(E) (e) SM(H) (f) SM(I) (g) TP(B) (h) TP(C) (i) other watercourses
	Waste discharges shall not cause the colour of waters of the subzone to exceed 30 Hazen units at any time.	(a) SM(B) (b) SM(F) (c) SM(G) (d) LT(C) (e) LT(D) (f) TP(A)
pH	Waste discharges shall not cause the pH of waters of the subzone to exceed the range of 6.0 to 9.0 at any time.	(a) SM(D) (b) SM(E) (c) SM(I) (d) other watercourses

Parameters	Water Quality Objectives	Part or parts of Zone
	Waste discharges shall not cause the pH of waters of the subzone to exceed the range of 6.5 to 8.5 at any time.	(a) SM(A) (b) SM(B) (c) SM(C) (d) SM(F) (e) SM(G) (f) SM(H) (g) LT(C) (h) LT(D) (i) TP(A) (j) TP(B) (k) TP(C)
Temperature	Waste discharges shall not cause the natural daily temperature range in waters of the subzone to be extended by greater than ± 2.0 degrees Celsius at any location or time.	All watercourses
Suspended Solids	Waste discharges shall not cause the annual median of suspended solids in waters of the subzone to exceed 25 milligrams per litre.	(a) SM(D) (b) SM(E) (c) SM(I) (d) other watercourses
	Waste discharges shall not cause the annual median of suspended solids in waters of the subzone to exceed 20 milligrams per litre.	(a) SM(A) (b) SM(B) (c) SM(C) (d) SM(F) (e) SM(G) (f) SM(H) (g) LT(C) (h) LT(D) (i) TP(A) (j) TP(B) (k) TP(C)
Dissolved Oxygen	Waste discharges shall not cause the level of dissolved oxygen in waters of the subzone to be less than 4 milligrams per litre or 40% saturation (at 15 degrees Celsius) at any time.	All watercourses
5 Days Biochemical Oxygen Demand	Waste discharges shall not cause the 5 days biochemical oxygen demand in waters of the subzone to exceed 5 milligrams per litre at any time.	(a) SM(A) (b) SM(C) (c) SM(D) (d) SM(E) (e) SM(H) (f) SM(I) (g) TP(B) (h) TP(C) (i) other watercourses
	Waste discharges shall not cause the 5 days biochemical oxygen demand in waters of the subzone to exceed 3 milligrams per litre at any time.	(a) SM(B) (b) SM(F) (c) SM(G) (d) LT(C) (e) LT(D)

Parameters	Water Quality Objectives	Part or parts of Zone
		(f) TP(A)
Chemical Oxygen Demand	Waste discharges shall not cause the chemical oxygen demand in waters of the subzone to exceed 30 milligrams per litre at any time.	(a) SM(A) (b) SM(C) (c) SM(D) (d) SM(E) (e) SM(H) (f) SM(I) (g) TP(B) (h) TP(C) (i) other watercourses
	Waste discharges shall not cause the chemical oxygen demand in waters of the subzone to exceed 15 milligrams per litre at any time.	(j) SM(B) (k) SM(F) (l) SM(G) (m) LT(C) (n) LT(D) (o) TP(A)
Ammoniacal Nitrogen	Waste discharges shall not cause the ammoniacal nitrogen in waters of the subzone to exceed 0.5 milligrams per litre at any time	All watercourses
Toxicants	Waste discharges shall not cause the toxicants in waters of the subzone to attain such a level as to produce significant toxic effects in humans, fish or any other aquatic organism, with due regard to biologically cumulative effects in food chains and to toxicant inter-actions with each other.	All watercourses

5.2 Baseline Condition

The baseline condition has referred to the past marine water quality monitoring data from the EPD. The nearest marine water quality monitoring station and river water quality monitoring data to the Rezoning Site are TM2 and TR23A, respectively. In 2024, the overall compliance rate for Tolo Harbour and Channel WCZ is 93% and full compliance with the DO objectives. For Shing Mun River, the WQO compliance rate is 87% in 2024. Table 5.3 presents the water quality monitoring data at the monitoring station extracted from the EPD's publication "2024 Marine Water Quality in Hong Kong" and Table 5.4 indicated the water quality monitoring data at TR23A extracted from "River Water Quality in Hong Kong in 2024".

Table 5.3 Summary of EPD Water Quality Monitoring Data for TM2 at Tolo Harbour and Channel WCZ in 2024

Parameters	Tolo Habour and Channel TM2
Temperature (^{O}C)	25.5

Parameters		Tolo Habour and Channel TM2
		(20.0 – 31.6)
Salinity		30.1 (26.7 – 32.7)
Dissolved Oxygen (mg/L)	Depth average	6.7 (4.6 – 8.6)
	Bottom	6.8 (4.8 – 8.8)
Dissolved Oxygen (%Saturation)	Depth average	97 (67 - 115)
	Bottom	97 (71 - 117)
pH		8.0 (7.6 - 8.3)
Secchi Disc Depth (m)		2.1 (1.4 – 3.2)
Turbidity (NTU)		2.5 (0.3 – 10.9)
Suspended Solids (mg/L)		3.5 (2.4 – 5.2)
5-day Biochemical Oxygen Demand (mg/L)		1.6 (0.8 – 2.6)
Ammonia Nitrogen (mg/L)		0.030 (0.010 - 0.068)
Unionised Ammonia (mg/L)		0.002 (<0.001 - 0.009)
Nitrite Nitrogen (mg/L)		0.011 (<0.002 - 0.070)
Nitrate Nitrogen (mg/L)		0.073 (0.008 - 0.260)
Total Inorganic Nitrogen (mg/L)		0.11

Parameters	Tolo Habour and Channel TM2
	(0.02 - 0.35)
Total Kjeldahl Nitrogen (mg/L)	0.30 (0.21 - 0.40)
Total Nitrogen (mg/L)	0.38 (0.22 - 0.67)
Orthophosphate Phosphorus (mg/L)	0.004 (<0.002 - 0.010)
Total Phosphorus (mg/L)	0.07 (0.03 - 0.16)
Silica (as SiO_2) (mg/L)	1.02 (0.08 – 2.10)
Chlorophyll-a (g/L)	8.8 (3.9 – 17.0)
E. coli (cfu/100 mL)	29 (<1 - 270)
Faecal Coliforms (cfu/100 mL)	210 (2 - 4100)

Note:

1. *Unless otherwise specified, data presented are depth-averaged (A) values calculated by taking the means of three depths: Surface (S), Mid-depth (M), Bottom (B).*
2. *Data presented are annual arithmetic means of the depth-averaged results except for E. coli and faecal coliforms which are annual geometric means.*
3. *Data in brackets indicate the ranges.*

Table 5.4 Summary of EPD Water Quality Monitoring Data for TR23A at Siu Lek Yuen Nullah in 2024

Parameters	Siu Lek Yuen Nullah TR23A
Dissolved Oxygen (mg/L)	6.9 (6.5 – 7.7)
pH	7.9 (7.6 – 8.2)
Suspended Solids (mg/L)	2.7 (0.5 – 6.5)

Parameters	Siu Lek Yuen Nullah TR23A
5-Day Biochemical Oxygen Demand	1.2 (0.4 – 8.2)
Chemical Oxygen Demand (mg/L)	26 (16 – 94)
Oil & Grease (mg/L)	<0.5 (<0.5 - <0.5)
E.coli (counts/100mL)	1031 (140 – 5,500)
Faecal Coliforms	6,531 (600 – 50,000)
Ammonia-Nitrogen (mg/L)	0.095 (0.036 – 0.320)
Nitrate-Nitrogen (mg/L)	0.315 (0.170 – 0.450)
Total Kjeldahl Nitrogen (mg/L)	0.26 (0.12 – 0.41)
Orthophosphate Phosphorus (mg/L)	0.049 (<0.002 – 0.099)
Total Phosphorus (mg/L)	0.09 (0.02 – 0.15)
Sulphide (mg/L)	<0.02 (<0.02 - <0.02)
Aluminium (µg/L)	<50 (<50 – 50)
Cadmium (µg/L)	<0.1 (<0.1 - <0.1)
Chromium (µg/L)	1 (<1 – 2)
Copper (µg/L)	4 (1 – 5)

Parameters	Siu Lek Yuen Nullah TR23A
Lead (µg/L)	<1 (<1 - <1)
Zinc (µg/L)	10 (<10 – 20)

Note:

1. *Data presented are in annual medians of monthly samples; except those for faecal coliforms and E. coli which are in annual geometric means.*
2. *Figures in brackets are annual ranges.*
3. *NM indicates no measurement taken.*
4. *Values at or below laboratory reporting limits are presented as laboratory reporting limits.*
5. *Equal value for annual medians (or geometric means) and ranges indicate all data are the same as below laboratory reporting limits.*

According to the Marine Water Quality of Hong Kong 2024 Report issued by the EPD, the monitoring results of key water quality parameters, including Dissolved Oxygen (DO) indicate that the overall Water Quality Objective (WQO) compliance rate of the Tolo Harbour and Channel WCZ was 93%. The overall water quality of the Tolo Harbour and Channel was good in 2024, although DO level tended to drop in bottom layers due to stratification and limited exchange with open waters in summer period. The Tolo Harbour and Channel WCZ complied with the bacteriological WQO of ≤ 610 *E. coli* counts/100mL.

5.3 Water Sensitive Receivers

Water sensitive receivers (WSRs) within 500m of the study area from the rezoning site boundary were identified. The identified WSRs are listed in Table 5.5 and the locations of the WSRs are shown in Figure 5.1.

Table 5.5 Water Sensitive Receivers

WSR	Nature of WSRs	Nature of WSRs	Shortest Separation Distance (m)
WSR 1	River	Channelised Water Course	94
WSR 2	Stream	Channelised Water Course	386
WSR 3	Stream	Channelised Water Course	465

5.4 Water Quality During Construction Stage

Construction site runoff and drainage, sewage effluent and liquid/ chemical spillage generated from construction activities are the potential pollution sources and may induce water quality impact if not properly controlled.

The Contractor shall apply for a Discharge License from EPD in accordance with the WPCO. The effluent standards will have to comply with the Discharge License requirements. Appropriate water pollution control measures in ProPECC PN2/24 and ETWB TC (Works) No.5/2005 shall be followed during construction stage. Applicable measures may include, but not limited to the following:

- High loading of suspended solids (SS) in construction site runoff shall be prevented through proper site management by the contractor;
- Construction works should be programmed to minimise soil excavation works where practicable during rainy conditions. Exposed soil surfaces should be protected from rainfall through covering temporarily exposed slope surfaces or stockpiles with tarpaulin;
- Temporary ditches, earth bunds will be created/ provided where necessary to facilitate directed and controlled discharge of runoff into storm drains via sand/ silt removal facilities such as sand traps, silt traps and sediment retention basin;
- Sand and silt removal facilities, channels and manholes will be regularly maintained and the deposited silt and grit should be removed by the contractor, and at the onset of and after each rainstorm to ensure that these facilities area functioning properly;
- Manholes (including newly constructed ones) should be adequately covered or temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system;
- Vehicle wheel washing facilities should be provided at the rezoning site exit such that mud, debris, etc. deposited onto the vehicle wheels or body can be washed off before the vehicles are leaving the rezoning site area;
- Sections of the roads between the wheel washing bay and the public road should be paved to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains; and
- Sufficient chemical toilet(s) will be provided for workers during construction stage. All chemical toilets, if any, shall be regularly cleaned and the night-soil collected and transported by a licensed contractor to a Government Sewage Treatment Works facility for disposal.

Regarding management of chemicals such as oils and solvents involved with Project construction, the following measures shall apply:

- Plant workshop/ maintenance areas should be bunded and constructed on a hard standing. Sediment traps and oil interceptors should be provided at appropriate locations;
- Oil and grease removal facilities should also be provided where appropriate, for example, in area near plant workshop/ maintenance areas; and
- Chemical waste arising from the rezoning site should be properly stored, handled, treated and disposed of in compliance with the requirements stipulated under the Waste Disposal (Chemical Waste) (General) Regulation.

As the above water pollution measures will be properly implemented during the construction stage, the effluent discharge shall be in compliance with the discharge license requirements, and the Technical Memorandum (TM) under WPCO.

All construction works will be conducted within the Rezoning Site and will not encroach into existing streams. The construction site runoff and wastewater arising from the Rezoning Site will be properly treated according to the aforesaid control measures. The effluent discharge will be in compliance with the discharge license requirements, and the Technical Memorandum (TM) under WPCO. Hence, no adverse impact on WSRs is anticipated.

5.5 Water Quality During Operational Stage

The sewage generated from the Proposed Redevelopment will include the wastewater generated from toilet flushing and other domestic wastewater.

The drainage record plans were obtained from the Drainage Services Department (DSD) in August 2025 to gather the background information on sewerage infrastructure in the vicinity of the Rezoning Site. According to the drainage record plans, the Rezoning Site is currently served by public sewerage facility located to the north of the Rezoning Site. The Average Dry Weather Flow (ADWF) of the Proposed Redevelopment is 969.31m^3/day. The sewage generated from the Proposed Redevelopment will be discharged into the Manhole (No.: FMH4037802). ProPECC PN1/23 shall be followed as far as applicable as mitigation measure during operation stage.

A Drainage Impact Assessment Report have been conducted. The report demonstrates that the surface runoff from relevant catchments and within the Rezoning Site will be collected by a series of proposed drainage system. Catchpits with sand trap or rubbish traps at the outlet of the proposed drainage system will be provided to prevent pollutant from entering the public drainage. As such, the Proposed Redevelopment would not cause adverse drainage impacts or increase in the flooding susceptibility of the adjacent areas.

A Sewerage Impact Assessment Report have been conducted. The report shows that the capacities of existing public sewers along Siu Lek Yuen Road are sufficient to cater for the sewage generation from the Proposed Redevelopment. The sewer connection from the Proposed Redevelopment to the public sewers will be constructed and completed before the occupation of the building. Therefore, no adverse sewerage impact due to the proposed uses on the local area is anticipated.

6 Waste Management and Land Contamination

6.1 Waste Management

6.1.1 Criteria and Guidelines

The Waste Disposal Ordinance prohibits the unauthorised disposal of wastes, with waste defined as any substance that is abandoned. All wastes should be properly stored and disposed in accordance with relevant waste management regulations and guidelines listed below:

- Waste Disposal Ordinance (Cap. 354);
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C);
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N);
- Land (Miscellaneous Provisions) Ordinance (Cap. 28);
- Public Health and Municipal Services Ordinance (Cap. 132) - Public Cleansing and Prevention of Nuisances Regulation;
- Development Bureau (Works) No. 8/2010, Enhanced Specification for Site Cleanliness and Tidiness;
- Code of Practice on the Packaging, Labelling and Storage of Chemical Waste;
- Development Bureau (DEVB) Technical Circular (Works) (TC(W)) No. 6/2010 – Trip Ticket System for Disposal of C&D Materials; and
- Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers, No. ADV-19, Construction and Demolition Waste.

6.1.2 Assessment Methodology

The assessment of waste management implications from handling, storage, collection, transportation and disposal of solid waste materials generated by the Proposed Redevelopment have been undertaken.

The waste management hierarchy has been applied in the assessment and development of mitigation measures for waste. The waste management hierarchy is a concept which shows the desirability of various waste management methods and comprises the following in order of descending preference:

a) avoidance;
b) minimisation;

c) recycling/reuse;
d) treatment; and
e) disposal.

All opportunities for reducing waste generation have been assessed based upon the following factors:

a) avoiding or minimising waste generation throughout design, construction and operational phase;
b) adopting better management practices to promote segregation materials;
c) reuse and recycling on site or other projects; and
d) diverting C&D materials to public fill reception facilities as far as possible.

The quantity, quality and timing of the waste arising as a result of the construction and operation activities of the Project and associated works have been estimated, based on the sequence and duration of these activities. The design, general layout, construction methods and programme to minimize the generation of public fill/inert C&D materials and maximize the use if insert C&D materials for other construction works (if possible) have been considered.

The potential waste management implications associated with the handling, transportation and disposal of waste arising from the construction works have been assessed with reference to the following approach:

a) estimation of the types, timing and quantities of the wastes to be generated and fill to be imported; and
b) assessment of the potential waste management implications on the capacity of collection, transfer and disposal facilities.
c) the waste generation and disposal rate adopted in the assessment is based on statistical data issued by EPD "Monitoring of Solid Waste in Hong Kong – Waste Statistics for 2024".

Prior to considering the disposal options for various types of wastes, opportunities for reducing waste generated, on-site or off-site re-use and recycling have been evaluated. Measures which can be taken in the design phase (e.g. by modifying the design approach) and in the construction phase for maximizing waste reduction have been separately considered.

After considering all the opportunities for reducing waste generation and maximizing re-use, the types and quantities of the remaining wastes required to be disposed of have been estimated and the disposal options for each type of wastes have been described. The disposal method recommended for each type of wastes has taken into account the result of the assessment

The impacts caused by handling (including labelling, packaging and storage), collection, and reuse/disposal of wastes have been addressed and appropriate mitigation measures have been proposed.

6.1.3 Waste During Construction Stage

The construction activities associated with Proposed Redevelopment, include demolition, excavation and construction of structure works. The following types of wastes are identified during the construction of the Proposed Redevelopment:

- C&D materials;
- Chemical waste; and
- General refuse.

The estimated quantity of each type of waste during construction stage has been presented in Table 6.1.

Table 6.1 Summary of Waste Generation during Construction Stage

Material Type	Source(s)	Handling	Disposal / Treatment	Estimated Quantity
C&D Materials	Site formation and Building works	Sort on-site into inert C&D materials (broken concrete and public fill) and non-inert C&D materials (e.g. timber, paper, plastics, etc)	Inert C&D materials reused as backfilling materials on-site	7,668 m^3
			Inert C&D materials to be delivered to public fill reception facilities for other beneficial uses	30,672 m^3
			Non-inert C&D materials (e.g. timber, paper, plastics, etc.) reused or disposed of at landfill as the last resort	4,218 m^3
Chemical Waste	Cleansing fluids, solvent, lubrication oil and fuel from construction plant and equipment	Collected regularly and safely stored at a dedicated location and collected by a licensed chemical waste collector	To Chemical Waste Treatment Facility or other licensed facility for treatment	1L per month
General Refuse	Wastepaper, discarded containers, etc. generated from workforce (only the non-recyclable will be disposed of at landfill)	To be stored in designated area prior to collection and disposal	To separate recyclable materials (e.g., paper, tin-cans, etc.) for collection by outside recyclers or disposal to landfill as the last resort	65kg per day

Construction and Demolition (C&D) Materials

C&D materials will be generated from the construction activities. The inert portion of C&D materials mainly comprise of excavated soil, rock and concrete. The quantity of inert C&D materials to be generated is estimated about 38,340m^3. About 7,668 m^3 of inert C&D materials will be reused as backfilling materials on-site. About 30,672 m^3 of inert C&D materials which cannot be reused during the construction works of the Project will be delivered to Tseung Kwan O Area 137 fill bank available at the time of construction. A dumping license is required to be issued by the Civil Engineering & Development Department (CEDD). The Public Fill Committee in consultation with relevant project proponent is responsible for identifying suitable sites for public filling.

Furthermore, about 4,218 m^3 of non-inert C&D materials will be reused and recycled as far as practicable, and the surplus will be disposed of at South East New Territories Landfill.

Chemical Waste

The maintenance and servicing of construction plant and equipment may generate a minimal amount of chemical wastes during construction works, such as cleaning fluids, solvents, lubrication oil and fuel.

Chemical wastes arising during the construction stage may pose environmental, health and safety hazards if not stored and disposed of in an appropriate manner as stipulated in the Waste Disposal (Chemical Waste) (General) Regulations. The potential hazards include:

- Toxic effects to workers;
- Adverse impacts on water quality from spills; and
- Fire hazards.

Materials classified as chemical wastes will require special handling and storage arrangements before removal for appropriate treatment at the Chemical Waste Treatment Centre (CWTC) or other licensed facilities. Wherever possible opportunities should be taken to reuse and recycle materials.

Storage, handling, transport and disposal of chemical waste should be arranged in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Waste published by the EPD. A trip-ticket system should be operated in accordance with the Waste Disposal (Chemical Waste) (General) Regulation to monitor all movements of chemical wastes which would be collected by licensed chemical waste collectors to a licensed facility for final treatment and disposal.

Provided that this occurs, and the chemical waste is disposed at a licensed chemical waste treatment and disposal facility, the potential environmental impacts arising from the storage, handling and disposal of a small amount of chemical waste generated from the construction activities will be negligible.

General Refuse

The construction workforce will generate a small amount of refuse such as waste papers, packaging material and food wastes. Actual volumes will be subjected to the Contractor's site practices. Assuming that there are 100 workers, and the daily disposal rate is 0.65 kg/worker, it is estimated that the daily generation of general refuse during construction period is approximately 65kg per day. Waste recycling for the general refuse should be conducted as far as practicable prior to disposal. The general refuse will be collected on-site, separately from C&D materials by an appropriate waste collector employed by the Contractor to the landfills.

Prior to off-site disposal, such wastes will have to be temporarily stored in a suitably covered storage area where it will have to be regularly cleaned and maintained to avoid attracting vermin and pests. With proper on-site handling and storage as well as regular disposal of these wastes, no adverse impacts are expected.

6.1.4 Waste During Operation Stage

General Refuse

General refuse, such as food waste, plastic, aluminium cans and wastepaper are expected to be generated during operation. According to the information provided by the Project Proponent, it is estimated 2,506 residents and 63 staffs would be on-site during the operation phase.

Based on the 2024 solid waste monitoring data, the domestic waste disposal rate is 0.86kg/person/day. The estimated total amount of waste generated by residents and staffs is 2,209kg/day.

Recyclables like plastic containers, papers, glass bottles, aluminium cans and food waste should be separated from general refuse and delivered to the local recyclers to maximise reuse and recycle volume. Other non-recyclable general refuse would be collected by licensed collectors daily and disposed of at NENT Landfill.

Provided that a sufficient number of trash bins and recycling bins (which are enclosed/covered with lids) have already been provided and will be retained for the collection of general refuse generated, no environmental impacts associated with waste management are expected during the operation.

Chemical Waste

Chemicals such as lubricating oil and solvent-based cleaners are expected to be used during the maintenance of E&M rooms and facilities. The quantity of chemicals waste generated from the Proposed Redevelopment is expected to be small. It is estimated that 0.5L of chemical waste per day will be generated. In accordance with the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C), the operator shall register as a chemical waste producer should any chemical waste be expected to be generated on-site. Licensed chemical waste collectors shall be employed for the collection and transportation of the chemical waste to chemical waste treatment facility at Tsing Yi. The handling, transportation and disposal of chemical wastes shall be carried out in accordance with the Code of Practice on

Packaging, Labelling and Storage of Chemical Wastes and A Guide to the Chemical Waste Control Scheme published by the EPD.

6.1.5 Recommended Waste Management Mitigation Measures

Construction Phase

Good Site Practice and Waste Reduction Measures

Unacceptable waste management implications are not expected, provided that good site practices are strictly implemented. The following recommendations will be implemented during the construction. With the appropriate implementation of these proposed mitigation measures, no adverse waste management impact is envisaged.

- Obtain relevant waste disposal permits from the appropriate authorities, in accordance with the Waste Disposal Ordinance (Cap. 354), Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C), Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap 345N) and the Land (Miscellaneous Provision) Ordinance (Cap.28);
- Appointment of licensed collectors to collect waste;
- Minimize the disposal of C&D material in accordance with the ADV-19 "Construction and Demolition Waste"
- Implementation of trip ticket system with reference to ETWB(W) No.6/2010 Trip Ticket System for Disposal of Construction & Demolition Materials;
- Utilization of trucks with covers or enclosed containers for waste transportation;
- Provide staff training for proper waste management and chemical waste handling procedures;
- Separation of chemical waste for special handling and dispose to licensed facility for treatment;
- Sufficient waste disposal points and regular collection programme setup; and
- Recording system for waste generation, recycle and disposal.

Construction and Demolition Materials

Prior to disposal of C&D waste, the following practices should be implemented.

- Avoid unnecessary removal or excessive pruning of trees. Preserve trees in their original locations and implement tree transplanting when on-site preservation is not feasible;
- Wood, steel and other materials should be separated for reuse and recycling to minimize the quantity of waste to be disposed of at the landfill;
- Minimize use of wood and reuse non-timber formwork to reduce C&D waste;
- Segregate and store different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal;
- Designated areas for different materials storage should be assigned for segregation; and

- Encourage collection of aluminium cans, plastic bottles and packaging material and office paper.

In managing and disposing of removed trees and vegetation, reuse and recycling should be prioritised. There are several options available, including chipping them into woodchips or mulch for landscaping, reusing them as timber, converting them into biomass energy, decomposition and composting them for art and crafts, or creating wildlife habitats. The specific recycling method chosen will depend on factors such as tree condition, amount, and desired outcomes. In particular, the feasibility of recycling the tree and vegetation waste in Y·PARK will be explored.

Well-planned design and good site management can minimize over-loading and generation of waste materials such as concrete and cement grouts. Wooden frame should be replaced by metals. Plastic fencing and reusable site office structure can reduce C&D waste generation.

Under the Construction Waste Disposal Charging Scheme, construction waste producers such as construction and renovation contractors and premises owners, prior using government waste disposal facilities, need to prepare a billing account with EPD and pay for construction waste disposal.

A trip-ticket system will be implemented for surplus C&D materials disposal in accordance with DEVB TC(W) No. 6/2010 and the Construction Waste Disposal Charging Scheme. Waste should be delivered to a public fill reception facility. Copies or counterfoils of trip tickets will be kept for record purpose. In addition, according to Annex 15 of the EIAO-TM, the transportation of construction waste will be monitored by means of dump trucks equipped with real-time tracking and monitoring devices.

With the appropriate implementation of these proposed mitigation measures, no adverse waste management implication in C&D materials during construction is anticipated.

Chemical Waste

During the planning stage, alternatives should be explored for the processes that generate chemical waste to eliminate the use of chemicals, reduce the generation quantities or to select a chemical type of less impact on environment, health and safety.

The Contractor should register with EPD as chemical waste producers. Storage, handling, transport and disposal of chemical waste should be arranged in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Waste published by the EPD. Chemical wastes should be stored in a suitable area close to the source of waste generation for temporary storage and in appropriate containers for collection by a licensed chemical waste collector for disposal at licensed facilities in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

With the appropriate implementation of these proposed mitigation measures, no adverse waste management implication in chemical waste during construction is anticipated.

General Refuse

General refuse should be stored in enclosed bins or compaction units separated from C&D materials and chemical wastes. Recycling bins will be provided for sorting of general refuse. A waste collector should be employed by the Contractor to minimize odour, pest and litter impacts. Open burning of refuse on the construction site is prohibited by law.

The Contractor should carry out an education programme for workers relating to avoiding, reducing, reusing and recycling general waste. This should include provision of three-colour recycling bins and on site and posters and leaflets reminding of the use of recycling bins. It is expected that such arrangements would minimise potential environmental impacts from waste generation.

With the appropriate implementation of these proposed mitigation measures, no adverse waste management implication in general refuse during construction is anticipated.

Operation Phase

General Refuse and Chemical Waste

It is recommended that the following good practices should be adopted to minimise the waste management impacts.

- Obtain the necessary waste disposal permits from the appropriate authorities, in accordance with the Waste Disposal Ordinance (Cap. 354), Waste Disposal (Chemical Waste) (General) Regulation and the Land (Miscellaneous Provision) Ordinance (Cap. 28);
- Removed general refuse on a daily basis to minimize potential odour, pest and litter impact;
- Provision of recycling bins and adequate space to facilitate separation, collection and storage of recyclable materials for recycling in the Refuse Storage and Material Recovery Chamber;
- Adoption of appropriate measures to minimize windblown litter and dust during transportation of waste, such as covering trucks or transporting wastes in enclosed containers; and
- Implementation of a recording system for the amount of wastes generated, recycled and disposed of (including the disposal sites).
- Chemical waste shall be properly classified and labelled in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.
- Chemical waste shall be stored in designated enclosed containers.

- Chemical waste shall be collected by licensed chemical waste collectors and disposed of approved chemical waste treatment facilities.

Good management and control can also prevent the generation of significant amounts of waste. It is recommended that the following good operational practices should be adopted to ensure waste reduction:

- Segregation and storage of different types of waste in different enclosed containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal; and
- Encourage collection of wastepaper, aluminium cans, plastic bottles, food waste, packaging material (e.g. carton boxes) and office paper by collectors. Separate labelled bins should be provided to help segregate this waste from other general refuse generated by the work force.
- Employment of licensed waste collector by the management team to remove general refuse from the Proposed redevelopment.
- Delivery of food waste to the Organic Resources Recovery Centre (ORRC) to facilitate recycling.
- Chemical materials shall be carefully planned, managed, and controlled to minimise surplus generation.
- The use of less hazardous or non-hazardous alternatives shall be considered where practicable.
- Regular inspection and inventory control shall be implemented to prevent deterioration, leakage or expiry of chemicals.

With the appropriate implementation of these proposed mitigation measures, no adverse waste management implication in general refuse and chemical waste during operation phase is anticipated.

6.2 Land Contamination

6.2.1 Criteria and Guidelines

The relevant legislations, standards and guidelines applicable to the present study for the review of land contamination implications include:

- Guidance Note for Contaminated Land Assessment and Remediation;
- Guidance Manual for Use of Risk-based Remediation Goals ("RBRGs") for Contaminated Land Management; and
- Practice Guide for Investigation and Remediation of Contaminated Land.

6.2.2 Assessment Methodology

In order to identify and evaluate the potential land contamination impacts associated with the Rezoning Site, a desktop study and site inspection conducted on 12

September 2025 has been undertaken to review the historical and current land uses. The following sources of information have been collected and reviewed:

- Historical aerial photographs from Survey and Mapping Office, Lands Department (LandsD);
- Hong Kong Topographic Survey maps from Survey and Mapping Office, LandsD;
- Information of the potential land contamination from LandsD, EPD and Fire Services Department (FSD);
- Site Inspection; and
- Available background information provided by the Project Proponent.

6.2.3 Review of Historical Photographs

Historical aerial photographs were reviewed to identify previous land uses at the Rezoning Site and any previous contaminative activities. There are no identified sources of potential land contamination from previous land uses based on review of historical aerial photographs. The reviewed aerial photographs are provided in Appendix C1 and summarised in Table 6.2.

Table 6.2 Summary of Land Use From 1975 to 2024

Year	Ref. No.	Observations	Potential Land Contamination Observed (Yes/No)
1975	11521	The Rezoning Site was located at the reclaimed land of the Sha Tin Hoi. The reclamation work was still in progress.	No
1981	37627	The Rezoning Site was located at the reclaimed land of the Sha Tin Hoi. The reclamation work had been completed. No building structures were located at the Rezoning Site.	No
1987	A09981	The Rezoning Site was occupied by the building structures of the existing Chiaphua Industries Building and Chiaphua Centre.	No
1995	CN10830	The land within the Rezoning Site was the same as in 1987.	No
2003	CW47683	The land within the Rezoning Site was the same as in 1995.	No
2011	CW90396	The land within the Rezoning Site was the same as in 2003.	No
2019	E077132C	The land within the Rezoning Site was the same as in 2011.	No

2024	E233704C	The land within the Rezoning Site was the same as in 2019	No

According to the review of aerial photographs, the Rezoning Site was located on reclaimed land in Sha Tin Hoi in 1975, when reclamation works were still in progress. By 1981, the reclamation of Sha Tin Hoi had been completed, and no building structures were observed on the Rezoning Site. From 1987 onward, the Rezoning Site has been occupied by the existing Chiaphua Industries Building and Chiaphua Centre. As site activities and ground conditions cannot be confirmed solely from aerial photographs, a site reappraisal shall be conducted prior to construction to identify any potential land contamination issues.

6.2.4 Information from Government Departments

Enquires were made to the relevant government departments, including EPD, FSD and LandsD to obtain relevant historical information on potential land contamination at the Rezoning Site. Based on the response from EPD and LandsD, no records of chemical spillage/leakage were found in the Rezoning Site.

According to the replies from FSD, one dangerous goods license was issued for Chiaphua Industries Building between 1990 and 2025. The licensed dangerous goods include sodium chlorite, nitric acid and tetraethyl silicate. As license covered the 1/F of the Chiaphua Industries Building, direct contact between these substances and the underlying soil is considered unlikely. Thus, the potential for land contamination arising from these dangerous good is considered low.

The information request letters and the replies from EPD, FSD and LandsD are attached in Appendix C2.

The registration records of Chemical Waste Producer were reviewed on 03 February 2026 at the Territory Control Office in Wan Chai to evaluate the potential for land contamination. A total of 11 records were identified within the Rezoning Site, of which 9 records were located within the Chiaphua Industries Building and 2 records were located within Chiaphua Centre.

Within the Chiaphua Industries Building, a total of nine chemical waste producers were identified, of which only two (CWP 4 and CWP 5) are located on the G/F. CWP 4 was engaged in car repair and vehicle services, while CWP 5 provides freight forwarding services. Within Chiaphua Centre, only one chemical waste producer (CWP 11) was identified at the G/F, which was engaged in motor vehicle repair.

Since vehicle repair activities may involve land-contaminating substances, and information on historical ground conditions is unavailable for the G/F of Chiaphua Industries Building and Chiaphua Centre, a site reappraisal will be conducted prior to construction to assess potential land contamination.

The summary of chemical waste producer records is provided in Appendix C3.

6.2.5 Site inspection

Based on the site survey conducted on 12 September 2025, the Rezoning Site is currently occupied by the existing Chiaphua Industries Building and Chiaphua Centre, which are both currently in operation. Both buildings are 5-storey buildings without a basement. The two buildings are interconnected at the 1/F, forming a continuous carpark serving both buildings. It was observed that both buildings are fully paved with concrete slabs while the ground condition is good.

In the Chiaphua Industries Building, the majority of the G/F area comprises tenant-occupied spaces, which are currently inaccessible. According to the summary of tenants' activities provided by the project proponent, the G/F is primarily used for loading and unloading activities and fast-food storage. Based on the site survey, no land contamination issues were identified within the accessible spaces.

In Chiaphua Centre, the G/F mainly functions as food storage and loading and unloading areas. However, the tenant-occupied areas remain in operation and are currently inaccessible. A generator room is located on the G/F, where an emergency generator set is installed. Some oil-like liquid was observed on the ground surface beneath the generator set. The liquid is likely due to lubricating oil or diesel fuel stored within the generator system. As the generator set is for emergency use, continuous operation is not expected. In addition, the floor is fully paved with concrete slabs, which effectively prevent the penetration of lubricating oil or diesel fuel into the soil. No land contaminating issues are identified within the accessible spaces.

As the G/F of the Chiaphua Industries Building and Chiaphua Centre are currently occupied by tenants and are inaccessible, the potential land contamination within these areas cannot be ruled out at this stage. A site reappraisal shall be conducted prior to the commencement of construction works. If any potential land contamination is identified during the site appraisal, a Contamination Assessment Plan (CAP) will be prepared and submitted to EPD for endorsement

The site walkover checklist and photo records are provided in Appendix C4. The summary of main activities and operation of tenants on each floor of the Chiaphua Industries Building and Chiaphua Centre is provided in Appendix C5. The G/F layout plan of Chiaphua Industries Building and Chiaphua Centre is provided in Appendix C6.

7 Conclusion

The Environmental Assessment (EA) is prepared to identify all potential environmental impacts and relevant environmental requirements due to the construction and operation of the Proposed Redevelopment.

Air Quality

The potential sources of air quality impact associated with the proposed construction activities include construction works, which will be expected to generate construction dust and gaseous emission. With the implementation of the recommended mitigation measures and good site practices, adverse air quality impact is not anticipated during the construction phase.

The required buffer distance of 20m for Siu Lek Yuen Road and 5m for Yuen Shun Circuit can be fulfilled and no air-sensitive use including openable window, fresh air intake and recreational use in open space shall be located within the buffer zone. Therefore, no adverse air quality impacts associated with vehicular emission on the Rezoning Site is anticipated.

No regularly operated chimneys are located within the Proposed Redevelopment or within the 200m assessment area. Thus, no adverse air quality impact from chimneys are expected.

Carpark is proposed on the G/F and 1/F in the Proposed Redevelopment. The carpark ventilation system will be designed in accordance with the requirements stipulated in ProPECC PN 2/96. As such, no adverse air quality impact is anticipated.

Noise

The road traffic noise impact was assessed based on the projected peak hour flow for the worst year within 15 years from the date of occupancy. The predicted traffic noise levels at all NSRs with full compliance with the HKPSG standard of 70 dB(A) with the proposed mitigation measures, including the application of typical acoustic balcony and acoustic windows. Hence, no adverse traffic noise impact is anticipated.

The predicted railway noise levels at all representative NSRs comply with the noise standard of 60 dB(A) in IND-TM. Thus, no adverse railway noise impact is expected from the nearby MTR.

Site survey and desktop study were conducted to identify the existing fixed noise sources in the vicinity of the Proposed Redevelopment. Based on the results, the predicted noise level at all NSRs complies with the noise criteria as stipulated in IND-TM (i.e. 70dB(A) for daytime and evening time and 60dB(A) for nighttime). Therefore, no existing fixed noise impact is anticipated.

Water Quality

The potential impacts of water quality arising from the construction and operation phase of the Rezoning Site have been identified and evaluated. With implementation of recommended mitigation measures, no adverse water quality impact is anticipated during construction phase.

During operation phase, the sewage/wastewater generated from the Proposed Redevelopment will be discharged to the public sewer and the run-off will be conveyed to the stormwater drain. The sewer and drain connection from the Rezoning Site to the public sewerage and drainage system will be constructed and completed before the operation of the Rezoning Site. With the mitigation measures proposed above, no adverse water quality impact during operation phase is anticipated.

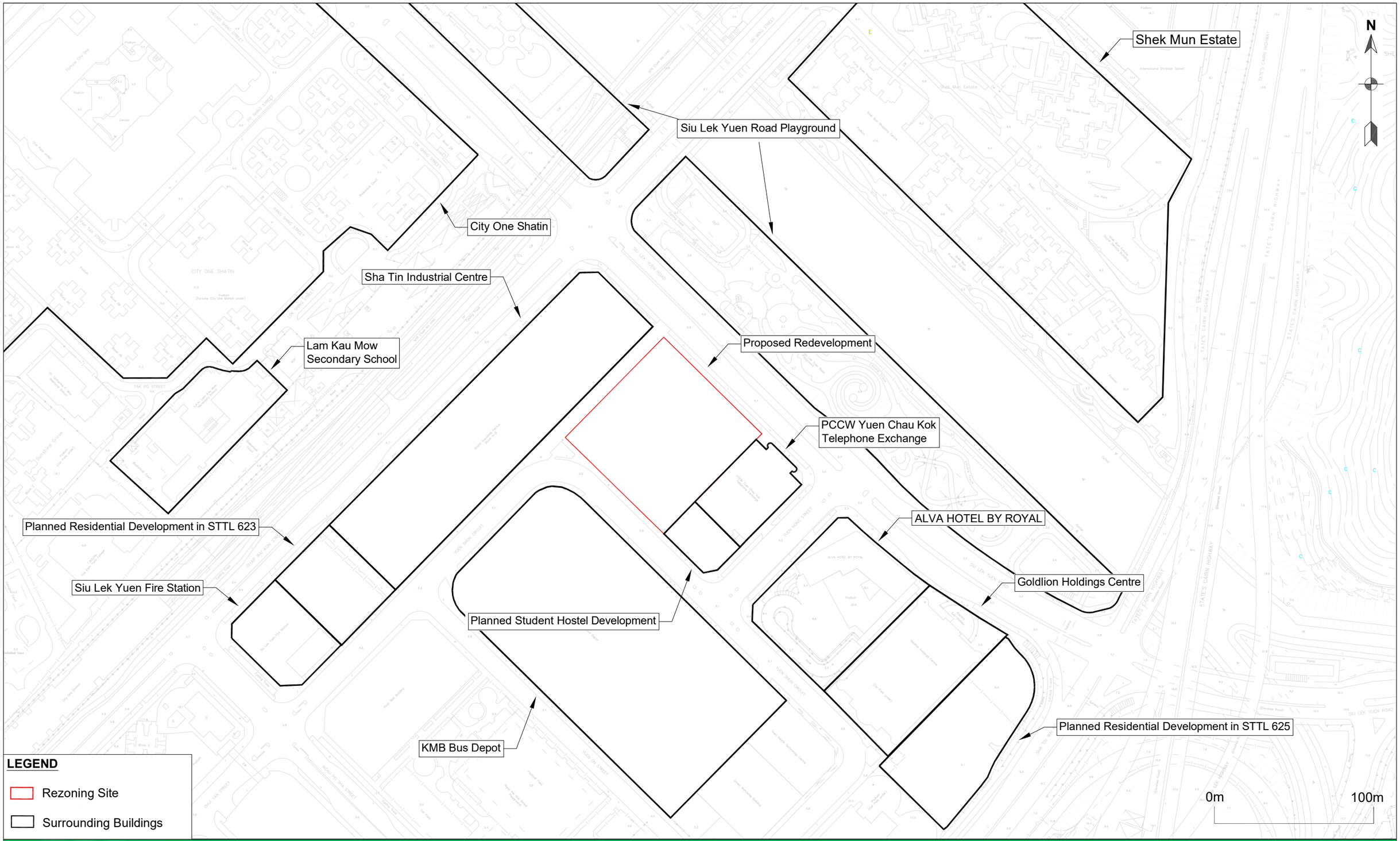
Waste Management

The potential impacts of waste arising from construction and operation phases of the Proposed Redevelopment have been assessed. With the implementation of waste management measures, waste generated/disposed of the Proposed Redevelopment should not lead to any adverse impact.

Land Contamination

Based on historical aerial photographs, information from government departments, and site visits, potential land contamination cannot be ruled out due to inaccessible tenanted areas. To ensure all potential land contamination issues are fully addressed, a site reappraisal will be conducted prior to the commencement of construction works. If any potential land contamination is identified during the site reappraisal, a Contamination Assessment Plan (CAP) will be prepared and submitted to the EPD for endorsement.

Figures



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Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Site Location

Figure 2.1

Rev. 0

N

ASR 1
Shek Mun Estate

ASR 2
Siu Lek Yuen Road Playground

ASR 7
City One Shatin

ASR 6
Sha Tin Industrial Centre

ASR 8
Lam Kau Mow
Secondary School

ASR 5
PCCW Yuen Chau Kok
Telephone Exchange

ASR 18
Planned Residential Development in STTL 623

ASR 19
The Proposed Redevelopment

ASR 4
ALVA HOTEL BY ROYAL

ASR 9
Siu Lek Yuen Fire Station

ASR 3
Goldlion Holdings Centre

ASR 17
Planned Student Hostel Development

ASR 10
Koon Wah Building

ASR 12
Ngau Pei Sha Street Playground

ASR 16
Planned Residential Development in STTL 625

ASR 11
Yu Chui Shopping Centre

ASR 15
Town Health Technology Centre

ASR 14
Crown Worldwide Building

ASR 13
Citimark

LEGEND

- Rezoning Site
- 500m Assessment Boundary
- Location of ASRs

0m 100m

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Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Representative ASRs

Figure 3.1

Rev. 1

N

Chimneys at PCCW Yuen Chau Kok Telephone Exchange

LEGEND

- Rezoning Site
- 200m Assessment Area
- Location of Identified Chimney

0m 100m

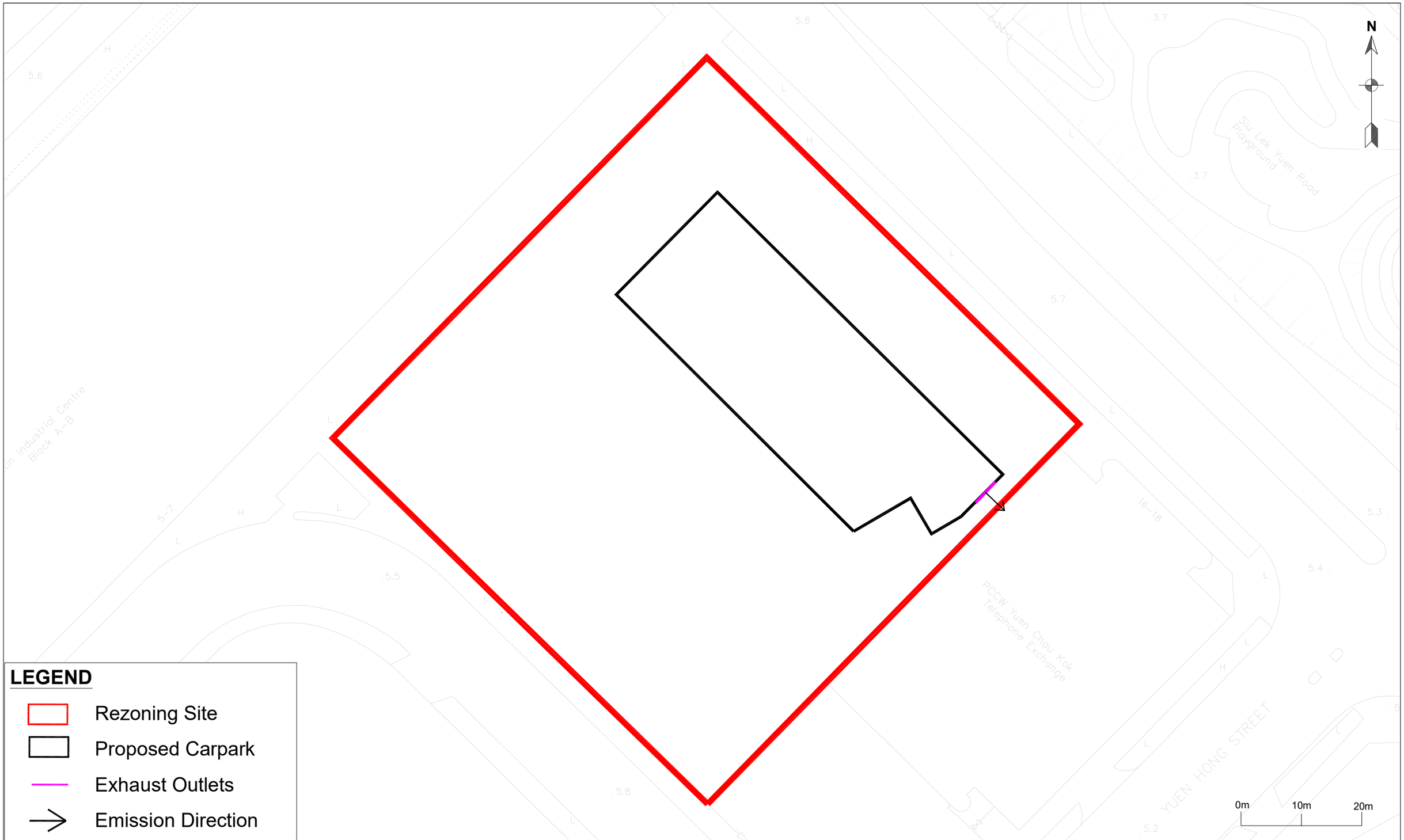
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Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Location of Identified Chimneys Within the 200m Assessment Area

Figure 3.2

Rev. 0



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Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Location of Exhaust Outlets of the Carpark on G/F

Figure 3.3

Rev. 0

N

Siu Lek Yuen Playground

Siu Lek Yuen Road

PCCW Yuen Chau Kok Telephone Exchange

YUEN HONG STREET

0m 10m 20m

LEGEND

- Rezoning Site
- Proposed Carpark
- Exhaust Outlets
- Emission Direction

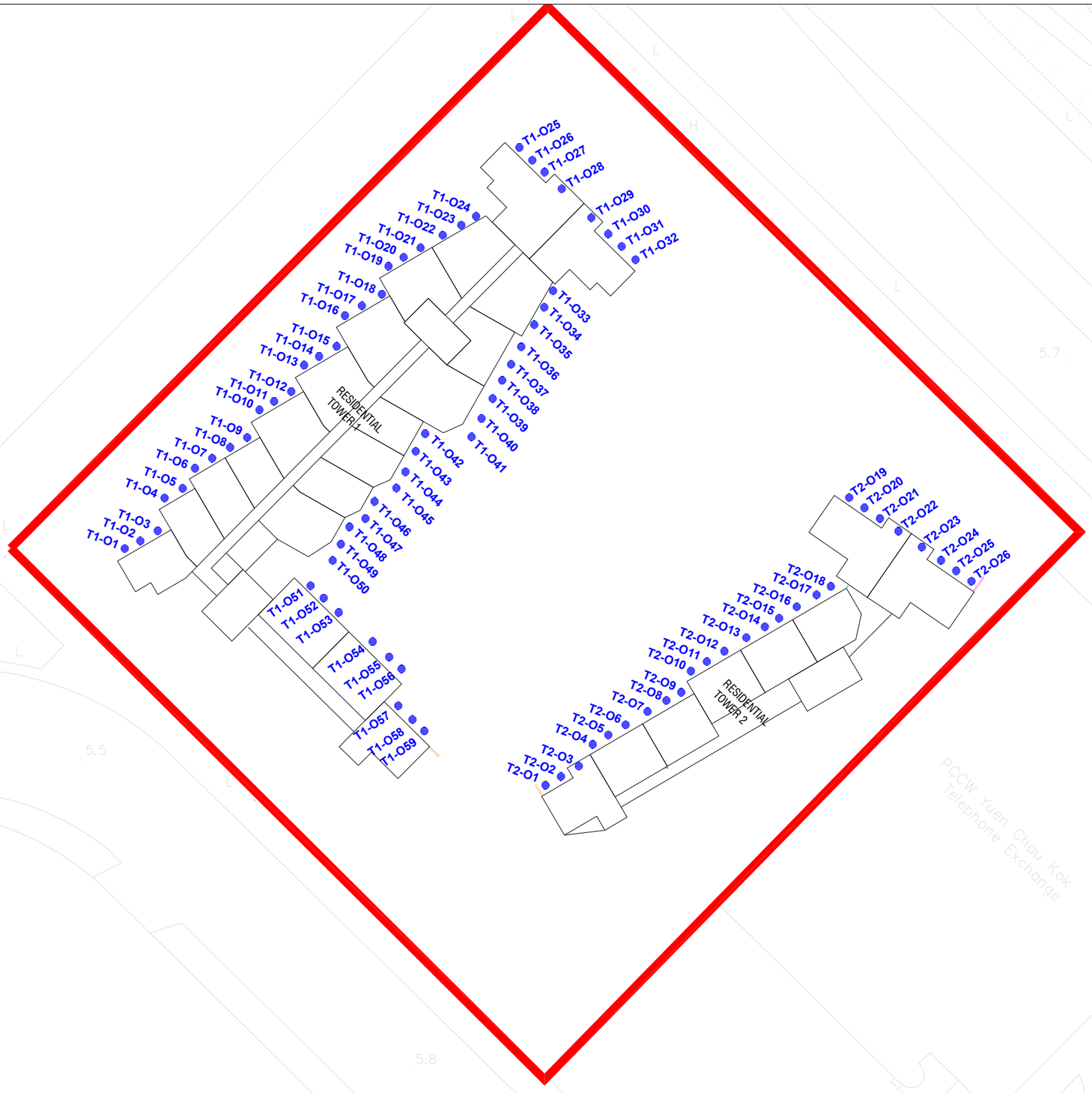
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Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Location of Exhaust Outlets of the Carpark on 1/F

Figure 3.4

Rev. 0



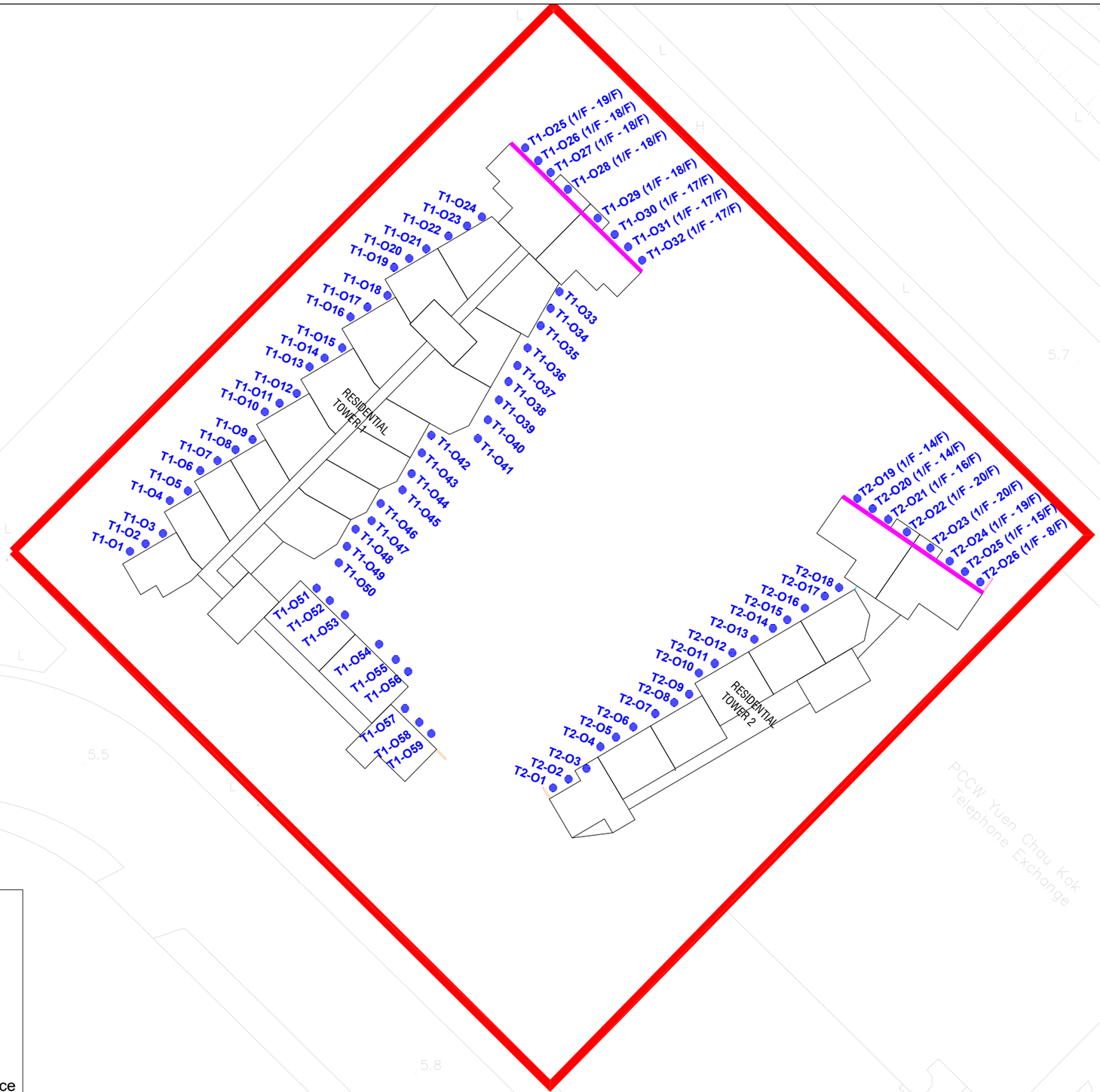
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Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Location of Assessment Points (1/F - 32/F)

Figure 4.1

Rev. 1



LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fin
- 2.0m Acoustic Fin
- Assessment Points
- Location of Noise Level Exceedance

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Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Location of Predicted Noise Level Exceedances

Figure 4.2

Rev. 1



LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fin
- 2.0m Acoustic Fin
- Assessment Points
- Acoustic Windows
- Typical Acoustic Balcony

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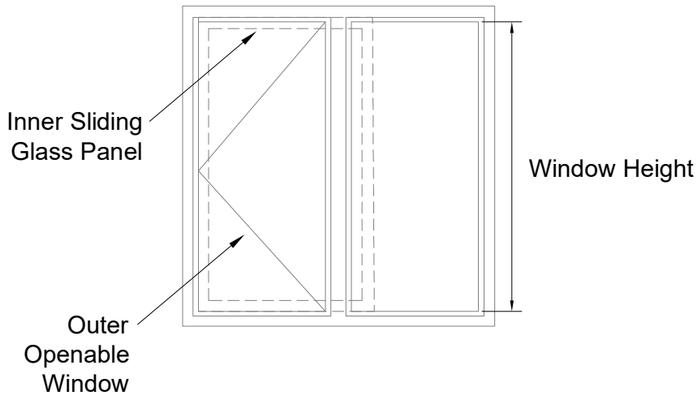
Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Location of Proposed Mitigation Measures

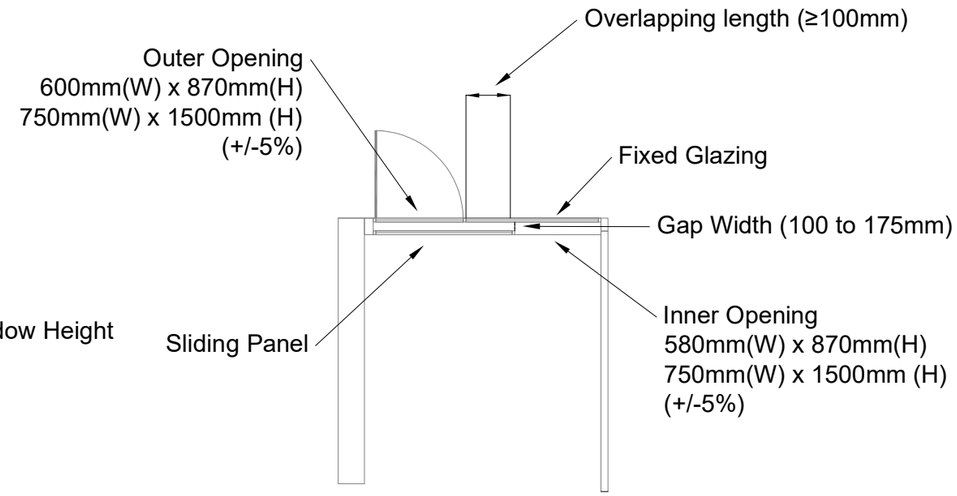
Figure 4.3

Rev. 1

Typical Configuration of Acoustic Window

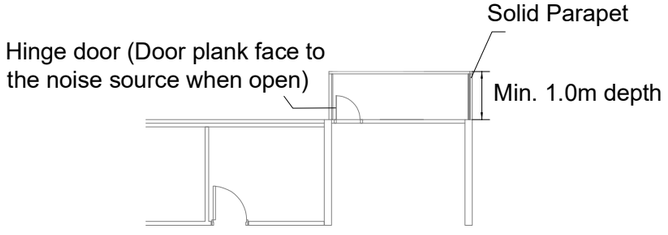


Internal View

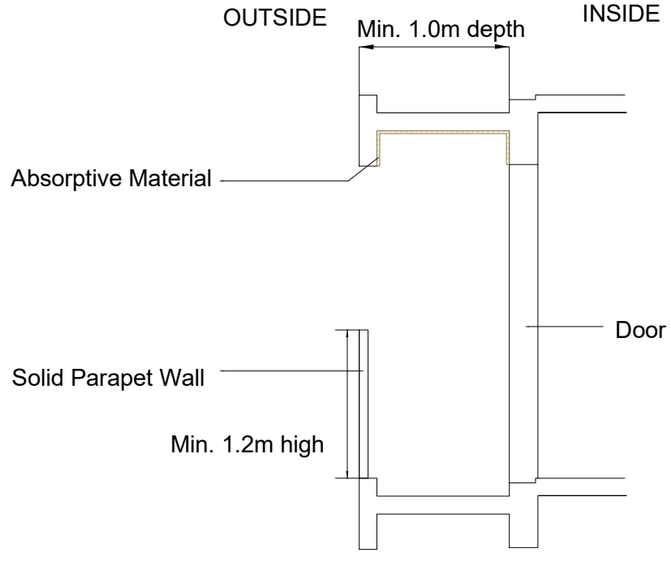


Top View

Typical Configuration of Typical Acoustic Balcony



TOP VIEW



SIDE VIEW

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Typical Configuration of Acoustic Window and Typical Acoustic Balcony

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Figure 4.4

Rev. 0

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fin
- 2.0m Acoustic Fin
- Representative NSRs
- Tuen Ma Line

Joint and Cross

Segment 4

Segment 3

Joint and Cross

Segment 2

Segment 1

N

0m 50m

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Location of Railway Noise Source

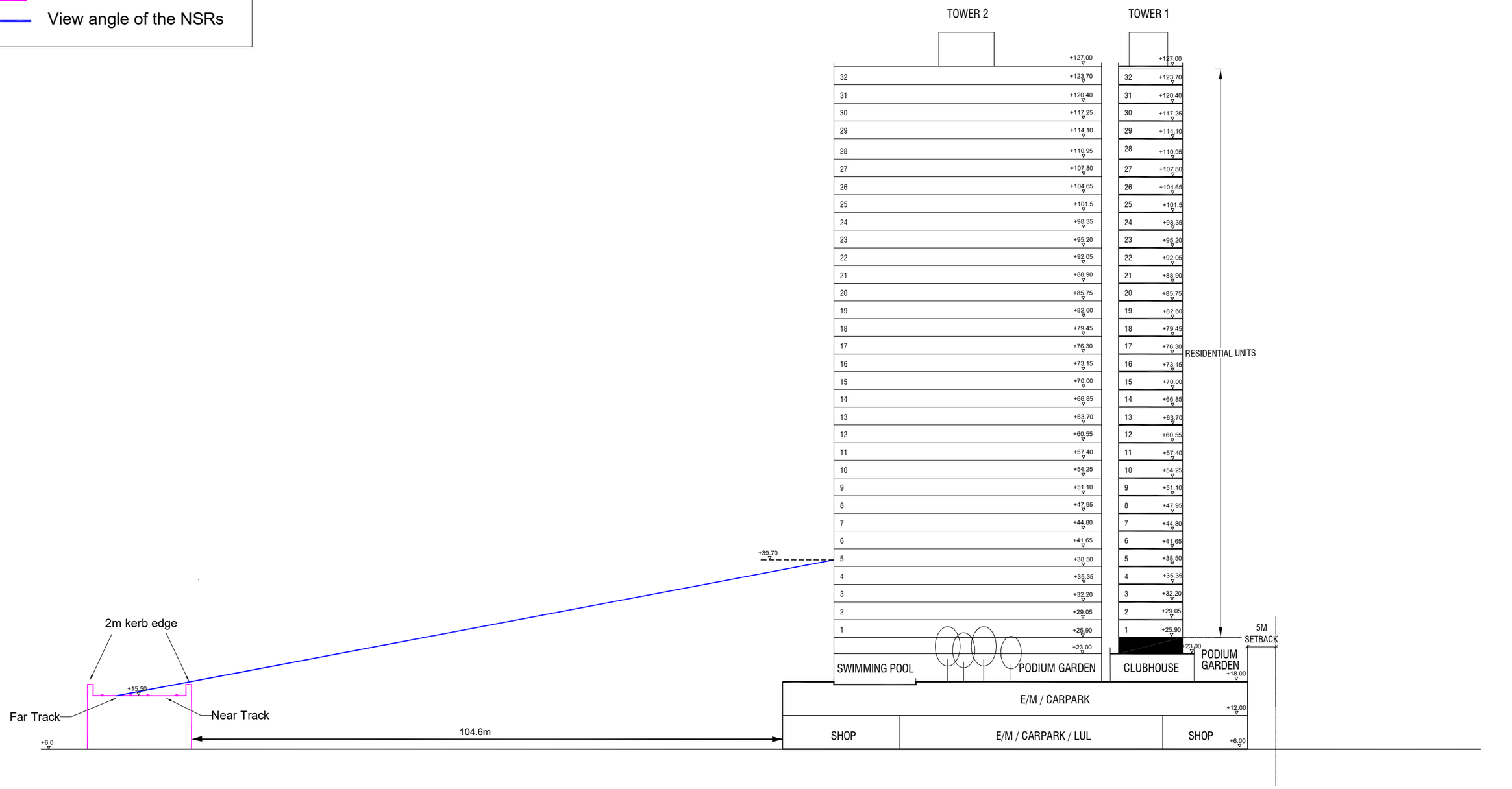
Figure 4.5

Rev. 1

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LEGEND

- Proposed Redevelopment
- Elevated MTR Tracks
- View angle of the NSRs



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Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

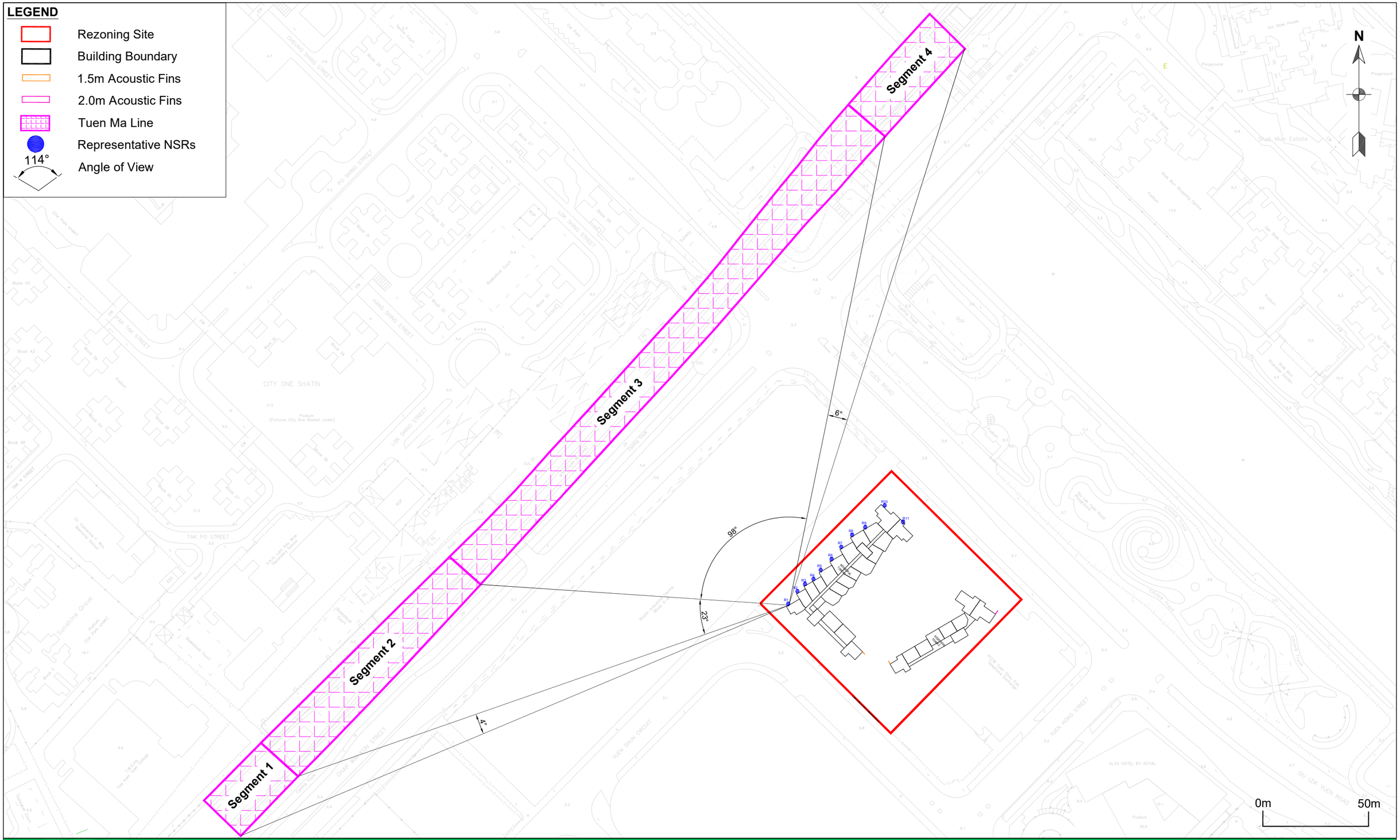
Elevation of the Proposed Redevelopment and the Nearby MTR Tracks

Figure 4.6

Rev. 1

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fins
- 2.0m Acoustic Fins
- Tuen Ma Line
- Representative NSRs
- 114° Angle of View



Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Angle of View from R1 to the Nearby MTR Tracks

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Figure 4.7a

Rev. 0

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fins
- 2.0m Acoustic Fins
- Tuen Ma Line
- Representative NSRs
- 114° Angle of View

N

Segment 1

Segment 2

Segment 3

Segment 4

3°

22°

99°

6°

0m 50m

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Angle of View from R2 to the Nearby MTR Tracks

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Figure 4.7b

Rev. 0

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fins
- 2.0m Acoustic Fins
- Tuen Ma Line
- Representative NSRs
- 114° Angle of View

Segment 1

Segment 2

Segment 3

Segment 4

3°

21°

100°

6°

N

0m 50m

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Angle of View from R3 to the Nearby MTR Tracks

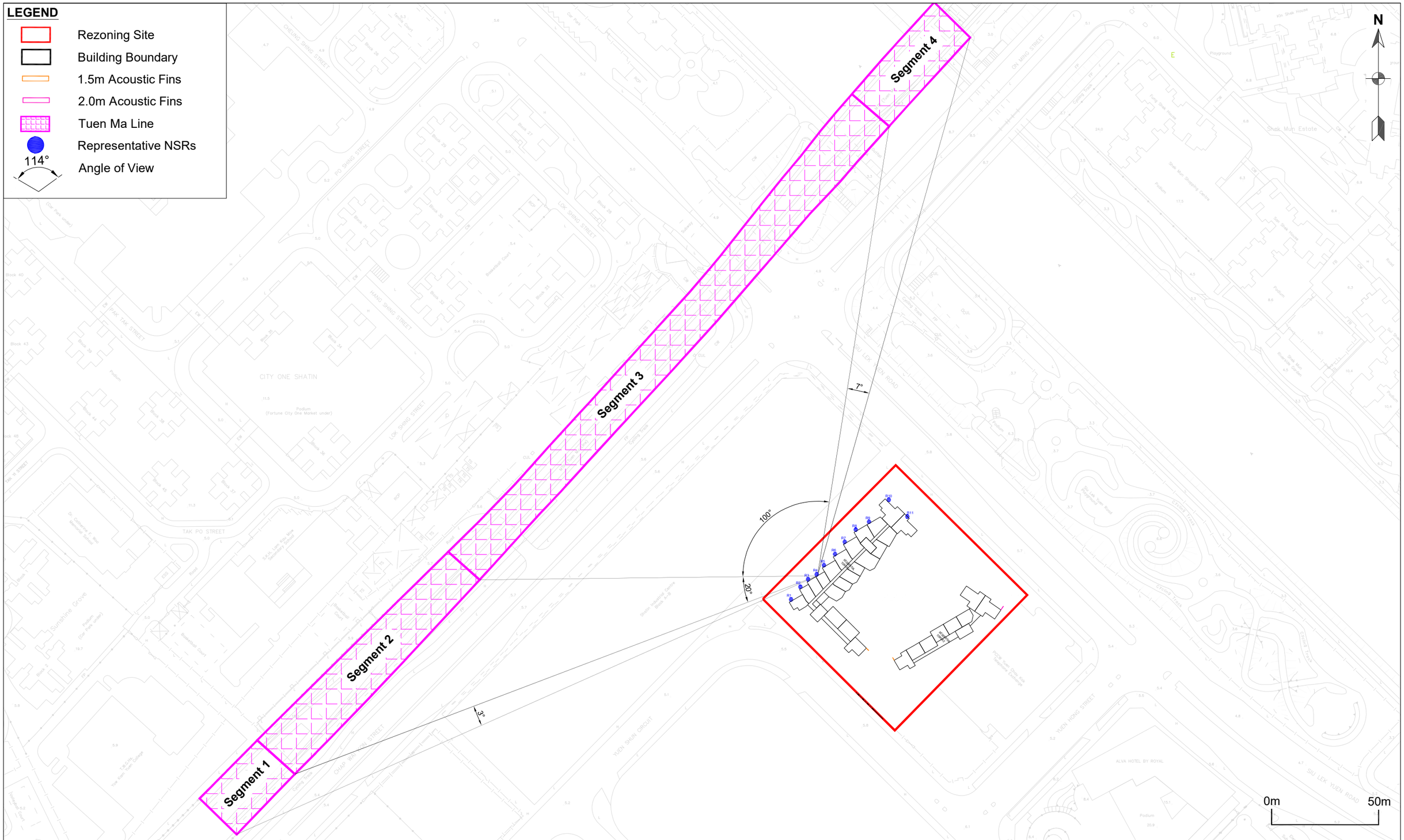
URBAN GREEN

Figure 4.7c

Rev. 0

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fins
- 2.0m Acoustic Fins
- Tuen Ma Line
- Representative NSRs
- 114° Angle of View



Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Angle of View from R4 to the Nearby MTR Tracks

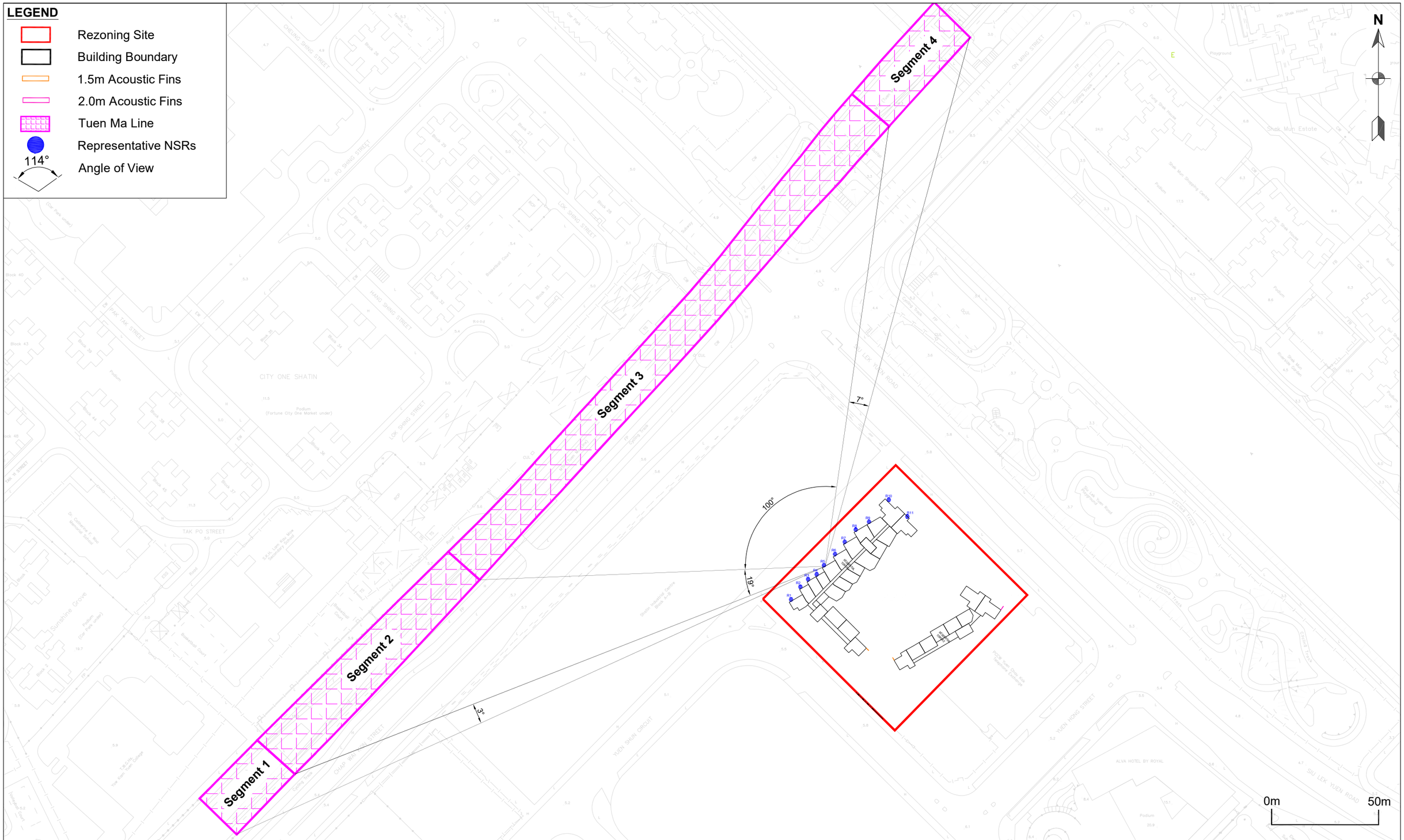
URBAN GREEN

Figure 4.7d

Rev. 0

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fins
- 2.0m Acoustic Fins
- Tuen Ma Line
- Representative NSRs
- 114° Angle of View



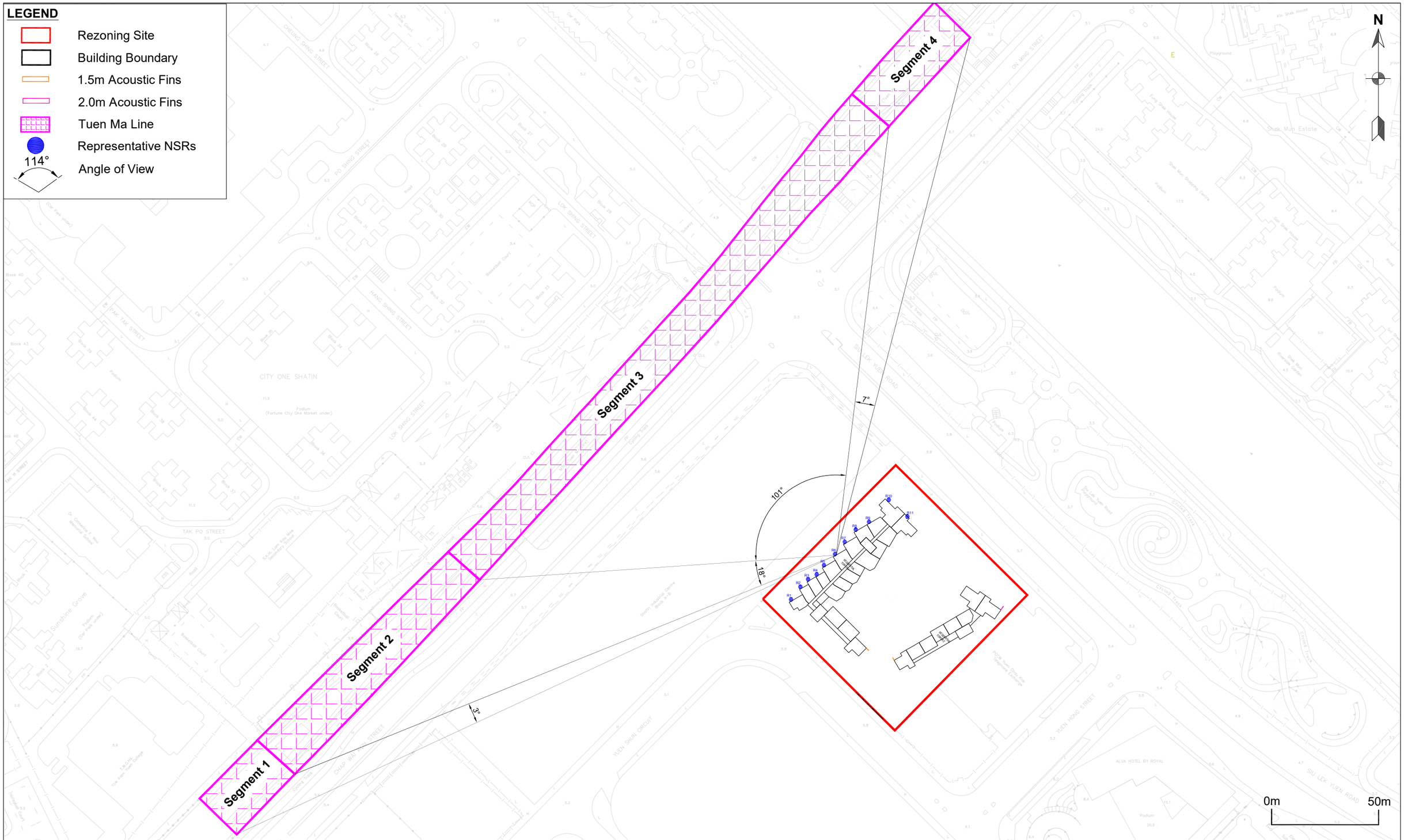
Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Angle of View from R5 to the Nearby MTR Tracks

URBAN GREEN

Figure 4.7e

Rev. 0



Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Angle of View from R6 to the Nearby MTR Tracks

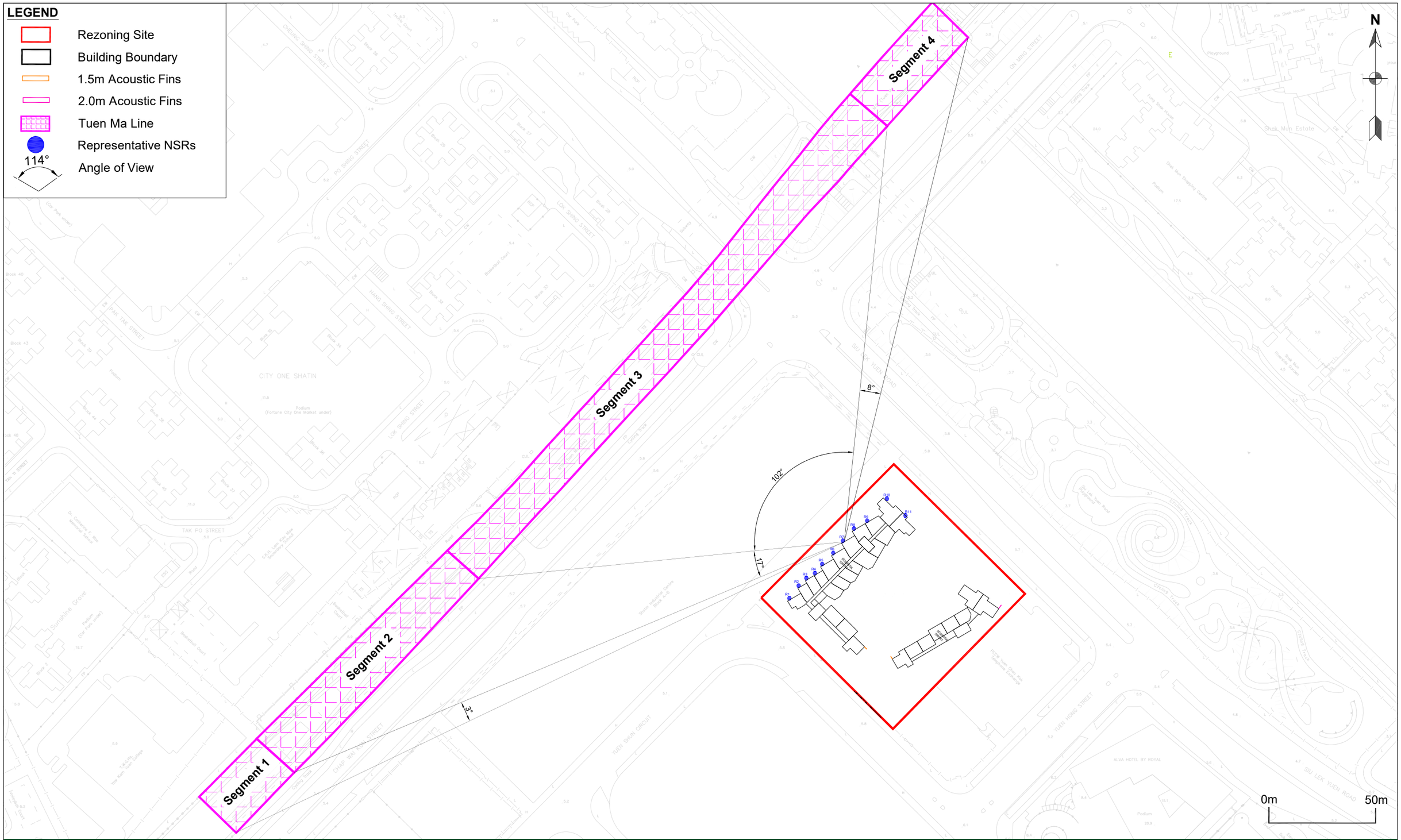
URBAN GREEN

Figure 4.7f

Rev. 0

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fins
- 2.0m Acoustic Fins
- Tuen Ma Line
- Representative NSRs
- 114° Angle of View



Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Angle of View from R7 to the Nearby MTR Tracks

URBAN GREEN

Figure 4.7g

Rev. 0

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fins
- 2.0m Acoustic Fins
- Tuen Ma Line
- Representative NSRs
- 114° Angle of View

N

Segment 1

Segment 2

Segment 3

Segment 4

3°

16°

102°

8°

0m 50m

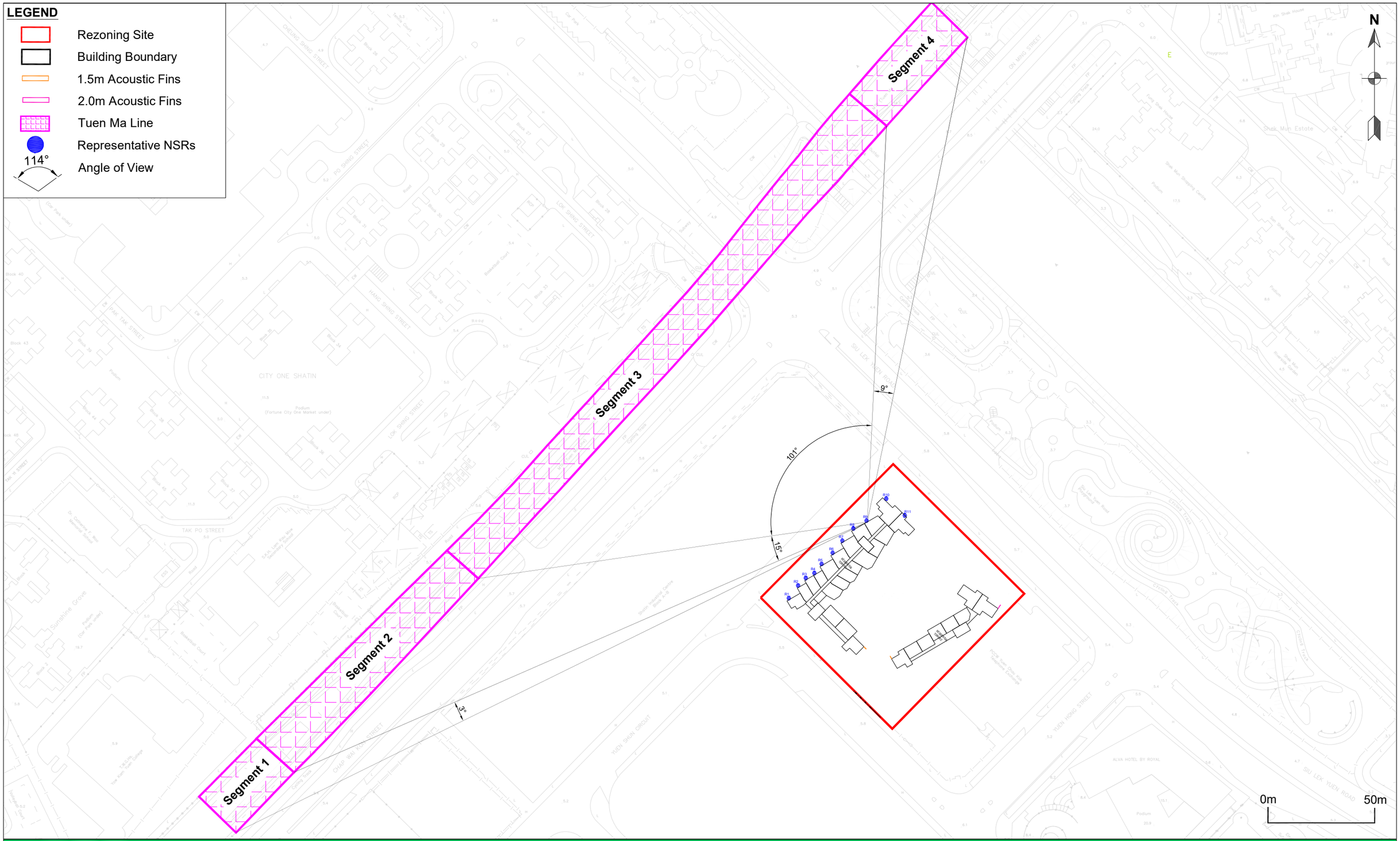
Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Angle of View from R8 to the Nearby MTR Tracks

URBAN GREEN

Figure 4.7h

Rev. 0



Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Angle of View from R9 to the Nearby MTR Tracks

URBAN GREEN

Figure 4.7i

Rev. 0

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fins
- 2.0m Acoustic Fins
- Tuen Ma Line
- Representative NSRs
- 114° Angle of View

N

Segment 1

Segment 2

Segment 3

Segment 4

10°

46°

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11

0m 50m

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Angle of View from R10 to the Nearby MTR Tracks

URBAN GREEN

Figure 4.7j

Rev. 0

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fins
- 2.0m Acoustic Fins
- Tuen Ma Line
- Representative NSRs
- 114° Angle of View

N

Segment 1

Segment 2

Segment 3

Segment 4

2°

10°

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11

0m 50m

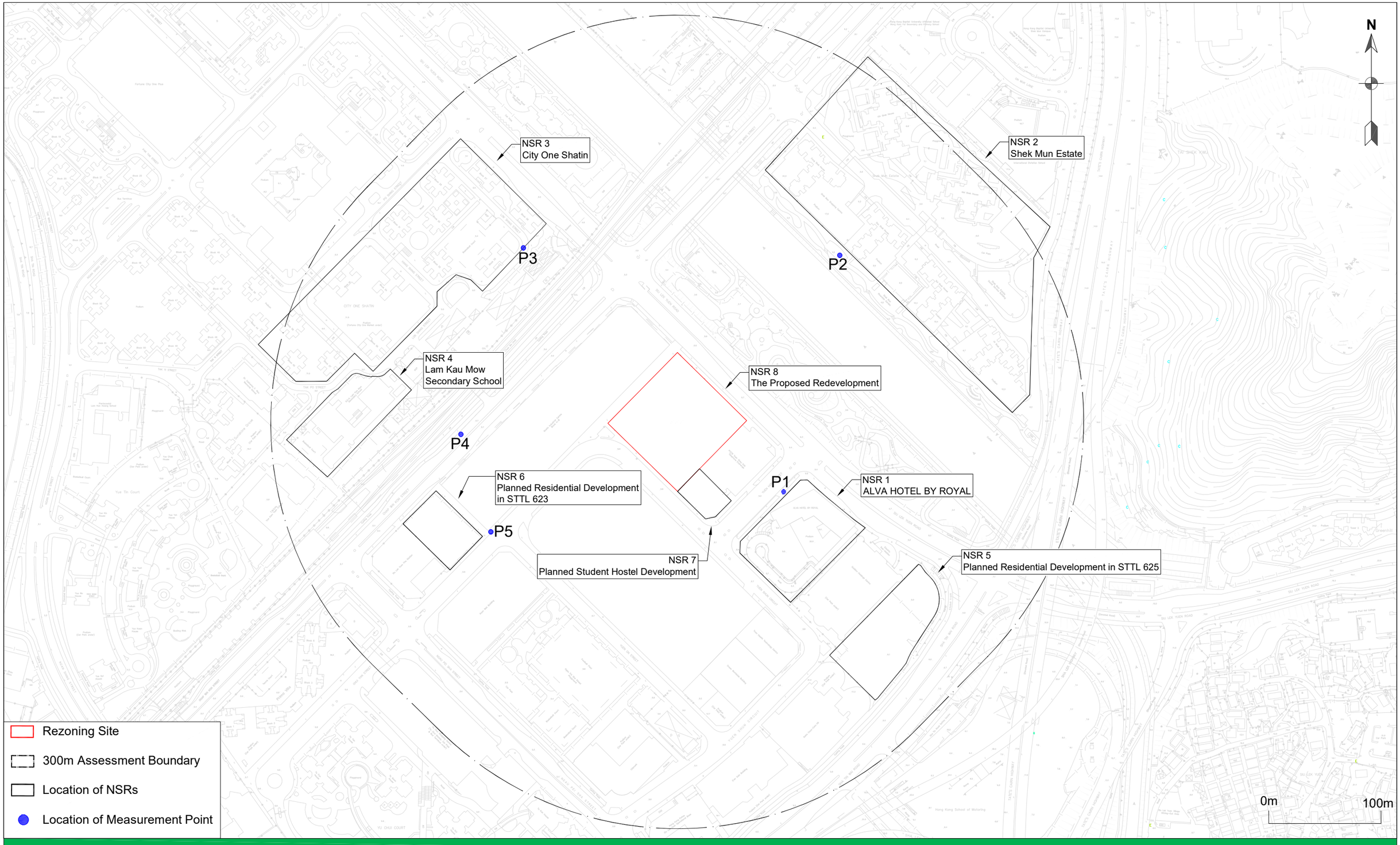
URBAN GREEN

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Angle of View from R11 to the Nearby MTR Tracks

Figure 4.7k

Rev. 0



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Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Representative Noise Sensitive Receivers and the Background Noise Monitoring Location

Figure 4.8

Rev. 1

Figure 4.9a

Figure 4.9b

N

0m 100m

0m 50m

0m 100m

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fin
- 2.0m Acoustic Fin
- Working Bay/Bus Washing and Refueling Area
- NSRs in the Proposed Development
- Noise Sources at KMB Bus Depot
- AHU
- Air-cooled Chillers
- Condensers
- VRV units
- Roof Fan
- Cooling Towers
- Hoist

URBAN GREEN

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Location of Existing Fixed Noise Source within the 300m Assessment Boundary

Figure 4.9

Rev. 0

KWP 1

N

LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fin
- 2.0m Acoustic Fin
- Working Bay/Bus Washing and Refueling Area
- NSRs in the Proposed Development
- Noise Sources at KMB Bus Depot
- AHU
- Air-cooled Chillers
- Condensers
- VRV units
- Roof Fan
- Cooling Towers
- Hoist



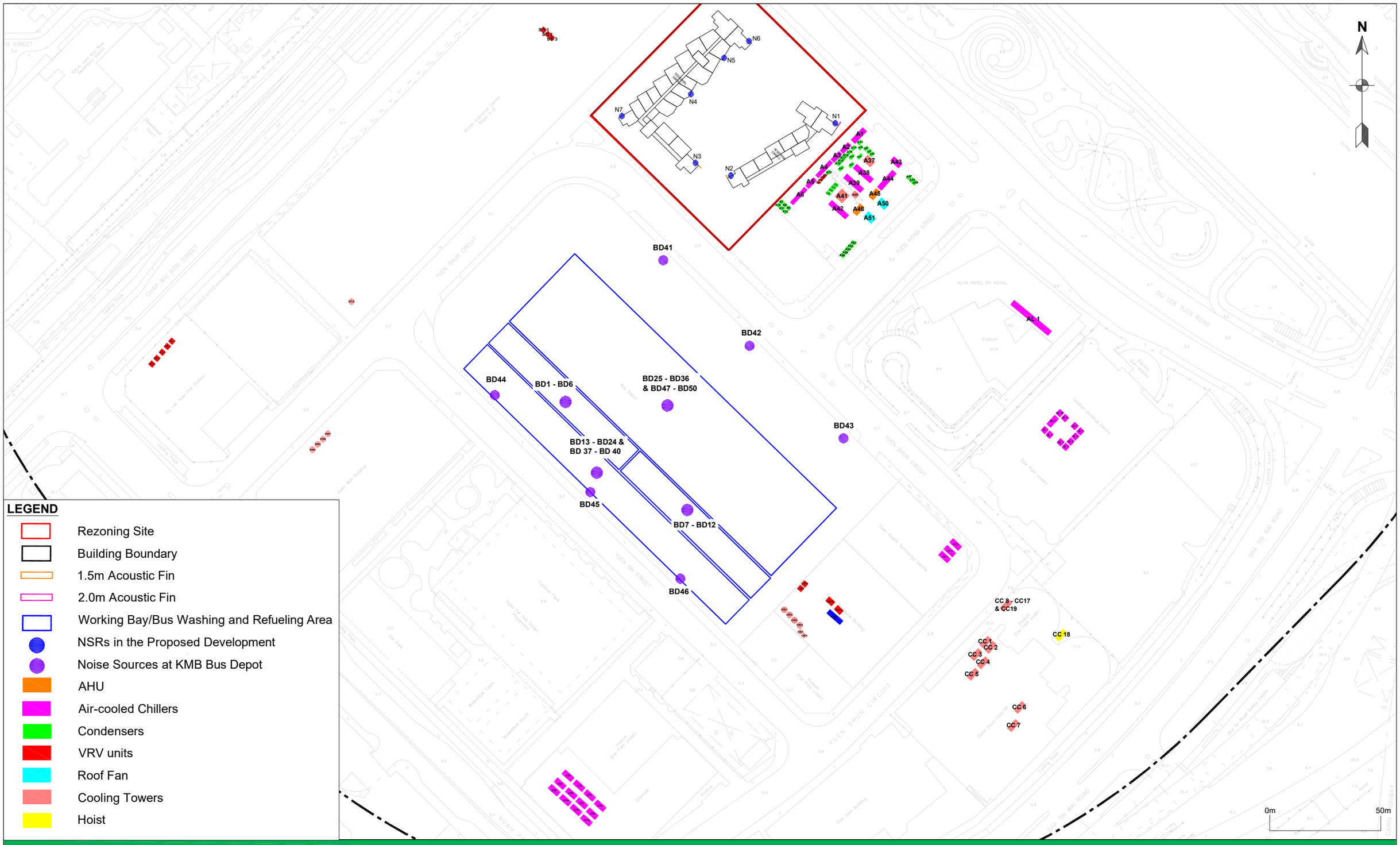
URBAN GREEN

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Zoom-in Figure for the Location of Existing Fixed Noise Source within the 300m Assessment Boundary

Figure 4.9a

Rev. 0



LEGEND

- Rezoning Site
- Building Boundary
- 1.5m Acoustic Fin
- 2.0m Acoustic Fin
- Working Bay/Bus Washing and Refueling Area
- NSRs in the Proposed Development
- Noise Sources at KMB Bus Depot
- AHU
- Air-cooled Chillers
- Condensers
- VRV units
- Roof Fan
- Cooling Towers
- Hoist

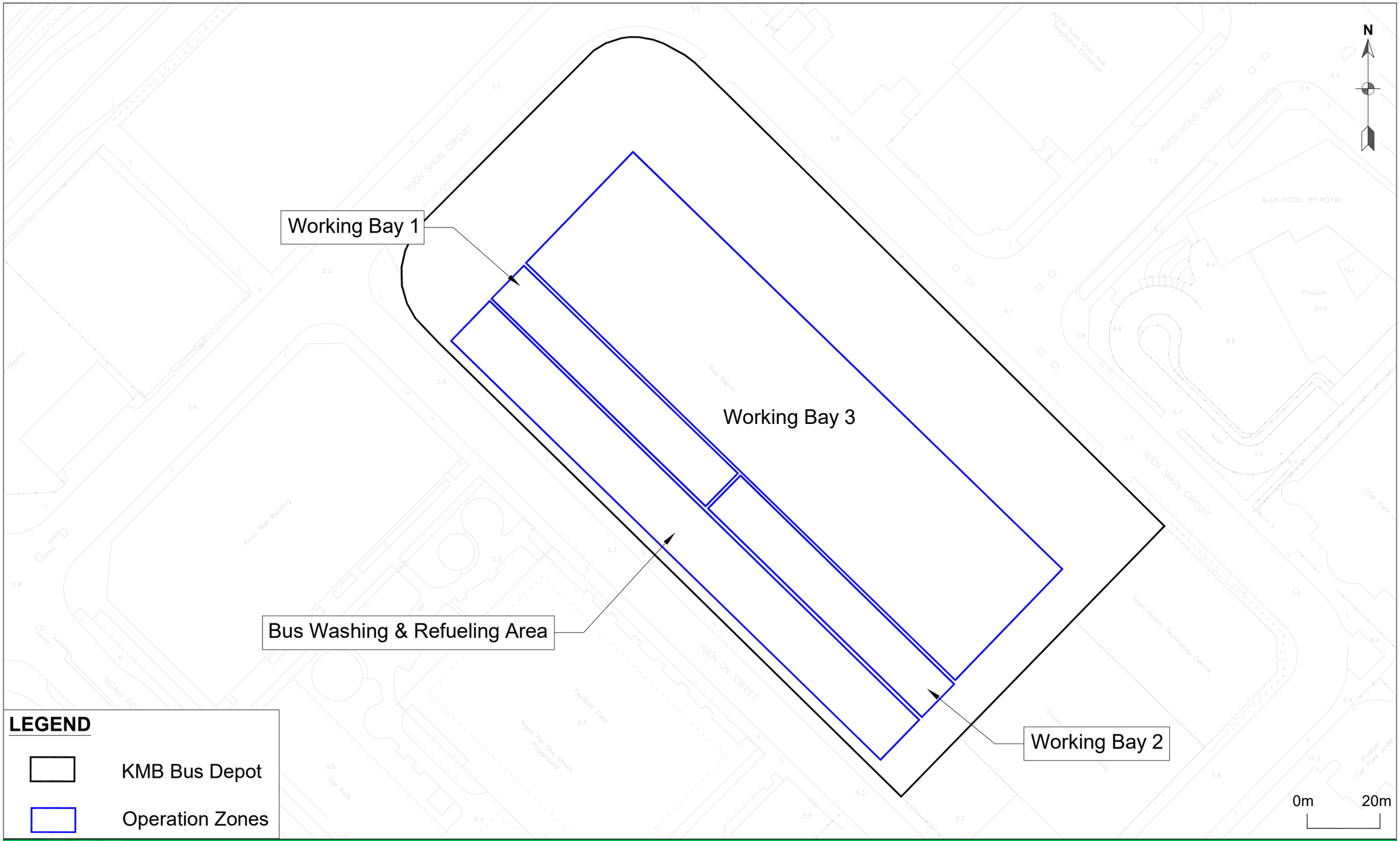
URBAN GREEN

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Zoom-in Figure for the Location of Existing Fixed Noise Source within the 300m Assessment Boundary

Figure 4.9b

Rev. 0



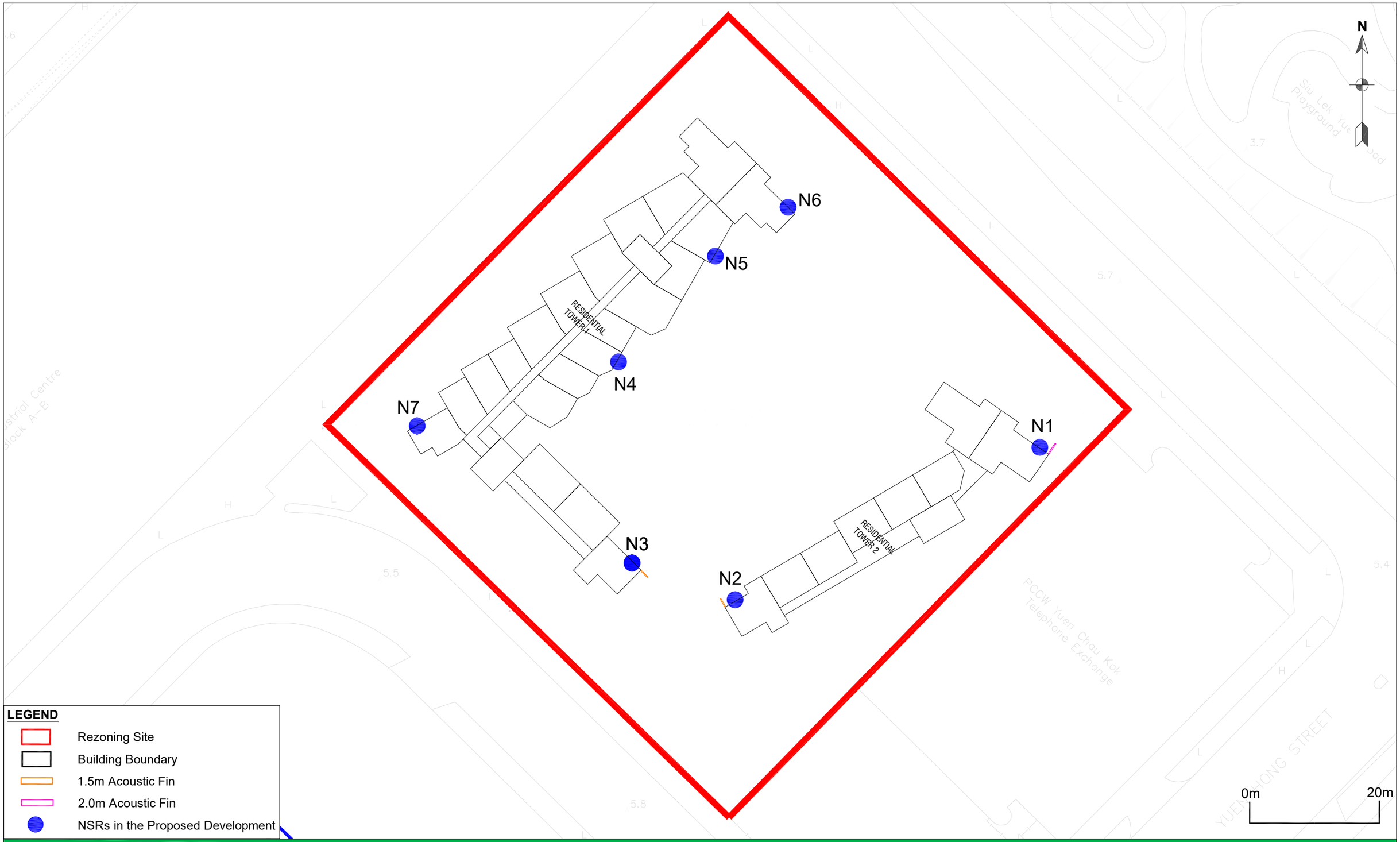
Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Location of Operation Zones on G/F of KMB Bus Depot

URBAN GREEN

Figure 4.10

Rev. 0



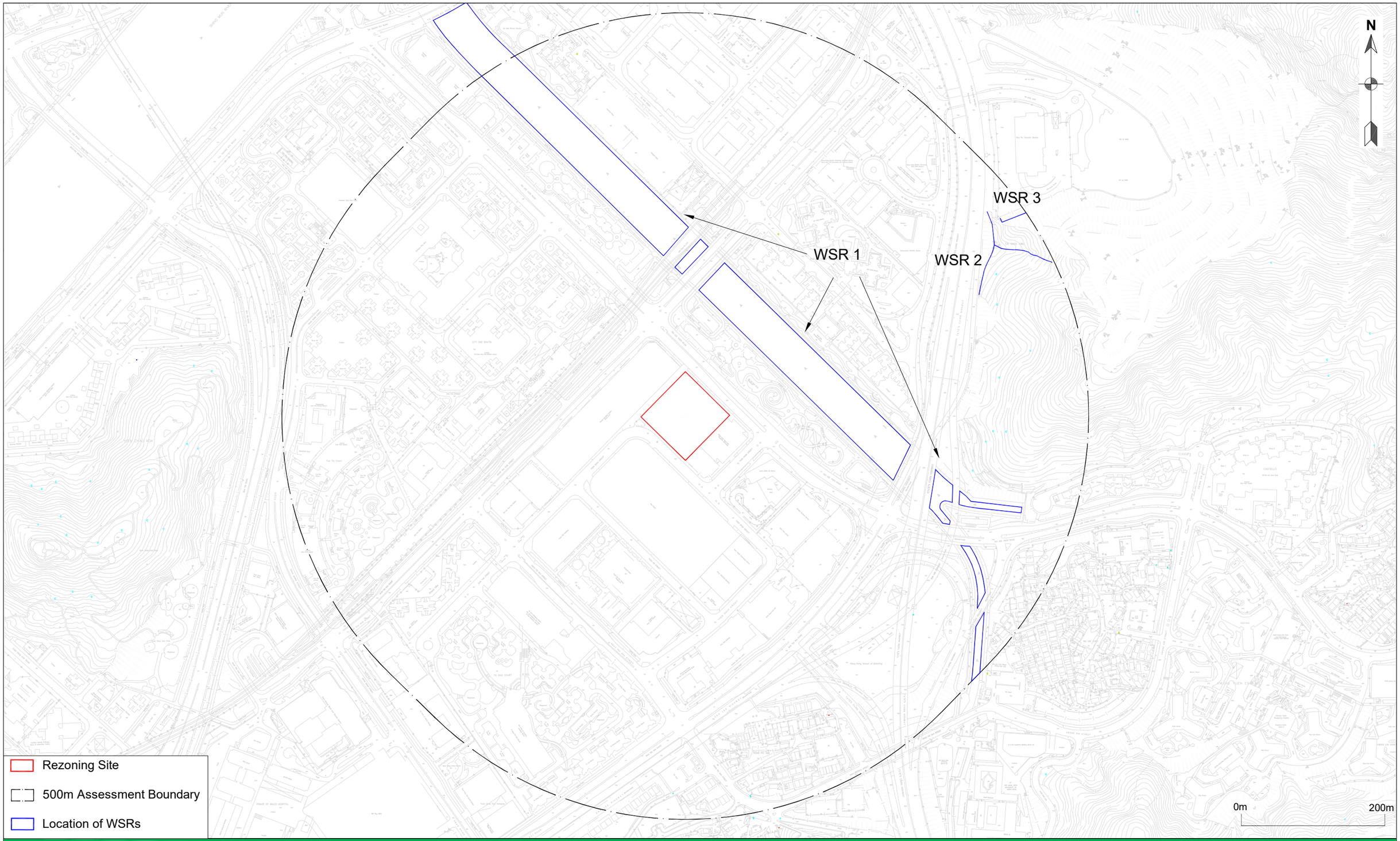
URBAN GREEN

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Representative NSRs for Fixed Noise Assessment

Figure 4.11

Rev. 0



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Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Location of Water Sensitive Receivers

Figure 5.1

Rev. 0

Appendix A1

Email Record for Confirmation of Road Type

Yan Lee

From: Yee Lin PANG [redacted]
Sent: 2026年4月9日星期四 10:48
To: Steven Lui
Cc: S L Ng
Subject: Re: S12 A Rezoning Application for Proposed Residential Development at Nos.8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276) // Road Classification

Dear Mr. Lui,

I have no comment to assign the road type of Yuen Shun Circuit as local distributor.

Regards,
Rebecca PANG
E/ST3, TENTE
Transport Department
Tel: 2399 6966

From: "Steven Lui" [redacted]
To: "yeelinpang@td.gov.hk" <yeelinpang@td.gov.hk>
Cc: "S L Ng" [redacted]
Date: 09/04/2026 09:26 am
Subject: S12 A Rezoning Application for Proposed Residential Development at Nos.8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276) // Road Classification

---

Dear Ms. PANG,

We are the traffic consultant for the captioned, we would like to seek your confirmation on the road type of Yuen Shun Circuit in the vicinity of the Site, solely for environmental assessment use.

Justifications are provided as below:

According to TPDM, it states that local distributors are roads within districts linking developments to district distributor roads and district distributor are roads linking districts to the primary distributor roads.
Please note that Yuen Shun Circuit links the local developments to Ngau Pei Sha Street which further connected to Sha Tin Wai Road. Since Sha Tin Wai Road is classified as primary distributor in the latest ATC (Station No. 5817), Yuen Shun Circuit, being connected to it via Ngau Pei Sha Street, can be considered as a “local distributor”.

We would be pleased if you could consider and provide your comment/confirmation on the above road type for Yuen Shun Circuit.

Should you have any query or require any additional information, please feel free to contact our Mr. S L Ng or the undersigned at [redacted]

Thanks & Regards
Steven Lui

LLA Consultancy Ltd.
[redacted]

Appendix A2

Photo Record of Identified Chimney

Photo record of Identified Chimney



Site survey was conducted on 12th September 2025. Four chimneys are identified at PCCW Yuen Chau Kok Telephone Exchange.



Site survey was conducted on 12th September 2025. The chimneys are observed to be connected to an emergency generator located at G/F of PCCW Yuen Chau Kok Telephone Exchange.

Appendix B1

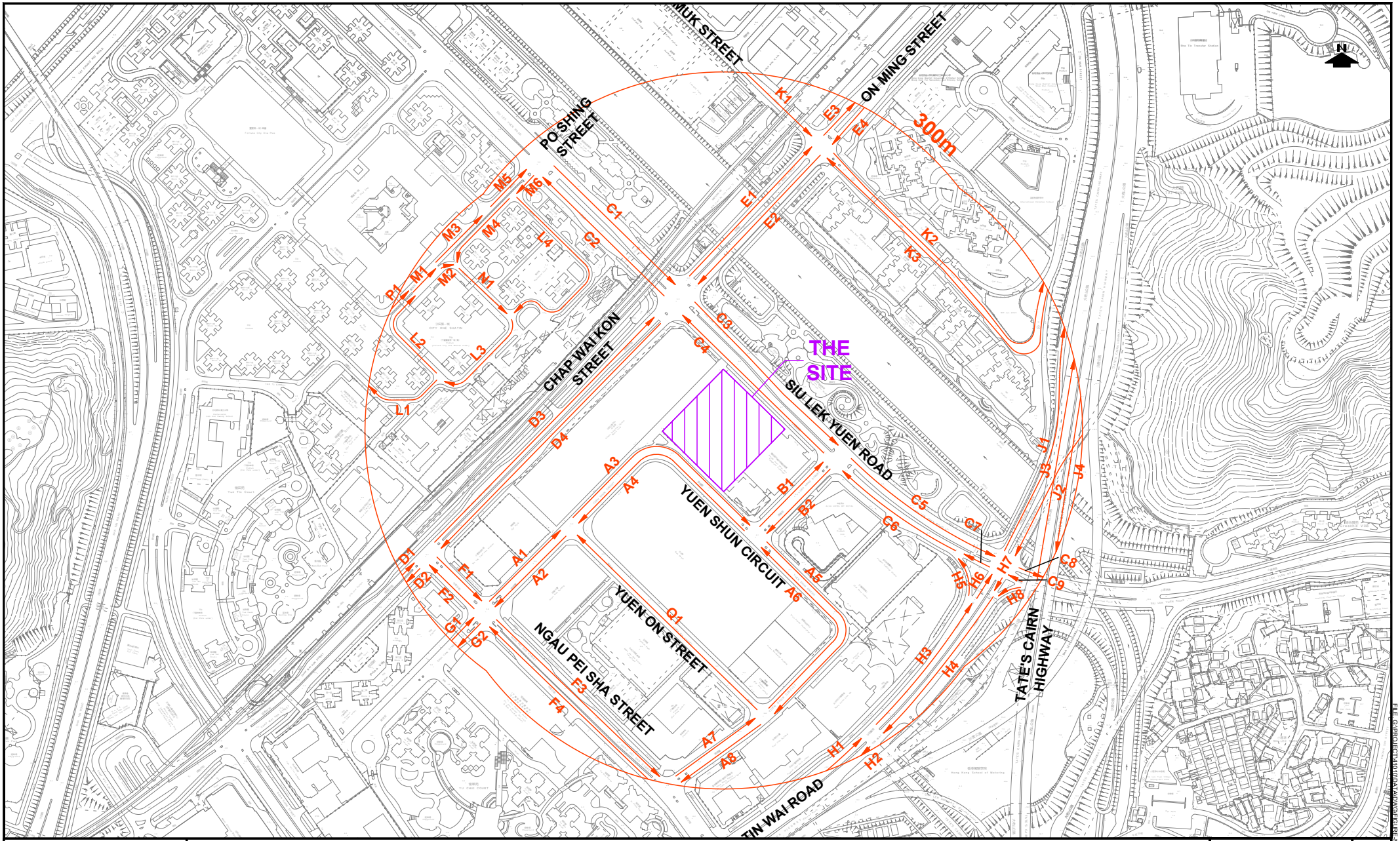
Traffic Forecast in 2048

Table 4 2048 Traffic Forecast – AM Peak Hour

No.	Road	Speed Limit (km/hr)	2048 Project Traffic Flows (veh/hr)	% of Heavies
A1	Yuen Shun Circuit	50	100	29%
A2	Yuen Shun Circuit	50	250	37%
A3	Yuen Shun Circuit	50	200	53%
A4	Yuen Shun Circuit	50	150	42%
A5	Yuen Shun Circuit	50	350	37%
A6	Yuen Shun Circuit	50	150	55%
A7	Yuen Shun Circuit	50	550	36%
A8	Yuen Shun Circuit	50	150	47%
B1	Yuen Hong Street	50	250	52%
B2	Yuen Hong Street	50	350	28%
C1	Siu Lek Yuen Road	50	650	23%
C2	Siu Lek Yuen Road	50	600	29%
C3	Siu Lek Yuen Road	50	750	27%
C4	Siu Lek Yuen Road	50	500	32%
C5	Siu Lek Yuen Road	50	850	30%
C6	Siu Lek Yuen Road	50	550	28%
C7	Siu Lek Yuen Road	50	350	22%
C8	Siu Lek Yuen Road	50	600	26%
C9	Siu Lek Yuen Road	50	1,200	39%
D1	Chap Wai Kon Street	50	250	51%
D2	Chap Wai Kon Street	50	250	57%
D3	Chap Wai Kon Street	50	200	36%
D4	Chap Wai Kon Street	50	200	26%
E1	On Ming Street	50	500	28%
E2	On Ming Street	50	750	27%
E3	On Ming Street	50	400	35%
E4	On Ming Street	50	350	40%
F1	Ngau Pei Sha Street	50	300	46%
F2	Ngau Pei Sha Street	50	350	55%
F3	Ngau Pei Sha Street	50	650	33%
F4	Ngau Pei Sha Street	50	450	40%
G1	Chui Yan Street	50	600	16%
G2	Chui Yan Street	50	300	23%
H1	Sha Tin Wai Road	50	600	28%
H2	Sha Tin Wai Road	50	950	18%
H3	Sha Tin Wai Road	50	750	28%
H4	Sha Tin Wai Road	50	550	12%
H5	Sha Tin Wai Road	50	200	31%
H6	Sha Tin Wai Road	50	500	27%
H7	Sha Tin Wai Road	50	400	17%
H8	Sha Tin Wai Road	50	300	26%
J1	Tate's Cairn Highway	50	650	21%
J2	Tate's Cairn Highway	50	900	34%
J3	Sha Lek Highway	80	2,200	28%
J4	Sha Lek Highway	80	2,250	17%
K1	On Muk Street	50	100	40%
K2	On Muk Street	50	100	0%
K3	On Muk Street	50	100	22%
L1	Lok Shing Street	20	100	22%
L2	Lok Shing Street	20	350	26%
L3	Lok Shing Street	20	350	26%
L4	Lok Shing Street	20	50	27%
M1	Po Shing Street	20	350	25%
M2	Po Shing Street	20	50	41%
M3	Po Shing Street	20	350	23%
M4	Po Shing Street	20	200	23%
M5	Po Shing Street	20	350	20%
M6	Po Shing Street	20	200	24%
N1	Hang Shing Street	20	200	24%
P1	Pak Tak Street	20	150	26%
Q1	Yuen On Street	50	100	41%

Table 5 2048 Traffic Forecast – PM Peak Hour

No.	Road	Speed Limit (km/hr)	2048 Project Traffic Flows (veh/hr)	% of Heavies
A1	Yuen Shun Circuit	50	100	40%
A2	Yuen Shun Circuit	50	300	24%
A3	Yuen Shun Circuit	50	550	38%
A4	Yuen Shun Circuit	50	150	58%
A5	Yuen Shun Circuit	50	550	39%
A6	Yuen Shun Circuit	50	150	37%
A7	Yuen Shun Circuit	50	400	25%
A8	Yuen Shun Circuit	50	500	33%
B1	Yuen Hong Street	50	300	31%
B2	Yuen Hong Street	50	250	29%
C1	Siu Lek Yuen Road	50	450	28%
C2	Siu Lek Yuen Road	50	500	30%
C3	Siu Lek Yuen Road	50	500	26%
C4	Siu Lek Yuen Road	50	450	27%
C5	Siu Lek Yuen Road	50	550	28%
C6	Siu Lek Yuen Road	50	500	27%
C7	Siu Lek Yuen Road	50	300	30%
C8	Siu Lek Yuen Road	50	900	27%
C9	Siu Lek Yuen Road	50	700	25%
D1	Chap Wai Kon Street	50	300	51%
D2	Chap Wai Kon Street	50	250	55%
D3	Chap Wai Kon Street	50	200	33%
D4	Chap Wai Kon Street	50	200	32%
E1	On Ming Street	50	400	29%
E2	On Ming Street	50	500	28%
E3	On Ming Street	50	400	30%
E4	On Ming Street	50	300	42%
F1	Ngau Pei Sha Street	50	350	51%
F2	Ngau Pei Sha Street	50	250	53%
F3	Ngau Pei Sha Street	50	450	32%
F4	Ngau Pei Sha Street	50	350	36%
G1	Chui Yan Street	50	250	13%
G2	Chui Yan Street	50	400	23%
H1	Sha Tin Wai Road	50	700	22%
H2	Sha Tin Wai Road	50	600	22%
H3	Sha Tin Wai Road	50	950	24%
H4	Sha Tin Wai Road	50	550	17%
H5	Sha Tin Wai Road	50	250	22%
H6	Sha Tin Wai Road	50	750	23%
H7	Sha Tin Wai Road	50	350	22%
H8	Sha Tin Wai Road	50	300	31%
J1	Tate's Cairn Highway	50	600	25%
J2	Tate's Cairn Highway	50	500	22%
J3	Sha Lek Highway	80	3,600	20%
J4	Sha Lek Highway	80	1,450	20%
K1	On Muk Street	50	400	18%
K2	On Muk Street	50	50	38%
K3	On Muk Street	50	100	25%
L1	Lok Shing Street	20	100	26%
L2	Lok Shing Street	20	150	21%
L3	Lok Shing Street	20	200	22%
L4	Lok Shing Street	20	50	64%
M1	Po Shing Street	20	300	19%
M2	Po Shing Street	20	50	29%
M3	Po Shing Street	20	200	17%
M4	Po Shing Street	20	150	17%
M5	Po Shing Street	20	300	15%
M6	Po Shing Street	20	200	19%
N1	Hang Shing Street	20	200	19%
P1	Pak Tak Street	20	200	17%
Q1	Yuen On Street	50	150	28%



PROJECT NO. 41010	PROJECT TITLE REZONING APPLICATION FOR REDEVELOPMENT OF CHIAPHUA INDUSTRIES BUILDING & CENTRE AT STTL NO. 196 AND 276, SHATIN, N. T.	DRAWING NO. FIGURE N1	REV. -
DESIGNED SKL / DATE OCT 2025	DRAWING TITLE		
DRAWN CLL / SCALE 1:5000	ROAD SECTIONS WITHIN 300m OF THE SITE	LLA 顧問有限公司 Consultancy Limited	
CHECKED SLN			

FILE: G:\PROJECT\41010\DATA\DWG\FIGURE-N1.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\41010\DATA\DWG\FIGURE-N1.DWG PLOT SCALE : 1 = 1

Appendix B2

The Summary of Maximum Traffic Noise Levels

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at No.8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL 196 and 276)
Road Traffic Noise Impact Assessment (Maximum)

Exccedance of Noise Level > 70dB(A)
Balcony
Window

Tower 1

NSR ID/ Floor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
O01	68.3	68.1	67.9	67.6	67.3	67	66.7	66.5	66.4	66.3	66.3	66.2	66.1	66.1	66.1	66	66.1	66.1	66.1	66.2	66.2	66.2	66.1	66.1	66	65.9	65.9	65.8	65.7	65.7	65.6	65.6
O02	65.8	65.6	65.3	65	64.7	64.4	64.2	64	64	64	64	64.1	64.1	64.2	64.3	64.3	64.4	64.5	64.6	64.7	64.8	64.9	64.9	64.9	64.8	64.8	64.8	64.7	64.7	64.7	64.6	64.6
O03	64.3	64.2	63.9	63.6	63.4	63.1	62.9	62.7	62.7	62.8	63	63.1	63.2	63.3	63.5	63.6	63.9	64.1	64.2	64.3	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.4	64.4	64.4	64.4	64.4
O04	64.2	64.4	64.5	64.4	64.2	64	63.8	63.6	63.6	63.7	63.8	63.9	63.9	64	64.1	64.3	64.4	64.6	64.6	64.8	64.8	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.8	64.7	64.7	64.7
O05	63.5	63.9	63.8	63.6	63.4	63.1	63	62.8	62.9	63.1	63.1	63.2	63.4	63.5	63.7	64.1	64.2	64.4	64.4	64.6	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.6	64.6	64.6	64.6	64.6
O06	63.5	63.6	63.7	63.7	63.7	63.5	63.4	63.3	63.4	63.6	63.6	63.7	63.8	64	64.2	64.4	64.6	64.6	64.7	64.8	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9
O07	63	63.3	63.3	63.3	63.1	62.9	62.7	62.7	62.8	63	63.1	63.2	63.4	63.6	64	64.2	64.3	64.4	64.4	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.8
O08	63.3	63.3	63.3	63.2	63.2	63.1	63.1	63.1	63.3	63.5	63.5	63.6	63.8	64.1	64.5	64.6	64.7	64.7	64.8	64.9	65	65	65	65	65	65	65	65	65	65.1	65.1	65.1
O09	61.3	61.6	61.5	61.5	61.5	61.3	61.2	61.1	61.2	61.4	61.6	61.8	62.2	62.6	63	63.1	63.2	63.3	63.4	63.5	63.6	63.7	63.7	63.8	63.8	63.8	63.9	63.9	64	64	64.1	64.2
O10	63.3	63.2	63.1	63	62.9	62.9	63	63.1	63.3	63.6	63.6	63.8	64.1	64.6	64.9	64.9	65	65	65	65.1	65.1	65.2	65.2	65.2	65.2	65.2	65.3	65.3	65.3	65.4	65.5	65.5
O11	63.2	63.2	63.1	63	62.9	62.9	62.9	63	63.2	63.4	63.5	63.7	64.1	64.6	64.8	64.9	64.9	64.9	65	65	65	65.1	65.1	65.2	65.2	65.2	65.3	65.3	65.4	65.4	65.4	65.4
O12	59.7	60	59.7	59.5	59.2	59	58.9	59.2	59.8	60.2	60.5	61.1	62	62.7	63	63.1	63.2	63.3	63.4	63.5	63.6	63.7	63.8	63.9	63.9	64.1	64.2	64.3	64.4	64.4	64.5	64.5
O13	63.4	63.3	63.1	63.1	63	62.9	62.9	63	63.3	63.5	63.8	64.2	64.8	65.1	65.2	65.2	65.2	65.2	65.2	65.3	65.3	65.4	65.4	65.5	65.5	65.6	65.7	65.8	65.8	65.7	65.8	65.7
O14	63	62.9	62.8	62.7	62.6	62.6	62.6	62.7	63	63.1	63.4	64	64.6	64.8	64.9	64.9	64.9	65	65	65	65	65.1	65.2	65.3	65.3	65.4	65.5	65.5	65.5	65.5	65.5	65.5
O15	58.2	58.3	58.1	57.7	57.5	57.3	57.1	57.1	57.2	57.6	58.3	59.2	60.5	61.4	61.8	61.9	62	62.2	62.3	62.4	62.6	62.8	63	63.1	63.3	63.4	63.5	63.5	63.5	63.6	63.5	63.5
O16	63.7	63.6	63.6	63.5	63.5	63.4	63.4	63.6	63.8	64.1	64.5	65.1	65.4	65.6	65.6	65.6	65.6	65.6	65.6	65.7	65.8	65.9	66	66.1	66.1	66.1	66.1	66.1	66.1	66	66	65.9
O17	63.4	63.2	63.1	63.1	63	62.9	62.9	63.1	63.3	63.6	64.3	64.8	65.1	65.2	65.2	65.2	65.3	65.3	65.3	65.4	65.5	65.7	65.8	65.9	65.9	65.9	65.9	65.8	65.8	65.7	65.7	65.7
O18	55.7	55.4	55.2	54.9	54.6	54.4	54.3	54.4	54.8	55.6	56.6	58.1	59.2	59.8	60.2	60.4	60.7	60.9	61.2	61.5	61.8	62.1	62.2	62.3	62.3	62.3	62.3	62.3	62.3	62.3	62.2	62.2
O19	64.8	64.8	64.7	64.6	64.6	64.5	64.4	64.5	64.7	65.1	65.7	65.9	66	66	66.1	66.1	66.1	66.2	66.3	66.5	66.6	66.6	66.6	66.6	66.6	66.5	66.5	66.4	66.4	66.3	66.3	66.3
O20	65.1	65	64.9	64.8	64.7	64.6	64.6	64.6	64.8	65.3	65.7	66	66	66.1	66.1	66.1	66.2	66.3	66.4	66.6	66.6	66.7	66.6	66.6	66.6	66.5	66.5	66.4	66.3	66.3	66.3	66.2
O21	65	64.9	64.8	64.7	64.6	64.5	64.5	64.5	64.7	65.2	65.6	65.8	65.9	65.9	66	66.1	66.2	66.4	66.5	66.6	66.6	66.6	66.5	66.5	66.5	66.4	66.4	66.3	66.3	66.2	66.2	66.1
O22	64.8	64.8	64.7	64.6	64.5	64.4	64.4	64.4	64.6	65.2	65.5	65.6	65.7	65.9	66	66.1	66.3	66.5	66.5	66.5	66.5	66.5	66.5	66.4	66.4	66.3	66.3	66.2	66.2	66.2	66.1	66.1
O23	64.5	64.4	64.3	64.2	64.1	64	64	64	64.2	64.8	65.1	65.3	65.4	65.6	65.8	66	66.2	66.3	66.3	66.3	66.2	66.2	66.2	66.2	66.1	66.1	66.1	66	66	66	65.9	65.9
O24	60.4	60.3	60.2	60.2	60.1	60.1	60.1	60.3	60.8	62.1	62.6	63	63.4	63.8	64.3	64.6	64.8	64.8	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.8	64.8	64.8	64.7	64.7	64.7	64.6
O25	72.2	72.4	72.2	72	71.9	71.7	71.5	71.4	71.3	71.2	71.2	71.2	71.1	71	70.9	70.8	70.7	70.5	70.5	70.4	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1
O26	72.3	72.5	72.3	72.2	72	71.8	71.6	71.4	71.4	71.2	71.2	71.2	71.1	70.9	70.9	70.7	70.6	70.5	70.4	70.3	70.2	70.1	70	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O27	72.3	72.6	72.4	72.3	72.1	71.9	71.7	71.5	71.4	71.3	71.3	71.2	71.1	71	70.9	70.7	70.6	70.5	70.4	70.3	70.2	70.1	70	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O28	72.3	72.6	72.5	72.3	72.2	72	71.8	71.6	71.5	71.3	71.3	71.2	71.1	71	70.9	70.7	70.6	70.5	70.4	70.3	70.2	70.1	70	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O29	72.2	72.6	72.6	72.4	72.2	72.1	71.9	71.7	71.6	71.4	71.3	71.2	71.1	70.9	70.9	70.7	70.6	70.5	70.4	70.3	70.2	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O30	72.2	72.6	72.6	72.4	72.3	72.1	71.9	71.7	71.6	71.4	71.3	71.2	71.1	70.9	70.8	70.7	70.6	70.4	70.3	70.2	70.1	70	69.9	69.7	69.6	69.6	69.5	69.3	69.2	69.1	69	68.9
O31	72.2	72.7	72.6	72.4	72.3	72.1	71.9	71.7	71.6	71.4	71.3	71.2	71.1	70.9	70.8	70.7	70.6	70.4	70.3	70.2	70.1	70	69.9	69.7	69.6	69.6	69.5	69.3	69.2	69.1	69	68.9
O32	72.1	72.6	72.6	72.5	72.3	72.1	71.9	71.7	71.6	71.4	71.3	71.2	71	70.9	70.8	70.7	70.5	70.4	70.3	70.2	70.1	70	69.9	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69	68.9
O33	58.9	61.4	62.3	63.1	63.4	63.4	63.4	63.3	63.1	63	62.8	62.8	62.7	62.7	62.6	62.6	62.5	62.4	62.4	62.3	62.2	62.2	62.2	62.1	62	61.9	61.9	61.8	61.7	61.6	61.6	61.5
O34	58.9	62.2	63.2	64	64.5	64.7	64.7	64.6	64.5	64.3	64.2	64.1	64	64	63.9	63.8	63.7	63.6	63.5	63.4	63.4	63.3	63.2	63.2	63.1	63.1	63	62.9	62.8	62.8	62.7	62.6
O35	58.9	62.2	63.5	64.2	64.9	65.3	65.4	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.3	64.2	64.1	64	64	63.9	63.9	63.8	63.7	63.7	63.6	63.5	63.4	63.4	63.3
O36	57.5	61.2	63.3	64.1	64.7	65.3	65.5	65.6	65.6	65.5	65.4	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.3	64.2	64.2	64.1	64.1	64	63.9	63.8	63.7	63.7	63.6
O37	56.8	59.9	62.8	63.7	64.4	64.9	65.3	65.5	65.6	65.6	65.4	65.4	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.4	64.3	64.2	64.1	64.1	64	63.9	63.8	63.7	63.7
O38	56.3	59.6	62.5	63.8	64.3	64.7	65.2	65.5	65.6	65.7	65.6	65.6	65.5	65.3	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.3	64.3	64.2	64.1	64	63.9	63.9	63.8
O39	51.8	54.3	57.2	59.2	60.1	60.6	60.9	61.5	61.8	61.9	62	61.9	61.9	61.9	61.8	61.8	61.7	61.7	61.6	61.6	61.5	61.5	61.4	61.3	61.3	61.2	61.1	61.1	61	60.9	60.9	60.8
O40	54.3	56.7	59.2	61.9	62.8	63.3	63.8	64.3	64.7	64.9	65	65	65	64.8	64.8	64.7	64.6	64.5	64.4	64.4	64.3	64.2	64.1	64	64	63.9	63.8	63.7	63.7	63.6	63.5	63.4
O41	53.8	55.8	58.6	61.2	62.4	63	63.5	63.9	64.4	64.7	64.8	64.9	64.9	64.8	64.7	64.7	64.6	64.5	64.4	64.4	64.3	64.2	64.1	64.1	64	63.9	63.8	63.7	63.6	63.5	63.4	63.3
O42	50	51.6	53.7	56.3	58.2	59.2	59.8	60.3	60.6	61	61.2	61.4	61.4	61.4	61.4	61.4	61.4	61.5	61.5	61.4	61.4	61.3	61.3	61.2	61.1	61.1	61	60.9	60.9	60.8	60.7	60.7
O43	52.3	53.9	56	58.2	60.6	61.7	62.3	62.7	63	63.3	63.7	63.8	63.9	63.9	63.8	63.8	63.7	63.7	63.6	63.5	63.4	63.4	63.3	63.2	63.1	63	62.9	62.9	62.8	62.7	62.6	62.6
O44	52.3	54	55.9	58.2	60.2	61.6	62.3	62.6	62.9	63.1	63.4	63.6	63.7	63.7	63.7	63.7	63.6	63.6	63.5	63.4	63.3	63.2	63.1	63	63	62.9	62.8	62.7	62.6	62.5	62.4	62.3
O45	52.9	54.8	56.5	58.4	60.2	61.6	62.4	62.7	63	63.2	63.4	63.7	63.8	63.9	63.9	63.8	63.8	63.7	63.7	63.6	63.5	63.4	63.3	63.2	63.1	63	62.9	62.8	62.8	62.7	62.6	62.5
O46	54.5	56.5	57.8	58.9	60.2	61.6	62.3	62.7	62.8	63	63.2	63.4	63.5	63.6	63.6	63.7	63.6	63.5	63.5	63.4	63.3	63.2	63.2	63.1	63	62.9	62.8	62.7	62.6	62.5	62.4	62.4
O47	56.2	58.1	58.8	59.6	60.6	61.7	62.4	62.8	62.9	63	63.2	63.3	63.4	63.6	63.6	63.6	63.6	63.5	63.4	63.4	63.3	63.2	63.1	63.1	62.9	62.9	62.8	62.7	62.6	62.5	62.5	62.4
O48	58.6	59.7	60.1	60.5	60.9	61.5	62.2	62.6	62.7	62.8	62.9	63	63.1	63.3	63.4	63.4	63.4	63.3	63.3	63.2	63.2	63.1	63	63	62.9	62.8	62.7	62.6	62.5	62.4	62.4	62.3
O49	58.4	59.4	59.8	60	60.2	60.6	61.4	61.9	62.1	62.3	62.4	62.5	62.6	62.8	62.9	62.9	63	63	62.9	62.9	62.8	62.7	62.6	62.6	62.5	62.5	62.4	62.3	62.2	62.1	62	62
O50	56.7	57.2	57.5	57.9	58.1	58.9	60	60.7	61	61.3	61.4	61.6	61.7	61.9	62.1	62.2	62.2	62.2	62.2	62.2	62.2	62.1	62	62	61.9	61.8	61.7	61.7	61.6	61.5	61.5	61.4
O51	49.1	50.5	52	53.3	54.6	56.3	57.7	59	59.6	60	60.1	60.4	60.6	60.7	61	61.2	61.3	61.4	61.4	61.4	61.4	61.4	61.3	61.2	61.2	61.1	61.1	61	60.9	60.8	60.8	60.7
O52	49.4	51	52.5	53.7	54.9	56.5	57.8	59.1	59.8	60.1	60.3	60.5	60.8	60.8	61.1	61.3	61.4	61.5	61.5	61.5	61.5	61.5	61.4	61.3	61.3	61.2	61.2	61.1	61	60.9	60.9	60.8
O53	49.9	51.5	53	54.2	55.3	56.8	58.1	59.3	60	60.3	60.5	60.7	60.9	61	61.3	61.5	61.6	61.7	61.7	61.7	61.6	61.6	61.5	61.5	61.4	61.4	61.3	61.2	61.2	61.1	61	60.9
O54	55.8	56.5	56.9	57.2	57.8	58.6	59.5	60.4	60.9	61.2	61.3	61.5	61.7	61.7	62	62.1	62.2	62.3	62.3	62.3	62.2	62.2	62.1	62	62	62	61.9	61.8	61.7	61.6	61.6	61.5
O55	60.2	60.8	61	61	61.1	61.4	61.8	62.4	62.6	62.8	62.8	62.9	63	63	63.2	63.3	63.3	63.4	63.3	63.3	63.2	63.2	63.1	63	63	62.9	62.8	62.7	62.6	62.6	62.5	62.4
O56	60.8	61.5	61.9	62.3	62.4	62.6	62.8	63.1	63.3	63.4	63.4	63.5	63.5	63.5	63.7	63.8	63.7	63.8	63.7	63.7	63.6	63.6	63.5	63.4	63.4	63.3	63.2	63.1	63	63	62.9	62.8
O57	58.4	59	59.3	59.4	59.6	60	60.4	61.2	61.6	61.8	62	62.1	62.1	62.2	62.4	62.5	62.6	62.7	62.7	62.7	62.6	62.6	62.6	62.5	62.4	62.3	62.3	62.2	62.2	62.1	62	61.9
O58	60.9	61.4	61.4	61.4	61.4	61.6	61.8	62.3	62.7	62.8	62.9	63	63	63	63.1	63.2	63.3	63.3	63.3	63.3	63.2	63.2	63.1	63.1	63	62.9	62.8	62.8	62.7	62.6	62.6	62.5
O59	61.8	62.6	63	63.2	63.1	63.2	63.2	63.4	63.6	63.7	63.7	63.8	63.7	63.7	63.8	63.9	63.9	63.9	63.9	63.9	63.8	63.7	63.7	63.6	63.5	63.5	63.4	63.3	63.2	63.2	63.1	63

Tower 2

NSR ID/ Floor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
O01	58.6	59.6	60	60.4	60.9	61.3	62	62.4	62.8	63	63.1	63.2	63.2	63.3	63.4	63.5	63.5	63.4	63.5	63.4	63.4	63.3	63.2	63.2	63.1	63	62.9	62.9	62.8	62.7	62.7	62.6
O02	58.2	59.2	59.8	60.5	61.4	62	62.7	63.3	63.7	64.1	64.3	64.4	64.5	64.6	64.6	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.6	64.6	64.6	64.5	64.4	64.4	64.3	64.2	64.2
O03	57.5	58.2	58.7	59.5	60.7	61.6	62.5	63	63.3	63.6	64	64.2	64.4	64.5	64.6	64.6	64.7	64.6	64.7	64.7	64.7	64.7	64.7	64.8	64.7	64.7	64.6	64.6	64.5	64.5	64.4	64.4
O04	57.5	58	58.6	59.4	60.6	62	62.8	63.3	63.6	63.8	64.1	64.4	64.7	64.9	65	65	65	65.1	65.1	65.1	65.1	65.1	65.1	65.1	65.1	65	65	64.9	64.9	64.8	64.8	64.7
O05	57.8	58.3	58.8	59.6	60.7	62.1	63	63.3	63.6	63.9	64.1	64.4	64.7	64.8	64.9	64.9	64.9	64.9	64.9	64.9	64.9	65	64.9	64.9	64.9	64.9	64.8	64.8	64.7	64.7	64.6	64.5
O06	58.1	58.7	59.2	60.2	61.3	62.4	63.1	63.5	63.8	64	64.3	64.5	64.7	64.9	64.9	64.9	64.9	65	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.7	64.7	64.7	64.6	64.5	64.5	64.5
O07	58.7	59.3	59.8	60.8	62.1	63	63.4	63.8	64.1	64.3	64.6	64.8	64.9	65	65	65	65	65	65	65	64.9	64.9	64.9	64.9	64.8	64.8	64.7	64.7	64.7	64.6	64.5	64.5
O08	59.1	59.7	60.4	61.4	62.6	63.3	63.7	64	64.3	64.6	64.8	65	65.1	65.1	65.1	65.1	65	65	65	65	64.9	64.9	64.9	64.8	64.8	64.7	64.7	64.6	64.6	64.5	64.4	64.4
O09	59.3	59.8	60.5	61.6	62.5	63	63.3	63.6	64	64.3	64.4	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.4	64.4	64.4	64.3	64.3	64.3	64.2	64.2	64.1	64.1	64	64	63.9
O10	59.9	60.6	61.7	63	63.8	64.2	64.5	64.8	65.1	65.4	65.5	65.5	65.6	65.5	65.5	65.4	65.4	65.4	65.3	65.3	65.3	65.2	65.2	65.2	65.1	65	65	64.9	64.8	64.8	64.7	64.6
O11	60.2	61	62.1	63.5	64.2	64.6	64.9	65.2	65.5	65.6	65.7	65.7	65.7	65.7	65.6	65.6	65.5	65.5	65.4	65.4	65.4	65.3	65.3	65.2	65.2	65.1	65	65	64.9	64.8	64.8	64.7
O12	60.7	61.6	62.8	64.1	64.6	65	65.2	65.6	65.8	65.8	65.9	65.9	65.8	65.8	65.7	65.7	65.6	65.6	65.5	65.5	65.4	65.3	65.3	65.2	65.2	65.1	65.1	65	64.9	64.9	64.8	64.7
O13	61.1	62.5	63.8	64.6	65.1	65.4	65.8	66	66.1	66.1	66	66	66	65.9	65.8	65.7	65.7	65.6	65.5	65.5	65.4	65.4	65.3	65.3	65.2	65.2	65.1	65	65	64.9	64.8	64.7
O14	61.5	62.9	64.3	65	65.4	65.7	66	66.1	66.1	66.1	66.1	66	65.9	65.9	65.8	65.7	65.6	65.6	65.5	65.4	65.4	65.4	65.3	65.2	65.2	65.1	65.1	65	64.9	64.9	64.8	64.7
O15	61.8	63.3	64.6	65.1	65.5	65.9	66.1	66.1	66.1	66	66	65.9	65.9	65.8	65.7	65.6	65.6	65.5	65.4	65.4	65.3	65.2	65.2	65.1	65.1	65	64.9	64.9	64.8	64.8	64.7	64.6
O16	61.8	63.5	64.5	65	65.4	65.6	65.7	65.7	65.6	65.5	65.4	65.3	65.3	65.2	65.1	65.1	65	64.9	64.9	64.8	64.7	64.7	64.6	64.5	64.5	64.4	64.4	64.3	64.2	64.2	64.1	64.1
O17	60.5	62.3	63.2	63.6	64.1	64.1	64.1	64.1	64	63.9	63.8	63.7	63.7	63.6	63.5	63.5	63.4	63.4	63.3	63.3	63.3	63.1	63.1	63.1	63	63	62.9	62.9	62.8	62.8	62.7	62.7
O18	57.5	59.6	60.5	61.1	61.3	61.2	61.2	61.1	61	60.9	60.8	60.8	60.7	60.7	60.8	60.8	60.8	60.8	60.8	60.7	60.7	60.7	60.7	60.6	60.6	60.6	60.6	60.6	60.5	60.5	60.5	60.5
O19	70.7	71.8	72	72	71.8	71.6	71.5	71.3	71.1	71	70.9	70.8	70.7	70.6	70.4	70.4	70.3	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69.1	69	68.9
O20	70.8	71.9	72	71.9	71.8	71.6	71.5	71.3	71.1	71	70.9	70.8	70.7	70.6	70.4	70.4	70.3	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.2	69.1	69	68.9
O21	70.9	71.9	72.1	71.9	71.8	71.6	71.4	71.3	71.1	71	71	70.9	70.8	70.7	70.5	70.5	70.4	70.3	70.3	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.3	69.2	69.1
O22	71.3	72.2	72.3	72.2	72	71.8	71.6	71.5	71.4	71.3	71.3	71.2	71.1	71	70.8	70.8	70.7	70.7	70.6	70.5	70.4	70.3	70.2	70.1	70.1	70	69.9	69.8	69.7	69.7	69.6	69.5
O23	71.4	72.1	72.1	72	71.9	71.7	71.5	71.3	71.2	71.3	71.2	71.1	71	70.9	70.9	70.8	70.8	70.6	70.6	70.5	70.4	70.3	70.2	70.1	70	70	69.9	69.8	69.7	69.7	69.6	69.5
O24	71.5	72	72	71.8	71.6	71.5	71.3	71.1	71.1	71.1	71.1	71	71	70.8	70.8	70.7	70.7	70.5	70.5	70.4	70.3	70.2	70.1	70	69.9	69.9	69.8	69.7	69.6	69.6	69.5	69.4
O25	71.4	71.8	71.8	71.6	71.4	71.2	71	70.9	70.9	70.9	70.9	70.8	70.7	70.6	70.5	70.4	70.4	70.3	70.2	70.1	70	69.9	69.9	69.8	69.7	69.6	69.5	69.4	69.4	69.3	69.2	69.1
O26	71.2	71.5	71.4	71.3	71.1	70.9	70.7	70.5	70.4	70.2	70	70	69.8	69.7	69.6	69.4	69.3	69.2	69.1	68.9	68.8	68.7	68.6	68.5	68.4	68.3	68.2	68.1	68	67.9	67.8	67.7

Appendix B3

The Predicted Traffic Noise Levels at the Representative NSRs for both AM and PM Peak Hour

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at No.8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL 196 and 276)
Road Traffic Noise Impact Assessment (AM)

Exccedance of Noise Level > 70dB(A)
Balcony
Window

Tower 1

NSR ID/ Floor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
O01	66	65.8	65.6	65.3	65.1	64.9	64.6	64.5	64.4	64.5	64.7	64.8	64.9	65	65	65.1	65.3	65.5	65.5	65.7	65.7	65.8	65.8	65.7	65.7	65.7	65.6	65.6	65.5	65.5	65.4	65.4
O02	63.7	63.5	63.3	63.1	62.8	62.6	62.5	62.4	62.5	62.8	63.1	63.3	63.5	63.7	63.8	64	64.3	64.4	64.6	64.7	64.8	64.9	64.9	64.9	64.8	64.8	64.8	64.7	64.7	64.7	64.6	64.6
O03	62.3	62.2	61.9	61.7	61.6	61.4	61.3	61.2	61.4	61.9	62.2	62.5	62.8	63.1	63.3	63.6	63.9	64.1	64.2	64.3	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.4	64.4	64.4	64.4	64.4
O04	62.6	62.7	62.8	62.7	62.6	62.4	62.3	62.3	62.4	62.8	63.1	63.3	63.5	63.7	63.9	64.2	64.4	64.6	64.6	64.8	64.8	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.8	64.7	64.7	64.7
O05	62	62.3	62.2	62	61.9	61.7	61.6	61.6	61.9	62.4	62.6	62.9	63.1	63.4	63.7	64.1	64.2	64.4	64.4	64.6	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.6	64.6	64.6	64.6	64.6
O06	62.2	62.3	62.3	62.4	62.3	62.2	62.2	62.2	62.4	62.9	63.1	63.3	63.6	63.9	64.2	64.4	64.6	64.6	64.7	64.8	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9
O07	61.7	61.9	61.9	61.8	61.7	61.6	61.5	61.6	61.9	62.4	62.6	62.9	63.2	63.6	64	64.2	64.3	64.4	64.4	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.8
O08	62.2	62.3	62.2	62.2	62.1	62.1	62.1	62.2	62.5	63	63.1	63.4	63.7	64.1	64.5	64.6	64.7	64.7	64.8	64.9	65	65	65	65	65	65	65	65	65	65.1	65.1	65.1
O09	58.6	59	58.9	59	59	58.8	58.8	58.8	59.3	59.9	60.3	60.8	61.5	62.4	62.9	63.1	63.2	63.3	63.4	63.5	63.6	63.7	63.7	63.8	63.8	63.8	63.9	63.9	64	64	64.1	64.2
O10	62.5	62.4	62.4	62.3	62.2	62.2	62.3	62.5	62.9	63.3	63.4	63.7	64.1	64.6	64.9	64.9	65	65	65	65.1	65.1	65.2	65.2	65.2	65.2	65.2	65.3	65.3	65.3	65.4	65.5	65.5
O11	62.4	62.4	62.4	62.4	62.3	62.3	62.3	62.5	62.9	63.2	63.4	63.7	64.1	64.6	64.8	64.9	64.9	64.9	65	65	65	65.1	65.1	65.2	65.2	65.2	65.3	65.3	65.4	65.4	65.4	65.4
O12	57	57.2	57	56.8	56.7	56.6	56.7	57.4	58.6	59.4	60	60.9	62	62.7	63	63.1	63.2	63.3	63.4	63.5	63.6	63.7	63.8	63.9	63.9	64.1	64.2	64.3	64.4	64.4	64.5	64.5
O13	63	62.9	62.8	62.8	62.7	62.7	62.7	62.9	63.3	63.5	63.8	64.2	64.8	65.1	65.2	65.2	65.2	65.2	65.2	65.3	65.3	65.4	65.4	65.5	65.5	65.6	65.7	65.8	65.8	65.7	65.8	65.7
O14	62.6	62.5	62.4	62.4	62.3	62.3	62.3	62.5	62.8	63.1	63.4	64	64.6	64.8	64.9	64.9	64.9	65	65	65	65	65.1	65.2	65.3	65.3	65.4	65.5	65.5	65.5	65.5	65.5	65.5
O15	55.2	55.4	55.2	54.9	54.8	54.6	54.6	54.8	55.3	56.3	57.4	59	60.5	61.4	61.8	61.9	62	62.2	62.3	62.4	62.6	62.8	63	63.1	63.3	63.4	63.5	63.5	63.5	63.6	63.5	63.5
O16	63.7	63.6	63.6	63.5	63.5	63.4	63.4	63.6	63.8	64.1	64.5	65.1	65.4	65.6	65.6	65.6	65.6	65.6	65.6	65.7	65.8	65.9	66	66.1	66.1	66.1	66.1	66.1	66.1	66	66	65.9
O17	63.3	63.2	63.1	63.1	63	62.9	62.9	63.1	63.3	63.6	64.3	64.8	65.1	65.2	65.2	65.2	65.3	65.3	65.3	65.4	65.5	65.7	65.8	65.9	65.9	65.9	65.9	65.8	65.8	65.7	65.7	65.7
O18	53	52.7	52.6	52.4	52.3	52.2	52.4	52.8	53.6	55.1	56.5	58.1	59.2	59.8	60.2	60.4	60.7	60.9	61.2	61.5	61.8	62.1	62.2	62.3	62.3	62.3	62.3	62.3	62.3	62.3	62.2	62.2
O19	64.8	64.8	64.7	64.6	64.6	64.5	64.4	64.5	64.7	65.1	65.7	65.9	66	66	66.1	66.1	66.1	66.2	66.3	66.5	66.6	66.6	66.6	66.6	66.6	66.5	66.5	66.4	66.4	66.3	66.3	66.3
O20	65.1	65	64.9	64.8	64.7	64.6	64.6	64.6	64.8	65.3	65.7	66	66	66.1	66.1	66.1	66.2	66.3	66.4	66.6	66.6	66.7	66.6	66.6	66.6	66.5	66.5	66.4	66.3	66.3	66.3	66.2
O21	65	64.9	64.8	64.7	64.6	64.5	64.5	64.5	64.7	65.2	65.6	65.8	65.9	65.9	66	66.1	66.2	66.4	66.5	66.6	66.6	66.6	66.5	66.5	66.5	66.4	66.4	66.3	66.3	66.2	66.2	66.1
O22	64.8	64.8	64.7	64.6	64.5	64.4	64.4	64.4	64.6	65.2	65.5	65.6	65.7	65.9	66	66.1	66.3	66.5	66.5	66.5	66.5	66.5	66.5	66.4	66.4	66.3	66.3	66.2	66.2	66.2	66.1	66.1
O23	64.5	64.4	64.3	64.2	64.1	64	64	64	64.2	64.8	65.1	65.3	65.4	65.6	65.8	66	66.2	66.3	66.3	66.3	66.2	66.2	66.2	66.2	66.1	66.1	66.1	66	66	66	65.9	65.9
O24	60.4	60.3	60.2	60.2	60.1	60.1	60.1	60.3	60.8	62.1	62.6	63	63.4	63.8	64.3	64.6	64.8	64.8	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.8	64.8	64.8	64.7	64.7	64.7	64.6
O25	72.2	72.4	72.2	72	71.9	71.7	71.5	71.4	71.3	71.2	71.2	71.2	71.1	71	70.9	70.8	70.7	70.5	70.5	70.4	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1
O26	72.3	72.5	72.3	72.2	72	71.8	71.6	71.4	71.4	71.2	71.2	71.2	71.1	70.9	70.9	70.7	70.6	70.5	70.4	70.3	70.2	70.1	70	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O27	72.3	72.6	72.4	72.3	72.1	71.9	71.7	71.5	71.4	71.3	71.3	71.2	71.1	71	70.9	70.7	70.6	70.5	70.4	70.3	70.2	70.1	70	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O28	72.3	72.6	72.5	72.3	72.2	72	71.8	71.6	71.5	71.3	71.3	71.2	71.1	71	70.9	70.7	70.6	70.5	70.4	70.3	70.2	70.1	70	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O29	72.2	72.6	72.6	72.4	72.2	72.1	71.9	71.7	71.6	71.4	71.3	71.2	71.1	70.9	70.9	70.7	70.6	70.5	70.4	70.3	70.2	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O30	72.2	72.6	72.6	72.4	72.3	72.1	71.9	71.7	71.6	71.4	71.3	71.2	71.1	70.9	70.8	70.7	70.6	70.4	70.3	70.2	70.1	70	69.9	69.7	69.6	69.6	69.5	69.3	69.2	69.1	69	68.9
O31	72.2	72.7	72.6	72.4	72.3	72.1	71.9	71.7	71.6	71.4	71.3	71.2	71.1	70.9	70.8	70.7	70.6	70.4	70.3	70.2	70.1	70	69.9	69.7	69.6	69.6	69.5	69.3	69.2	69.1	69	68.9
O32	72.1	72.6	72.6	72.5	72.3	72.1	71.9	71.7	71.6	71.4	71.3	71.2	71	70.9	70.8	70.7	70.5	70.4	70.3	70.2	70.1	70	69.9	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69	68.9
O33	58.9	61.4	62.3	63.1	63.4	63.4	63.4	63.3	63.1	63	62.8	62.8	62.7	62.7	62.6	62.6	62.5	62.4	62.4	62.3	62.2	62.2	62.2	62.1	62	61.9	61.9	61.8	61.7	61.6	61.6	61.5
O34	58.9	62.2	63.2	64	64.5	64.7	64.7	64.6	64.5	64.3	64.2	64.1	64	64	63.9	63.8	63.7	63.6	63.5	63.4	63.4	63.3	63.2	63.2	63.1	63.1	63	62.9	62.8	62.8	62.7	62.6
O35	58.9	62.2	63.5	64.2	64.9	65.3	65.4	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.3	64.2	64.1	64	64	63.9	63.9	63.8	63.7	63.7	63.6	63.5	63.4	63.4	63.3
O36	57.5	61.2	63.3	64.1	64.7	65.3	65.5	65.6	65.6	65.5	65.4	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.3	64.2	64.2	64.1	64.1	64	63.9	63.8	63.7	63.7	63.6
O37	56.8	59.9	62.8	63.7	64.4	64.9	65.3	65.5	65.6	65.6	65.4	65.4	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.4	64.3	64.2	64.1	64.1	64	63.9	63.8	63.7	63.7
O38	56.3	59.6	62.5	63.8	64.3	64.7	65.2	65.5	65.6	65.7	65.6	65.6	65.5	65.3	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.3	64.3	64.2	64.1	64	63.9	63.9	63.8
O39	51.8	54.3	57.2	59.2	60.1	60.6	60.9	61.5	61.8	61.9	62	61.9	61.9	61.9	61.8	61.8	61.7	61.7	61.6	61.6	61.5	61.5	61.4	61.3	61.3	61.2	61.1	61.1	61	60.9	60.8	60.7
O40	54.3	56.7	59.2	61.9	62.8	63.3	63.8	64.3	64.7	64.9	65	65	65	64.8	64.8	64.7	64.6	64.5	64.4	64.4	64.3	64.2	64.1	64	64	63.9	63.8	63.7	63.7	63.6	63.5	63.4
O41	53.8	55.8	58.6	61.2	62.4	63	63.5	63.9	64.4	64.7	64.8	64.9	64.9	64.8	64.7	64.7	64.6	64.5	64.4	64.4	64.3	64.2	64.1	64.1	64	63.9	63.8	63.7	63.6	63.5	63.4	63.3
O42	49.9	51.6	53.7	56.3	58.2	59.2	59.8	60.3	60.6	61	61.2	61.4	61.4	61.4	61.4	61.4	61.3	61.3	61.3	61.2	61.2	61	61	60.9	60.8	60.7	60.7	60.6	60.5	60.5	60.4	60.3
O43	52.3	53.9	56	58.2	60.6	61.7	62.3	62.7	63	63.3	63.7	63.8	63.9	63.9	63.8	63.8	63.7	63.7	63.6	63.5	63.4	63.4	63.3	63.2	63.1	63	62.9	62.9	62.8	62.7	62.6	62.6
O44	52.3	54	55.9	58.2	60.2	61.6	62.3	62.6	62.9	63.1	63.4	63.6	63.7	63.7	63.7	63.7	63.6	63.6	63.5	63.4	63.3	63.2	63.1	63	63	62.9	62.8	62.7	62.6	62.5	62.4	62.3
O45	52.9	54.8	56.5	58.4	60.2	61.6	62.4	62.7	63	63.2	63.4	63.7	63.8	63.9	63.9	63.8	63.8	63.7	63.7	63.6	63.5	63.4	63.3	63.2	63.1	63	62.9	62.8	62.8	62.7	62.6	62.5
O46	54.5	56.5	57.8	58.9	60.2	61.6	62.3	62.7	62.8	63	63.2	63.4	63.5	63.6	63.6	63.7	63.6	63.5	63.5	63.4	63.3	63.2	63.2	63.1	63	62.9	62.8	62.7	62.6	62.5	62.4	62.4
O47	56	57.8	58.7	59.6	60.6	61.7	62.4	62.8	62.9	63	63.2	63.3	63.4	63.6	63.6	63.6	63.6	63.5	63.4	63.4	63.3	63.2	63.1	63.1	62.9	62.9	62.8	62.7	62.6	62.5	62.5	62.4
O48	57.8	59	59.6	60.2	60.8	61.5	62.2	62.6	62.7	62.8	62.9	63	63.1	63.3	63.4	63.4	63.4	63.3	63.3	63.2	63.2	63.1	63	63	62.9	62.8	62.7	62.6	62.5	62.4	62.4	62.3
O49	57.6	58.7	59.2	59.7	60.1	60.6	61.4	61.9	62.1	62.3	62.4	62.5	62.6	62.8	62.9	62.9	63	63	62.9	62.9	62.8	62.7	62.6	62.6	62.5	62.5	62.4	62.3	62.2	62.1	62	62
O50	55.6	56.3	56.9	57.5	58.1	58.9	60	60.7	61	61.3	61.4	61.6	61.7	61.9	62.1	62.2	62.2	62.2	62.2	62.2	62.2	62.1	62	62	61.9	61.8	61.7	61.7	61.6	61.5	61.5	61.4
O51	49.1	50.5	52	53.3	54.6	56.3	57.7	59	59.6	60	60.1	60.4	60.6	60.7	61	61.2	61.3	61.4	61.4	61.4	61.4	61.4	61.3	61.2	61.2	61.1	61.1	61	60.9	60.8	60.8	60.7
O52	49.4	51	52.5	53.7	54.9	56.5	57.8	59.1	59.8	60.1	60.3	60.5	60.8	60.8	61.1	61.3	61.4	61.5	61.5	61.5	61.5	61.5	61.4	61.3	61.3	61.2	61.2	61.1	61	60.9	60.9	60.8
O53	49.9	51.5	53	54.2	55.3	56.8	58.1	59.3	60	60.3	60.5	60.7	60.9	61	61.3	61.5	61.6	61.7	61.7	61.7	61.6	61.6	61.5	61.5	61.4	61.4	61.3	61.2	61.2	61.1	61	60.9
O54	54.9	56	56.8	57.2	57.8	58.6	59.5	60.4	60.9	61.2	61.3	61.5	61.7	61.7	62	62.1	62.2	62.3	62.3	62.3	62.2	62.2	62.1	62	62	62	61.9	61.8	61.7	61.6	61.6	61.5
O55	59.5	60.3	60.7	60.8	61	61.4	61.8	62.4	62.6	62.8	62.8	62.9	63	63	63.2	63.3	63.3	63.4	63.3	63.3	63.2	63.2	63.1	63	63	62.9	62.8	62.7	62.6	62.6	62.5	62.4
O56	60.1	61.1	61.5	61.8	62	62.3	62.7	63.1	63.3	63.4	63.4	63.5	63.5	63.5	63.7	63.8	63.7	63.8	63.7	63.7	63.6	63.6	63.5	63.4	63.4	63.3	63.2	63.1	63	63	62.9	62.8
O57	57.7	58.8	59.2	59.4	59.6	60	60.4	61.2	61.6	61.8	62	62.1	62.1	62.2	62.4	62.5	62.6	62.7	62.7	62.7	62.7	62.6	62.6	62.5	62.4	62.3	62.3	62.2	62.2	62.1	62	61.9
O58	60.3	61	61.2	61.3	61.4	61.6	61.8	62.3	62.7	62.8	62.9	63	63	63	63.1	63.2	63.3	63.3	63.3	63.3	63.2	63.2	63.1	63.1	63	62.9	62.8	62.8	62.7	62.6	62.6	62.5
O59	61.4	62.3	62.6	62.7	62.8	62.9	63	63.4	63.6	63.7	63.7	63.8	63.7	63.7	63.8	63.9	63.9	63.9	63.9	63.9	63.8	63.7	63.7	63.6	63.5	63.5	63.4	63.3	63.2	63.2	63.1	63

Tower 2

NSR ID/ Floor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
O01	57.8	58.7	59.1	59.6	60.1	60.7	61.6	62.2	62.6	62.8	62.9	63.1	63.1	63.2	63.4	63.5	63.5	63.4	63.5	63.4	63.4	63.3	63.2	63.2	63.1	63	62.9	62.9	62.8	62.7	62.7	62.6
O02	57.8	58.7	59.2	59.9	60.9	61.6	62.5	63.1	63.4	63.7	63.8	64	64.1	64.2	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.2	64.2	64.2	64.1	64.1	64	63.9	63.9	63.8	63.7
O03	57.5	58.2	58.7	59.5	60.7	61.6	62.5	63	63.3	63.6	63.8	64	64.2	64.3	64.4	64.4	64.5	64.5	64.5	64.4	64.4	64.4	64.4	64.4	64.4	64.3	64.2	64.2	64.2	64.1	64	64
O04	57.5	58	58.6	59.4	60.6	62	62.8	63.3	63.6	63.8	64.1	64.4	64.6	64.8	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.7	64.7	64.6	64.6	64.5	64.4
O05	57.8	58.3	58.8	59.6	60.7	62.1	63	63.3	63.6	63.9	64.1	64.4	64.7	64.8	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.7	64.7	64.7	64.6	64.5	64.5	64.4
O06	58.1	58.7	59.2	60.2	61.3	62.4	63.1	63.5	63.8	64	64.3	64.5	64.7	64.9	64.9	64.9	64.9	65	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.7	64.7	64.7	64.6	64.5	64.5	64.5
O07	58.7	59.3	59.8	60.8	62.1	63	63.4	63.8	64.1	64.3	64.6	64.8	64.9	65	65	65	65	65	65	65	64.9	64.9	64.9	64.9	64.8	64.8	64.7	64.7	64.7	64.6	64.5	64.5
O08	59.1	59.7	60.4	61.4	62.6	63.3	63.7	64	64.3	64.6	64.8	65	65.1	65.1	65.1	65.1	65	65	65	65	64.9	64.9	64.9	64.8	64.8	64.7	64.7	64.6	64.6	64.5	64.4	64.4
O09	59.3	59.8	60.5	61.6	62.5	63	63.3	63.6	64	64.3	64.4	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.4	64.4	64.4	64.3	64.3	64.3	64.2	64.2	64.1	64.1	64	64	63.9
O10	59.9	60.6	61.7	63	63.8	64.2	64.5	64.8	65.1	65.4	65.5	65.5	65.6	65.5	65.5	65.4	65.4	65.4	65.3	65.3	65.3	65.2	65.2	65.2	65.1	65	65	64.9	64.8	64.8	64.7	64.6
O11	60.2	61	62.1	63.5	64.2	64.6	64.9	65.2	65.5	65.6	65.7	65.7	65.7	65.7	65.6	65.6	65.5	65.5	65.4	65.4	65.4	65.3	65.3	65.2	65.2	65.1	65	65	64.9	64.8	64.8	64.7
O12	60.7	61.6	62.8	64.1	64.6	65	65.2	65.6	65.8	65.8	65.9	65.9	65.8	65.8	65.7	65.7	65.6	65.6	65.5	65.5	65.4	65.3	65.3	65.2	65.2	65.1	65.1	65	64.9	64.9	64.8	64.7
O13	61.1	62.5	63.8	64.6	65.1	65.4	65.8	66	66.1	66.1	66	66	66	65.9	65.8	65.7	65.7	65.6	65.5	65.5	65.4	65.4	65.3	65.3	65.2	65.2	65.1	65	65	64.9	64.8	64.7
O14	61.5	62.9	64.3	65	65.4	65.7	66	66.1	66.1	66.1	66.1	66	65.9	65.9	65.8	65.7	65.6	65.6	65.5	65.4	65.4	65.4	65.3	65.2	65.2	65.1	65.1	65	64.9	64.9	64.8	64.7
O15	61.8	63.3	64.6	65.1	65.5	65.9	66.1	66.1	66.1	66	66	65.9	65.9	65.8	65.7	65.6	65.6	65.5	65.4	65.4	65.3	65.2	65.2	65.1	65.1	65	64.9	64.9	64.8	64.8	64.7	64.6
O16	61.8	63.5	64.5	65	65.4	65.6	65.7	65.7	65.6	65.5	65.4	65.3	65.3	65.2	65.1	65.1	65	64.9	64.9	64.8	64.7	64.7	64.6	64.5	64.5	64.4	64.4	64.3	64.2	64.2	64.1	64.1
O17	60.5	62.3	63.2	63.6	64.1	64.1	64.1	64.1	64	63.9	63.8	63.7	63.7	63.6	63.5	63.5	63.4	63.4	63.3	63.3	63.3	63.1	63.1	63.1	63	63	62.9	62.9	62.8	62.8	62.7	62.7
O18	57.5	59.6	60.5	61.1	61.3	61.2	61.2	61.1	61	60.9	60.8	60.8	60.7	60.7	60.8	60.8	60.8	60.8	60.8	60.7	60.7	60.7	60.7	60.6	60.6	60.6	60.6	60.6	60.5	60.5	60.5	60.5
O19	70.7	71.8	72	72	71.8	71.6	71.5	71.3	71.1	71	70.9	70.8	70.7	70.6	70.4	70.4	70.3	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69.1	69	68.9
O20	70.8	71.9	72	71.9	71.8	71.6	71.5	71.3	71.1	71	70.9	70.8	70.7	70.6	70.4	70.4	70.3	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.2	69.1	69	68.9
O21	70.9	71.9	72.1	71.9	71.8	71.6	71.4	71.3	71.1	71	71	70.9	70.8	70.7	70.5	70.5	70.4	70.3	70.3	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.3	69.2	69.1
O22	71.3	72.2	72.3	72.2	72	71.8	71.6	71.5	71.4	71.3	71.3	71.2	71.1	71	70.8	70.8	70.7	70.7	70.6	70.5	70.4	70.3	70.2	70.1	70.1	70	69.9	69.8	69.7	69.7	69.6	69.5
O23	71.4	72.1	72.1	72	71.9	71.7	71.5	71.3	71.2	71.3	71.2	71.1	71	70.9	70.9	70.8	70.8	70.6	70.6	70.5	70.4	70.3	70.2	70.1	70	70	69.9	69.8	69.7	69.7	69.6	69.5
O24	71.5	72	72	71.8	71.6	71.5	71.3	71.1	71.1	71.1	71.1	71	71	70.8	70.8	70.7	70.7	70.5	70.5	70.4	70.3	70.2	70.1	70	69.9	69.9	69.8	69.7	69.6	69.6	69.5	69.4
O25	71.4	71.8	71.8	71.6	71.4	71.2	71	70.9	70.9	70.9	70.9	70.8	70.7	70.6	70.5	70.4	70.4	70.3	70.2	70.1	70	69.9	69.9	69.8	69.7	69.6	69.5	69.4	69.4	69.3	69.2	69.1
O26	71.2	71.5	71.4	71.3	71.1	70.9	70.7	70.5	70.4	70.2	70	70	69.8	69.7	69.6	69.4	69.3	69.2	69.1	68.9	68.8	68.7	68.6	68.5	68.4	68.3	68.2	68.1	68	67.9	67.8	67.7

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at No.8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL 196 and 276)
Road Traffic Noise Impact Assessment (AM)

Exccedance of Noise Level > 70dB(A)
Balcony
Window

Tower 1

NSR ID/ Floor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
O01	68.3	68.1	67.9	67.6	67.3	67	66.7	66.5	66.4	66.3	66.3	66.2	66.1	66.1	66.1	66	66.1	66.1	66.1	66.2	66.2	66.2	66.1	66.1	66	65.9	65.9	65.8	65.7	65.7	65.6	65.6
O02	65.8	65.6	65.3	65	64.7	64.4	64.2	64	64	64	64	64.1	64.1	64.2	64.3	64.3	64.4	64.5	64.6	64.7	64.8	64.8	64.8	64.7	64.7	64.6	64.6	64.5	64.5	64.4	64.4	64.3
O03	64.3	64.2	63.9	63.6	63.4	63.1	62.9	62.7	62.7	62.8	63	63.1	63.2	63.3	63.5	63.6	63.8	63.9	64	64.1	64.2	64.2	64.2	64.2	64.1	64.1	64.1	64	64	63.9	63.9	63.9
O04	64.2	64.4	64.5	64.4	64.2	64	63.8	63.6	63.6	63.7	63.8	63.9	63.9	64	64.1	64.3	64.4	64.5	64.5	64.6	64.6	64.7	64.7	64.6	64.6	64.5	64.5	64.4	64.4	64.4	64.3	64.3
O05	63.5	63.9	63.8	63.6	63.4	63.1	63	62.8	62.9	63.1	63.1	63.2	63.4	63.5	63.7	63.9	64	64.1	64.1	64.2	64.3	64.3	64.3	64.3	64.3	64.2	64.2	64.2	64.1	64.1	64.1	64.1
O06	63.5	63.6	63.7	63.7	63.7	63.5	63.4	63.3	63.4	63.6	63.6	63.7	63.8	64	64.2	64.4	64.4	64.5	64.5	64.5	64.6	64.6	64.6	64.6	64.5	64.5	64.5	64.5	64.4	64.4	64.4	64.4
O07	63	63.3	63.3	63.3	63.1	62.9	62.7	62.7	62.8	63	63.1	63.2	63.4	63.6	63.9	64	64.1	64.1	64.1	64.2	64.3	64.3	64.3	64.3	64.3	64.3	64.2	64.2	64.2	64.2	64.2	64.2
O08	63.3	63.3	63.3	63.2	63.2	63.1	63.1	63.1	63.3	63.5	63.5	63.6	63.8	64.1	64.3	64.4	64.4	64.5	64.5	64.5	64.6	64.6	64.6	64.6	64.5	64.6	64.5	64.5	64.5	64.5	64.5	64.5
O09	61.3	61.6	61.5	61.5	61.5	61.3	61.2	61.1	61.2	61.4	61.6	61.8	62.2	62.6	63	63.1	63.2	63.2	63.3	63.4	63.4	63.5	63.5	63.5	63.5	63.5	63.5	63.6	63.6	63.6	63.6	63.7
O10	63.3	63.2	63.1	63	62.9	62.9	63	63.1	63.3	63.6	63.6	63.8	64	64.4	64.6	64.6	64.6	64.6	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.8	64.8	64.8
O11	63.2	63.2	63.1	63	62.9	62.9	62.9	63	63.2	63.4	63.5	63.6	64	64.3	64.5	64.5	64.5	64.5	64.5	64.5	64.6	64.6	64.6	64.6	64.6	64.6	64.7	64.7	64.7	64.7	64.7	64.7
O12	59.7	60	59.7	59.5	59.2	59	58.9	59.2	59.8	60.2	60.5	61.1	61.8	62.4	62.6	62.7	62.7	62.8	62.9	63	63	63.1	63.2	63.2	63.3	63.4	63.5	63.6	63.6	63.6	63.6	63.7
O13	63.4	63.3	63.1	63.1	63	62.9	62.9	63	63.3	63.5	63.7	63.9	64.4	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.8	64.8	64.8	64.8	64.9	64.9	65	65	65	65	65	64.9
O14	63	62.9	62.8	62.7	62.6	62.6	62.6	62.7	63	63.1	63.3	63.7	64.2	64.3	64.4	64.4	64.4	64.4	64.4	64.5	64.5	64.5	64.6	64.6	64.7	64.7	64.8	64.8	64.8	64.7	64.7	64.7
O15	58.2	58.3	58.1	57.7	57.5	57.3	57.1	57.1	57.2	57.6	58.3	59.2	60.3	61	61.3	61.4	61.5	61.7	61.8	61.8	62	62.1	62.3	62.4	62.5	62.6	62.7	62.7	62.7	62.7	62.7	62.6
O16	63.7	63.6	63.5	63.4	63.3	63.2	63.2	63.4	63.6	63.7	64.1	64.6	64.8	64.9	64.9	65	65	65	65	65	65	65.1	65.2	65.3	65.3	65.3	65.3	65.2	65.2	65.1	65.1	65.1
O17	63.4	63.2	63.1	63	62.9	62.8	62.8	62.9	63.1	63.3	63.8	64.3	64.5	64.6	64.6	64.6	64.6	64.6	64.6	64.7	64.8	64.9	65	65	65	65	65	64.9	64.9	64.8	64.8	64.7
O18	55.7	55.4	55.2	54.9	54.6	54.4	54.3	54.4	54.8	55.6	56.6	57.8	58.7	59.2	59.5	59.8	60	60.2	60.4	60.7	60.9	61.2	61.3	61.4	61.4	61.4	61.4	61.4	61.3	61.3	61.3	61.3
O19	64.4	64.4	64.2	64.1	64	63.9	63.9	64	64	64.4	64.9	65.1	65.2	65.2	65.3	65.3	65.3	65.4	65.4	65.6	65.7	65.7	65.7	65.6	65.6	65.6	65.5	65.5	65.4	65.4	65.3	65.3
O20	64.6	64.4	64.3	64.2	64.1	64	63.9	64	64.1	64.5	64.9	65.1	65.1	65.2	65.2	65.2	65.3	65.3	65.4	65.6	65.6	65.6	65.6	65.5	65.5	65.5	65.4	65.4	65.3	65.3	65.2	65.2
O21	63.9	63.8	63.7	63.6	63.4	63.4	63.3	63.3	63.5	64	64.5	64.6	64.7	64.8	64.8	64.9	65	65.2	65.3	65.4	65.4	65.4	65.3	65.3	65.2	65.2	65.1	65.1	65.1	65	65	65
O22	63.5	63.4	63.3	63.3	63.2	63.1	63.1	63.1	63.3	63.9	64.2	64.4	64.5	64.6	64.7	64.9	65.1	65.2	65.2	65.2	65.2	65.2	65.2	65.1	65.1	65.1	65	65	65	65	64.9	64.9
O23	63.1	63.1	63	62.9	62.8	62.7	62.7	62.7	62.9	63.5	63.9	64	64.1	64.3	64.5	64.8	64.9	65	65	65	65	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.8	64.8	64.7	64.7
O24	59	58.9	58.8	58.8	58.7	58.7	58.7	58.9	59.5	60.7	61.3	61.7	62.1	62.5	63	63.3	63.5	63.5	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.5	63.5	63.5	63.4
O25	70.7	70.9	70.8	70.6	70.4	70.3	70.1	70	69.9	69.8	69.8	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69	68.9	68.8	68.7	68.6	68.5	68.4	68.3	68.2	68.1	68	67.9	67.8
O26	70.8	71	70.9	70.7	70.6	70.4	70.2	70	70	69.8	69.8	69.8	69.7	69.6	69.5	69.3	69.3	69.1	69.1	69	68.9	68.7	68.6	68.5	68.4	68.3	68.2	68.1	68	67.9	67.8	67.7
O27	70.8	71.1	71	70.8	70.7	70.5	70.3	70.1	70	69.9	69.8	69.8	69.7	69.6	69.5	69.3	69.3	69.1	69.1	69	68.8	68.7	68.6	68.5	68.4	68.3	68.2	68.1	68	67.9	67.8	67.7
O28	70.8	71.2	71.1	70.9	70.7	70.6	70.3	70.2	70.1	69.9	69.9	69.8	69.7	69.6	69.5	69.3	69.2	69.1	69	68.9	68.8	68.7	68.6	68.5	68.4	68.3	68.2	68.1	68	67.9	67.8	67.7
O29	70.7	71.2	71.1	71	70.8	70.6	70.4	70.3	70.1	70	69.9	69.8	69.7	69.5	69.5	69.3	69.2	69.1	69	68.9	68.8	68.7	68.6	68.4	68.4	68.3	68.1	68	68	67.8	67.7	67.7
O30	70.7	71.2	71.2	71	70.8	70.6	70.4	70.3	70.1	70	69.8	69.8	69.7	69.5	69.4	69.3	69.2	69.1	69	68.9	68.8	68.6	68.6	68.4	68.3	68.2	68.1	68	67.9	67.8	67.7	67.6
O31	70.7	71.2	71.2	71	70.8	70.7	70.4	70.3	70.1	70	69.8	69.8	69.7	69.5	69.4	69.3	69.2	69.1	69	68.9	68.7	68.6	68.5	68.4	68.3	68.2	68.1	68	67.9	67.8	67.7	67.6
O32	70.6	71.2	71.2	71	70.9	70.7	70.5	70.3	70.2	70	69.8	69.8	69.6	69.5	69.4	69.3	69.2	69	69	68.8	68.7	68.6	68.5	68.4	68.3	68.2	68.1	68	67.9	67.8	67.7	67.6
O33	57.2	59.6	60.6	61.6	61.9	62	61.9	61.9	61.7	61.6	61.4	61.4	61.4	61.4	61.4	61.4	61.3	61.3	61.2	61.2	61.1	61.1	61.1	61.1	61.1	61	61	61	61	60.9	60.9	60.9
O34	57.2	60.4	61.5	62.4	63.1	63.3	63.2	63.2	63.1	62.9	62.8	62.7	62.6	62.6	62.6	62.5	62.5	62.3	62.3	62.2	62.2	62.2	62.1	62.1	62.1	62	62	62	62	61.9	61.9	61.8
O35	57.2	60.4	61.8	62.6	63.4	63.8	63.9	63.8	63.8	63.7	63.6	63.5	63.4	63.4	63.3	63.2	63.1	63.1	63	62.9	62.9	62.9	62.8	62.8	62.8	62.8	62.7	62.7	62.6	62.6	62.5	62.4
O36	56	59.5	61.6	62.4	63.1	63.8	64.1	64.2	64.2	64.2	64.1	64	63.9	63.9	63.8	63.7	63.6	63.5	63.5	63.4	63.4	63.2	63.2	63.2	63.2	63.2	63.1	63	63	62.9	62.8	62.8
O37	55.3	58.3	61.1	62.1	62.8	63.4	63.9	64.2	64.2	64.2	64.1	64.1	64.1	64	63.9	63.9	63.8	63.7	63.6	63.6	63.5	63.5	63.4	63.4	63.4	63.3	63.3	63.2	63.1	63.1	63	62.9
O38	55	58	60.8	62.1	62.6	63.2	63.8	64.1	64.3	64.4	64.3	64.3	64.3	64.2	64.1	64	64	63.9	63.9	63.8	63.7	63.7	63.6	63.6	63.5	63.5	63.4	63.3	63.3	63.2	63.1	63
O39	50.9	53.1	55.8	57.7	58.6	59.2	59.7	60.4	60.8	61	61.2	61.2	61.3	61.3	61.2	61.2	61.2	61.2	61.2	61.2	61.2	61.3	61.3	61.2	61.2	61.2	61.1	61.1	61	60.9	60.9	60.8
O40	53.2	55.4	57.8	60.3	61.3	61.8	62.4	63.1	63.6	63.8	63.9	64	64	63.9	63.9	63.8	63.8	63.7	63.7	63.7	63.6	63.6	63.5	63.4	63.4	63.3	63.2	63.2	63.1	63.1	63	62.9
O41	52.9	54.7	57.2	59.7	60.9	61.7	62.2	62.8	63.4	63.7	63.9	64	64	64	63.9	63.9	63.9	63.8	63.8	63.7	63.7	63.7	63.6	63.5	63.5	63.4	63.3	63.2	63.1	63.1	63	62.9
O42	50	51.4	53.3	55.6	57.5	58.7	59.6	60.2	60.6	61	61.2	61.3	61.3	61.4	61.4	61.4	61.4	61.5	61.5	61.4	61.4	61.3	61.3	61.2	61.1	61.1	61	60.9	60.9	60.8	60.7	60.7
O43	52	53.4	55.3	57.4	59.6	60.9	61.6	62.1	62.5	62.8	63.1	63.3	63.3	63.3	63.3	63.3	63.3	63.3	63.2	63.2	63.1	63	62.9	62.9	62.8	62.7	62.7	62.6	62.5	62.4	62.3	62.3
O44	52	53.6	55.3	57.4	59.4	60.8	61.7	62.1	62.5	62.7	62.9	63.2	63.3	63.3	63.3	63.2	63.2	63.1	63.1	63	62.9	62.8	62.7	62.6	62.5	62.5	62.4	62.3	62.2	62.1	62	61.9
O45	52.6	54.3	55.8	57.7	59.6	61	61.8	62.2	62.5	62.7	62.9	63.1	63.3	63.3	63.3	63.3	63.3	63.2	63.1	63.1	62.9	62.8	62.7	62.6	62.6	62.5	62.4	62.3	62.2	62.1	62	62
O46	54.5	56.5	57.7	58.7	59.9	61.3	61.9	62.3	62.4	62.6	62.7	62.9	63	63.1	63.1	63.1	63	63	62.9	62.8	62.7	62.6	62.5	62.4	62.3	62.2	62.1	62.1	62	61.9	61.8	61.7
O47	56.2	58.1	58.8	59.6	60.5	61.5	62.1	62.5	62.6	62.6	62.7	62.8	62.9	63	63	63	63	62.9	62.8	62.8	62.6	62.6	62.5	62.4	62.3	62.2	62.1	62	61.9	61.8	61.8	61.7
O48	58.6	59.7	60.1	60.5	60.9	61.5	61.9	62.2	62.3	62.3	62.4	62.5	62.5	62.7	62.7	62.7	62.7	62.6	62.6	62.5	62.5	62.4	62.3	62.2	62.1	62	61.9	61.8	61.8	61.7	61.6	61.5
O49	58.4	59.4	59.8	60	60.2	60.5	61	61.3	61.5	61.6	61.6	61.7	61.8	61.9	62	62.1	62.1	62.1	62	62	61.9	61.8	61.7	61.7	61.6	61.5	61.4	61.3	61.3	61.2	61.1	61
O50	56.7	57.2	57.5	57.9	58.1	58.7	59.4	59.9	60.1	60.3	60.4	60.6	60.7	60.8	61	61.2	61.2	61.2	61.2	61.2	61.1	61.1	61	60.9	60.9	60.8	60.7	60.6	60.6	60.5	60.4	60.4
O51	47.9	49.2	50.7	52	53.1	54.7	56	57.3	57.9	58.2	58.4	58.7	59	59.1	59.5	59.7	59.8	60	60	60	59.9	59.9	59.8	59.8	59.7	59.7	59.6	59.5	59.5	59.4	59.3	59.2
O52	48.1	49.7	51.1	52.3	53.4	54.9	56.2	57.5	58.1	58.4	58.6	58.9	59.1	59.2	59.6	59.8	59.9	60.1	60.1	60.1	60	60	59.9	59.9	59.8	59.8	59.7	59.6	59.6	59.5	59.4	59.3
O53	48.6	50.2	51.7	52.8	53.8	55.2	56.5	57.7	58.3	58.6	58.8	59	59.3	59.4	59.8	60	60.1	60.2	60.2	60.2	60.2	60.1	60.1	60	60	59.9	59.9	59.8	59.7	59.6	59.6	59.5
O54	55.8	56.5	56.9	57.2	57.5	58.1	58.7	59.4	59.8	60	60.1	60.3	60.5	60.5	60.8	61	61	61.1	61.1	61.1	61	61	60.9	60.8	60.8	60.8	60.7	60.6	60.5	60.4	60.4	60.3
O55	60.2	60.8	61	61	61.1	61.2	61.5	61.8	62	62.1	62.1	62.1	62.2	62.2	62.4	62.4	62.4	62.5	62.4	62.4	62.3	62.3	62.2	62.1	62.1	62	61.9	61.8	61.7	61.7	61.6	61.5
O56	60.8	61.5	61.9	62.3	62.4	62.6	62.8	63	63.1	63.1	63	63.1	63.1	63.1	63.2	63.2	63.2	63.2	63.1	63.1	63	62.9	62.9	62.8	62.7	62.6	62.5	62.4	62.4	62.3	62.2	62.1
O57	58.4	59	59.3	59.3	59.5	59.7	59.9	60.5	60.7	60.9	61	61.1	61.1	61.2	61.3	61.5	61.6	61.7	61.6	61.6	61.6	61.5	61.5	61.5	61.4	61.3	61.2	61.1	61.1	61	60.9	60.8
O58	60.9	61.4	61.4	61.4	61.4	61.5	61.6	61.9	62.1	62.1	62.1	62.2	62.2	62.2	62.3	62.4	62.4	62.4	62.4	62.4	62.3	62.3	62.2	62.1	62.1	62	61.9	61.9	61.8	61.7	61.6	61.5
O59	61.8	62.6	63	63.2	63.1	63.2	63.2	63.3	63.4	63.4	63.4	63.4	63.3	63.3	63.3	63.4	63.4	63.4	63.3	63.3	63.2	63.1	63.1	63	62.9	62.8	62.7	62.7	62.6	62.5	62.4	62.4

Tower 2

NSR ID/ Floor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
O01	58.6	59.6	60	60.4	60.9	61.3	62	62.4	62.8	63	63.1	63.2	63.2	63.3	63.4	63.5	63.4	63.4	63.4	63.4	63.3	63.2	63.1	63.1	63	62.9	62.8	62.8	62.7	62.6	62.5	62.5
O02	58.2	59.2	59.8	60.5	61.4	62	62.7	63.3	63.7	64.1	64.3	64.4	64.5	64.6	64.6	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.6	64.6	64.6	64.5	64.4	64.4	64.3	64.2	64.2
O03	57.3	58.2	58.7	59.5	60.6	61.5	62.3	62.9	63.2	63.6	64	64.2	64.4	64.5	64.6	64.6	64.7	64.6	64.7	64.7	64.7	64.7	64.7	64.8	64.7	64.7	64.6	64.6	64.5	64.5	64.4	64.4
O04	56.8	57.4	57.9	58.8	60	61.4	62.3	62.8	63.2	63.6	63.9	64.4	64.7	64.9	65	65	65	65.1	65.1	65.1	65.1	65.1	65.1	65.1	65.1	65	65	64.9	64.9	64.8	64.8	64.7
O05	57	57.6	58.1	58.9	59.9	61.3	62.2	62.6	63	63.4	63.7	64.1	64.5	64.7	64.8	64.8	64.9	64.9	64.9	64.9	64.9	65	64.9	64.9	64.9	64.9	64.8	64.8	64.7	64.7	64.6	64.5
O06	57.3	57.8	58.3	59.2	60.2	61.3	62.1	62.6	62.9	63.2	63.6	63.9	64.3	64.5	64.6	64.7	64.7	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.7	64.7	64.7	64.6	64.5	64.5	64.4
O07	57.7	58.3	58.8	59.7	60.9	61.7	62.2	62.6	63.1	63.3	63.7	64	64.1	64.3	64.4	64.5	64.6	64.6	64.7	64.6	64.6	64.7	64.7	64.6	64.6	64.6	64.6	64.5	64.5	64.4	64.4	64.3
O08	58.1	58.6	59.2	60.1	61.3	62	62.4	62.8	63.1	63.6	63.8	64	64.2	64.2	64.3	64.4	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.4	64.4	64.3	64.2	64.2	64.2
O09	58.2	58.7	59.4	60.3	61.2	61.7	62	62.4	62.8	63.2	63.4	63.5	63.6	63.7	63.7	63.8	63.9	64	64	64	64	64	64	64	64	64	63.9	63.9	63.9	63.8	63.8	63.7
O10	58.8	59.4	60.4	61.6	62.4	62.8	63.1	63.5	63.9	64.2	64.4	64.4	64.5	64.5	64.5	64.5	64.6	64.6	64.6	64.6	64.6	64.7	64.7	64.6	64.6	64.6	64.5	64.5	64.4	64.3	64.3	64.2
O11	59.1	59.8	60.7	62.1	62.7	63.1	63.4	63.8	64.2	64.4	64.5	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.5	64.5	64.4	64.4	64.3	64.2	64.2
O12	59.5	60.3	61.4	62.6	63.1	63.5	63.8	64.2	64.5	64.6	64.7	64.7	64.7	64.7	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.5	64.5	64.5	64.4	64.4	64.3	64.3	64.2	64.1	64.1
O13	59.9	61.1	62.3	63.1	63.6	64	64.3	64.6	64.7	64.8	64.8	64.8	64.7	64.7	64.7	64.6	64.6	64.6	64.5	64.5	64.5	64.5	64.5	64.5	64.4	64.4	64.3	64.3	64.2	64.2	64.1	64
O14	60.3	61.5	62.8	63.5	63.9	64.3	64.6	64.8	64.8	64.8	64.8	64.8	64.7	64.7	64.6	64.6	64.5	64.5	64.5	64.4	64.4	64.4	64.4	64.4	64.3	64.3	64.3	64.2	64.2	64.1	64	64
O15	60.6	61.9	63.1	63.7	64.1	64.5	64.7	64.8	64.8	64.7	64.7	64.6	64.6	64.6	64.5	64.4	64.4	64.4	64.3	64.3	64.3	64.2	64.2	64.2	64.2	64.1	64.1	64.1	64	64	63.9	63.9
O16	60.5	62.1	63	63.5	63.9	64.2	64.3	64.3	64.3	64.2	64.1	64.1	64	64	63.9	63.9	63.9	63.8	63.7	63.7	63.7	63.6	63.6	63.6	63.6	63.6	63.5	63.5	63.4	63.4	63.3	63.3
O17	59.1	60.8	61.6	62.2	62.6	62.7	62.8	62.7	62.6	62.5	62.5	62.4	62.4	62.3	62.3	62.3	62.2	62.2	62.2	62.2	62.2	62.1	62.1	62.2	62.2	62.2	62.1	62.1	62.1	62.1	62	62
O18	56.1	58.1	59	59.7	59.9	59.9	59.9	59.8	59.7	59.6	59.6	59.6	59.5	59.6	59.7	59.7	59.8	59.8	59.9	59.8	59.9	60	59.9	60	60	60.1	60.1	60.1	60.1	60.2	60.1	60.1
O19	69.1	70.3	70.6	70.5	70.4	70.2	70	69.8	69.7	69.5	69.4	69.4	69.2	69.1	69	68.9	68.8	68.8	68.7	68.6	68.5	68.3	68.3	68.2	68.1	68	67.9	67.8	67.7	67.7	67.6	67.5
O20	69.3	70.4	70.6	70.5	70.4	70.2	70.1	69.9	69.7	69.6	69.5	69.4	69.3	69.2	69	69	68.9	68.8	68.7	68.6	68.5	68.4	68.3	68.2	68.1	68	67.9	67.8	67.8	67.7	67.6	67.5
O21	69.4	70.5	70.7	70.5	70.4	70.2	70	69.9	69.7	69.7	69.7	69.6	69.5	69.4	69.2	69.2	69.1	69	69	68.9	68.8	68.7	68.6	68.5	68.4	68.3	68.2	68.1	68.1	68	68	67.9
O22	70	71	71.1	71	70.8	70.7	70.5	70.4	70.2	70.2	70.2	70.1	70	69.9	69.8	69.8	69.7	69.6	69.6	69.5	69.4	69.3	69.3	69.2	69.1	69.1	69	68.9	68.8	68.8	68.7	68.7
O23	70.1	70.9	70.9	70.8	70.6	70.5	70.3	70.2	70.1	70.2	70.2	70.1	70	69.9	69.9	69.8	69.8	69.7	69.6	69.5	69.5	69.4	69.3	69.2	69.2	69.1	69	69	68.9	68.8	68.8	68.7
O24	70.1	70.7	70.7	70.6	70.4	70.2	70.1	69.9	69.9	70.1	70.1	70	70	69.8	69.8	69.7	69.7	69.6	69.5	69.4	69.3	69.3	69.2	69.1	69	69	68.9	68.8	68.8	68.7	68.7	68.6
O25	70	70.5	70.4	70.3	70.1	69.9	69.7	69.6	69.7	69.8	69.8	69.7	69.7	69.5	69.5	69.4	69.4	69.3	69.2	69.1	69	69	68.9	68.8	68.7	68.7	68.6	68.5	68.5	68.4	68.3	68.3
O26	69.8	70.1	70	69.9	69.7	69.5	69.3	69.1	69	68.9	68.7	68.6	68.5	68.4	68.2	68.1	68	67.9	67.7	67.6	67.5	67.4	67.3	67.2	67.1	67	66.9	66.8	66.7	66.6	66.6	66.5

Appendix B4

The Summary of Maximum Traffic Noise Levels After Adopting the Proposed Mitigation Measures

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at No.8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL 196 and 276)
Road Traffic Noise Impact Assessment (Mitigated)

Exccedance of Noise Level > 70dB(A)
Balcony
Window
With Acoustic Windows (Baffle Type)
With Typical Acoustic Balcony

Tower 1

NSR ID/ Floor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
O01	68.3	68.1	67.9	67.6	67.3	67	66.7	66.5	66.4	66.3	66.3	66.2	66.1	66.1	66.1	66	66.1	66.1	66.1	66.2	66.2	66.2	66.1	66.1	66	65.9	65.9	65.8	65.7	65.7	65.6	65.6
O02	65.8	65.6	65.3	65	64.7	64.4	64.2	64	64	64	64	64.1	64.1	64.2	64.3	64.3	64.4	64.5	64.6	64.7	64.8	64.9	64.9	64.9	64.8	64.8	64.8	64.7	64.7	64.7	64.6	64.6
O03	64.3	64.2	63.9	63.6	63.4	63.1	62.9	62.7	62.7	62.8	63	63.1	63.2	63.3	63.5	63.6	63.9	64.1	64.2	64.3	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.4	64.4	64.4	64.4	64.4
O04	64.2	64.4	64.5	64.4	64.2	64	63.8	63.6	63.6	63.7	63.8	63.9	63.9	64	64.1	64.3	64.4	64.6	64.6	64.8	64.8	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.8	64.7	64.7	64.7
O05	63.5	63.9	63.8	63.6	63.4	63.1	63	62.8	62.9	63.1	63.1	63.2	63.4	63.5	63.7	64.1	64.2	64.4	64.4	64.6	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.6	64.6	64.6	64.6	64.6
O06	63.5	63.6	63.7	63.7	63.7	63.5	63.4	63.3	63.4	63.6	63.6	63.7	63.8	64	64.2	64.4	64.6	64.6	64.7	64.8	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9
O07	63	63.3	63.3	63.3	63.1	62.9	62.7	62.7	62.8	63	63.1	63.2	63.4	63.6	64	64.2	64.3	64.4	64.4	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.8
O08	63.3	63.3	63.3	63.2	63.2	63.1	63.1	63.1	63.3	63.5	63.5	63.6	63.8	64.1	64.5	64.6	64.7	64.7	64.8	64.9	65	65	65	65	65	65	65	65	65	65.1	65.1	65.1
O09	61.3	61.6	61.5	61.5	61.5	61.3	61.2	61.1	61.2	61.4	61.6	61.8	62.2	62.6	63	63.1	63.2	63.3	63.4	63.5	63.6	63.7	63.7	63.8	63.8	63.8	63.9	63.9	64	64	64.1	64.2
O10	63.3	63.2	63.1	63	62.9	62.9	63	63.1	63.3	63.6	63.6	63.8	64.1	64.6	64.9	64.9	65	65	65	65.1	65.1	65.2	65.2	65.2	65.2	65.2	65.3	65.3	65.3	65.4	65.5	65.5
O11	63.2	63.2	63.1	63	62.9	62.9	62.9	63	63.2	63.4	63.5	63.7	64.1	64.6	64.8	64.9	64.9	64.9	65	65	65	65.1	65.1	65.2	65.2	65.2	65.3	65.3	65.4	65.4	65.4	65.4
O12	59.7	60	59.7	59.5	59.2	59	58.9	59.2	59.8	60.2	60.5	61.1	62	62.7	63	63.1	63.2	63.3	63.4	63.5	63.6	63.7	63.8	63.9	63.9	64.1	64.2	64.3	64.4	64.4	64.5	64.5
O13	63.4	63.3	63.1	63.1	63	62.9	62.9	63	63.3	63.5	63.8	64.2	64.8	65.1	65.2	65.2	65.2	65.2	65.2	65.3	65.3	65.4	65.4	65.5	65.5	65.6	65.7	65.8	65.8	65.7	65.8	65.7
O14	63	62.9	62.8	62.7	62.6	62.6	62.6	62.7	63	63.1	63.4	64	64.6	64.8	64.9	64.9	64.9	65	65	65	65	65.1	65.2	65.3	65.3	65.4	65.5	65.5	65.5	65.5	65.5	65.5
O15	58.2	58.3	58.1	57.7	57.5	57.3	57.1	57.1	57.2	57.6	58.3	59.2	60.5	61.4	61.8	61.9	62	62.2	62.3	62.4	62.6	62.8	63	63.1	63.3	63.4	63.5	63.5	63.5	63.6	63.5	63.5
O16	63.7	63.6	63.6	63.5	63.5	63.4	63.4	63.6	63.8	64.1	64.5	65.1	65.4	65.6	65.6	65.6	65.6	65.6	65.6	65.7	65.8	65.9	66	66.1	66.1	66.1	66.1	66.1	66.1	66	66	65.9
O17	63.4	63.2	63.1	63.1	63	62.9	62.9	63.1	63.3	63.6	64.3	64.8	65.1	65.2	65.2	65.2	65.3	65.3	65.3	65.4	65.5	65.7	65.8	65.9	65.9	65.9	65.9	65.8	65.8	65.7	65.7	65.7
O18	55.7	55.4	55.2	54.9	54.6	54.4	54.3	54.4	54.8	55.6	56.6	58.1	59.2	59.8	60.2	60.4	60.7	60.9	61.2	61.5	61.8	62.1	62.2	62.3	62.3	62.3	62.3	62.3	62.3	62.3	62.2	62.2
O19	64.8	64.8	64.7	64.6	64.6	64.5	64.4	64.5	64.7	65.1	65.7	65.9	66	66	66.1	66.1	66.1	66.2	66.3	66.5	66.6	66.6	66.6	66.6	66.6	66.5	66.5	66.4	66.4	66.3	66.3	66.3
O20	65.1	65	64.9	64.8	64.7	64.6	64.6	64.6	64.8	65.3	65.7	66	66	66.1	66.1	66.1	66.2	66.3	66.4	66.6	66.6	66.7	66.6	66.6	66.6	66.5	66.5	66.4	66.3	66.3	66.3	66.2
O21	65	64.9	64.8	64.7	64.6	64.5	64.5	64.5	64.7	65.2	65.6	65.8	65.9	65.9	66	66.1	66.2	66.4	66.5	66.6	66.6	66.6	66.5	66.5	66.5	66.4	66.4	66.3	66.3	66.2	66.2	66.1
O22	64.8	64.8	64.7	64.6	64.5	64.4	64.4	64.4	64.6	65.2	65.5	65.6	65.7	65.9	66	66.1	66.3	66.5	66.5	66.5	66.5	66.5	66.5	66.4	66.4	66.3	66.3	66.2	66.2	66.2	66.1	66.1
O23	64.5	64.4	64.3	64.2	64.1	64	64	64	64.2	64.8	65.1	65.3	65.4	65.6	65.8	66	66.2	66.3	66.3	66.3	66.2	66.2	66.2	66.2	66.1	66.1	66.1	66	66	66	65.9	65.9
O24	60.4	60.3	60.2	60.2	60.1	60.1	60.1	60.3	60.8	62.1	62.6	63	63.4	63.8	64.3	64.6	64.8	64.8	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.8	64.8	64.8	64.7	64.7	64.7	64.6
O25	66.7	66.9	66.7	66.5	66.4	66.2	66	65.9	65.8	65.7	65.7	65.7	65.6	65.5	65.4	65.3	65.2	65	65	70.4	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1
O26	67.5	67.7	67.5	67.4	67.2	67	66.8	66.6	66.6	66.4	66.4	66.4	66.3	66.1	66.1	65.9	65.8	65.7	70.4	70.3	70.2	70.1	70	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O27	67.5	72.6	72.4	72.3	72.1	71.9	71.7	71.5	71.4	71.3	71.3	71.2	71.1	71	70.9	70.7	70.6	70.5	70.4	70.3	70.2	70.1	70	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O28	69.8	70.1	70	69.8	69.7	69.5	69.3	69.1	69	68.8	68.8	68.7	68.6	68.5	68.4	68.2	68.1	68	70.4	70.3	70.2	70.1	70	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O29	69.7	70.1	70.1	69.9	69.7	69.6	69.4	69.2	69.1	68.9	68.8	68.7	68.6	68.4	68.4	68.2	68.1	68	70.4	70.3	70.2	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69
O30	67.4	67.8	67.8	67.6	67.5	67.3	67.1	66.9	66.8	66.6	66.5	66.4	66.3	66.1	66	65.9	65.8	70.4	70.3	70.2	70.1	70	69.9	69.7	69.6	69.6	69.5	69.3	69.2	69.1	69	68.9
O31	67.4	67.9	67.8	67.6	67.5	67.3	67.1	66.9	66.8	66.6	66.5	66.4	66.3	66.1	66	65.9	65.8	70.4	70.3	70.2	70.1	70	69.9	69.7	69.6	69.6	69.5	69.3	69.2	69.1	69	68.9
O32	66.6	67.1	67.1	67	66.8	66.6	66.4	66.2	66.1	65.9	65.8	65.7	65.5	65.4	65.3	65.2	65	70.4	70.3	70.2	70.1	70	69.9	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69	68.9
O33	58.9	61.4	62.3	63.1	63.4	63.4	63.4	63.3	63.1	63	62.8	62.8	62.7	62.7	62.6	62.6	62.5	62.4	62.4	62.3	62.2	62.2	62.2	62.1	62	61.9	61.9	61.8	61.7	61.6	61.6	61.5
O34	58.9	62.2	63.2	64	64.5	64.7	64.7	64.6	64.5	64.3	64.2	64.1	64	64	63.9	63.8	63.7	63.6	63.5	63.4	63.4	63.3	63.2	63.2	63.1	63.1	63	62.9	62.8	62.8	62.7	62.6
O35	58.9	62.2	63.5	64.2	64.9	65.3	65.4	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.3	64.2	64.1	64	64	63.9	63.9	63.8	63.7	63.7	63.6	63.5	63.4	63.4	63.3
O36	57.5	61.2	63.3	64.1	64.7	65.3	65.5	65.6	65.6	65.5	65.4	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.3	64.2	64.2	64.1	64.1	64	63.9	63.8	63.7	63.7	63.6
O37	56.8	59.9	62.8	63.7	64.4	64.9	65.3	65.5	65.6	65.6	65.4	65.4	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.4	64.3	64.2	64.1	64.1	64	63.9	63.8	63.7	63.7
O38	56.3	59.6	62.5	63.8	64.3	64.7	65.2	65.5	65.6	65.7	65.6	65.6	65.5	65.3	65.3	65.2	65.1	65	64.9	64.8	64.7	64.6	64.5	64.4	64.3	64.3	64.2	64.1	64	63.9	63.9	63.8
O39	51.8	54.3	57.2	59.2	60.1	60.6	60.9	61.5	61.8	61.9	62	61.9	61.9	61.9	61.8	61.8	61.7	61.7	61.6	61.6	61.5	61.5	61.4	61.3	61.3	61.2	61.1	61.1	61	60.9	60.9	60.8
O40	54.3	56.7	59.2	61.9	62.8	63.3	63.8	64.3	64.7	64.9	65	65	65	64.8	64.8	64.7	64.6	64.5	64.4	64.4	64.3	64.2	64.1	64	64	63.9	63.8	63.7	63.7	63.6	63.5	63.4
O41	53.8	55.8	58.6	61.2	62.4	63	63.5	63.9	64.4	64.7	64.8	64.9	64.9	64.8	64.7	64.7	64.6	64.5	64.4	64.4	64.3	64.2	64.1	64.1	64	63.9	63.8	63.7	63.6	63.5	63.4	63.3
O42	50	51.6	53.7	56.3	58.2	59.2	59.8	60.3	60.6	61	61.2	61.4	61.4	61.4	61.4	61.4	61.4	61.5	61.5	61.4	61.4	61.3	61.3	61.2	61.1	61.1	61	60.9	60.9	60.8	60.7	60.7
O43	52.3	53.9	56	58.2	60.6	61.7	62.3	62.7	63	63.3	63.7	63.8	63.9	63.9	63.8	63.8	63.7	63.7	63.6	63.5	63.4	63.4	63.3	63.2	63.1	63	62.9	62.9	62.8	62.7	62.6	62.6
O44	52.3	54	55.9	58.2	60.2	61.6	62.3	62.6	62.9	63.1	63.4	63.6	63.7	63.7	63.7	63.7	63.6	63.6	63.5	63.4	63.3	63.2	63.1	63	63	62.9	62.8	62.7	62.6	62.5	62.4	62.3
O45	52.9	54.8	56.5	58.4	60.2	61.6	62.4	62.7	63	63.2	63.4	63.7	63.8	63.9	63.9	63.8	63.8	63.7	63.7	63.6	63.5	63.4	63.3	63.2	63.1	63	62.9	62.8	62.8	62.7	62.6	62.5
O46	54.5	56.5	57.8	58.9	60.2	61.6	62.3	62.7	62.8	63	63.2	63.4	63.5	63.6	63.6	63.7	63.6	63.5	63.5	63.4	63.3	63.2	63.2	63.1	63	62.9	62.8	62.7	62.6	62.5	62.4	62.4
O47	56.2	58.1	58.8	59.6	60.6	61.7	62.4	62.8	62.9	63	63.2	63.3	63.4	63.6	63.6	63.6	63.6	63.5	63.4	63.4	63.3	63.2	63.1	63.1	62.9	62.9	62.8	62.7	62.6	62.5	62.5	62.4
O48	58.6	59.7	60.1	60.5	60.9	61.5	62.2	62.6	62.7	62.8	62.9	63	63.1	63.3	63.4	63.4	63.4	63.3	63.3	63.2	63.2	63.1	63	63	62.9	62.8	62.7	62.6	62.5	62.4	62.4	62.3
O49	58.4	59.4	59.8	60	60.2	60.6	61.4	61.9	62.1	62.3	62.4	62.5	62.6	62.8	62.9	62.9	63	63	62.9	62.9	62.8	62.7	62.6	62.6	62.5	62.5	62.4	62.3	62.2	62.1	62	62
O50	56.7	57.2	57.5	57.9	58.1	58.9	60	60.7	61	61.3	61.4	61.6	61.7	61.9	62.1	62.2	62.2	62.2	62.2	62.2	62.2	62.1	62	62	61.9	61.8	61.7	61.7	61.6	61.5	61.5	61.4
O51	49.1	50.5	52	53.3	54.6	56.3	57.7	59	59.6	60	60.1	60.4	60.6	60.7	61	61.2	61.3	61.4	61.4	61.4	61.4	61.4	61.3	61.2	61.2	61.1	61.1	61	60.9	60.8	60.8	60.7
O52	49.4	51	52.5	53.7	54.9	56.5	57.8	59.1	59.8	60.1	60.3	60.5	60.8	60.8	61.1	61.3	61.4	61.5	61.5	61.5	61.5	61.5	61.4	61.3	61.3	61.2	61.2	61.1	61	60.9	60.9	60.8
O53	49.9	51.5	53	54.2	55.3	56.8	58.1	59.3	60	60.3	60.5	60.7	60.9	61	61.3	61.5	61.6	61.7	61.7	61.7	61.6	61.6	61.5	61.5	61.4	61.4	61.3	61.2	61.2	61.1	61	60.9
O54	55.8	56.5	56.9	57.2	57.8	58.6	59.5	60.4	60.9	61.2	61.3	61.5	61.7	61.7	62	62.1	62.2	62.3	62.3	62.3	62.2	62.2	62.1	62	62	62	61.9	61.8	61.7	61.6	61.6	61.5
O55	60.2	60.8	61	61	61.1	61.4	61.8	62.4	62.6	62.8	62.8	62.9	63	63	63.2	63.3	63.3	63.4	63.3	63.3	63.2	63.2	63.1	63	63	62.9	62.8	62.7	62.6	62.6	62.5	62.4
O56	60.8	61.5	61.9	62.3	62.4	62.6	62.8	63.1	63.3	63.4	63.4	63.5	63.5	63.5	63.7	63.8	63.7	63.8	63.7	63.7	63.6	63.6	63.5	63.4	63.4	63.3	63.2	63.1	63	63	62.9	62.8
O57	58.4	59	59.3	59.4	59.6	60	60.4	61.2	61.6	61.8	62	62.1	62.1	62.2	62.4	62.5	62.6	62.7	62.7	62.7	62.7	62.6	62.6	62.5	62.4	62.3	62.3	62.2	62.2	62.1	62	61.9
O58	60.9	61.4	61.4	61.4	61.4	61.6	61.8	62.3	62.7	62.8	62.9	63	63	63	63.1	63.2	63.3	63.3	63.3	63.3	63.2	63.2	63.1	63.1	63	62.9	62.8	62.8	62.7	62.6	62.6	62.5
O59	61.8	62.6	63	63.2	63.1	63.2	63.2	63.4	63.6	63.7	63.7	63.8	63.7	63.7	63.8	63.9	63.9	63.9	63.9	63.9	63.8	63.7	63.7	63.6	63.5	63.5	63.4	63.3	63.2	63.2	63.1	63

Tower 2

NSR ID/ Floor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
O01	58.6	59.6	60	60.4	60.9	61.3	62	62.4	62.8	63	63.1	63.2	63.2	63.3	63.4	63.5	63.5	63.4	63.5	63.4	63.4	63.3	63.2	63.2	63.1	63	62.9	62.9	62.8	62.7	62.7	62.6
O02	58.2	59.2	59.8	60.5	61.4	62	62.7	63.3	63.7	64.1	64.3	64.4	64.5	64.6	64.6	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.6	64.6	64.6	64.5	64.4	64.4	64.3	64.2	64.2
O03	57.5	58.2	58.7	59.5	60.7	61.6	62.5	63	63.3	63.6	64	64.2	64.4	64.5	64.6	64.6	64.7	64.6	64.7	64.7	64.7	64.7	64.7	64.8	64.7	64.7	64.6	64.6	64.5	64.5	64.4	64.4
O04	57.5	58	58.6	59.4	60.6	62	62.8	63.3	63.6	63.8	64.1	64.4	64.7	64.9	65	65	65	65.1	65.1	65.1	65.1	65.1	65.1	65.1	65.1	65	65	64.9	64.9	64.8	64.8	64.7
O05	57.8	58.3	58.8	59.6	60.7	62.1	63	63.3	63.6	63.9	64.1	64.4	64.7	64.8	64.9	64.9	64.9	64.9	64.9	64.9	64.9	65	64.9	64.9	64.9	64.9	64.8	64.8	64.7	64.7	64.6	64.5
O06	58.1	58.7	59.2	60.2	61.3	62.4	63.1	63.5	63.8	64	64.3	64.5	64.7	64.9	64.9	64.9	64.9	65	64.9	64.9	64.9	64.9	64.8	64.8	64.8	64.7	64.7	64.7	64.6	64.5	64.5	64.5
O07	58.7	59.3	59.8	60.8	62.1	63	63.4	63.8	64.1	64.3	64.6	64.8	64.9	65	65	65	65	65	65	65	64.9	64.9	64.9	64.9	64.8	64.8	64.7	64.7	64.7	64.6	64.5	64.5
O08	59.1	59.7	60.4	61.4	62.6	63.3	63.7	64	64.3	64.6	64.8	65	65.1	65.1	65.1	65.1	65	65	65	65	64.9	64.9	64.9	64.8	64.8	64.7	64.7	64.6	64.6	64.5	64.4	64.4
O09	59.3	59.8	60.5	61.6	62.5	63	63.3	63.6	64	64.3	64.4	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.4	64.4	64.4	64.3	64.3	64.3	64.2	64.2	64.1	64.1	64	64	63.9
O10	59.9	60.6	61.7	63	63.8	64.2	64.5	64.8	65.1	65.4	65.5	65.5	65.6	65.5	65.5	65.4	65.4	65.4	65.3	65.3	65.3	65.2	65.2	65.2	65.1	65	65	64.9	64.8	64.8	64.7	64.6
O11	60.2	61	62.1	63.5	64.2	64.6	64.9	65.2	65.5	65.6	65.7	65.7	65.7	65.7	65.6	65.6	65.5	65.5	65.4	65.4	65.4	65.3	65.3	65.2	65.2	65.1	65	65	64.9	64.8	64.8	64.7
O12	60.7	61.6	62.8	64.1	64.6	65	65.2	65.6	65.8	65.8	65.9	65.9	65.8	65.8	65.7	65.7	65.6	65.6	65.5	65.5	65.4	65.3	65.3	65.2	65.2	65.1	65.1	65	64.9	64.9	64.8	64.7
O13	61.1	62.5	63.8	64.6	65.1	65.4	65.8	66	66.1	66.1	66	66	66	65.9	65.8	65.7	65.7	65.6	65.5	65.5	65.4	65.4	65.3	65.3	65.2	65.2	65.1	65	65	64.9	64.8	64.7
O14	61.5	62.9	64.3	65	65.4	65.7	66	66.1	66.1	66.1	66.1	66	65.9	65.9	65.8	65.7	65.6	65.6	65.5	65.4	65.4	65.4	65.3	65.2	65.2	65.1	65.1	65	64.9	64.9	64.8	64.7
O15	61.8	63.3	64.6	65.1	65.5	65.9	66.1	66.1	66.1	66	66	65.9	65.9	65.8	65.7	65.6	65.6	65.5	65.4	65.4	65.3	65.2	65.2	65.1	65.1	65	64.9	64.9	64.8	64.8	64.7	64.6
O16	61.8	63.5	64.5	65	65.4	65.6	65.7	65.7	65.6	65.5	65.4	65.3	65.3	65.2	65.1	65.1	65	64.9	64.9	64.8	64.7	64.7	64.6	64.5	64.5	64.4	64.4	64.3	64.2	64.2	64.1	64.1
O17	60.5	62.3	63.2	63.6	64.1	64.1	64.1	64.1	64	63.9	63.8	63.7	63.7	63.6	63.5	63.5	63.4	63.4	63.3	63.3	63.3	63.1	63.1	63.1	63	63	62.9	62.9	62.8	62.8	62.7	62.7
O18	57.5	59.6	60.5	61.1	61.3	61.2	61.2	61.1	61	60.9	60.8	60.8	60.7	60.7	60.8	60.8	60.8	60.8	60.8	60.7	60.7	60.7	60.7	60.6	60.6	60.6	60.6	60.6	60.5	60.5	60.5	60.5
O19	65.2	66.3	66.5	66.5	66.3	66.1	66	65.8	65.6	65.5	65.4	65.3	65.2	65.1	70.4	70.4	70.3	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.1	69.1	69	68.9
O20	66	67.1	67.2	67.1	67	66.8	66.7	66.5	66.3	66.2	66.1	66	65.9	65.8	70.4	70.4	70.3	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.2	69.2	69.1	69	68.9
O21	66.1	67.1	67.3	67.1	67	66.8	66.6	66.5	66.3	66.2	66.2	66.1	66	65.9	65.7	65.7	70.4	70.3	70.3	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.4	69.3	69.3	69.2	69.1
O22	68.8	69.7	69.8	69.7	69.5	69.3	69.1	69	68.9	68.8	68.8	68.7	68.6	68.5	68.3	68.3	68.2	68.2	68.1	68	70.4	70.3	70.2	70.1	70.1	70	69.9	69.8	69.7	69.7	69.6	69.5
O23	68.9	69.6	69.6	69.5	69.4	69.2	69	68.8	68.7	68.8	68.7	68.6	68.5	68.4	68.4	68.3	68.3	68.1	68.1	68	70.4	70.3	70.2	70.1	70	70	69.9	69.8	69.7	69.7	69.6	69.5
O24	66.7	67.2	67.2	67	66.8	66.7	66.5	66.3	66.3	66.3	66.3	66.2	66.2	66	66	65.9	65.9	65.7	65.7	70.4	70.3	70.2	70.1	70	69.9	69.9	69.8	69.7	69.6	69.6	69.5	69.4
O25	66.6	67	67	66.8	66.6	66.4	66.2	66.1	66.1	66.1	66.1	66	65.9	65.8	65.7	70.4	70.4	70.3	70.2	70.1	70	69.9	69.9	69.8	69.7	69.6	69.5	69.4	69.4	69.3	69.2	69.1
O26	65.7	66	65.9	65.8	65.6	65.4	65.2	65	70.4	70.2	70	70	69.8	69.7	69.6	69.4	69.3	69.2	69.1	68.9	68.8	68.7	68.6	68.5	68.4	68.3	68.2	68.1	68	67.9	67.8	67.7

Appendix B5

Configuration of Acoustic Windows with Room Adjustment

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to " Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Road Traffic Noise Impact Assessment

Summry Table of Major Parameters of Acoustic Windows as per ProPECC PN5/23

Mitigation Measures	Room Area, m^2	Inner Opening (Width), mm	Inner Opening (Height), mm	Outer Opening (Width), mm	Outer Opening (Height), mm	Gap Width, mm	Overlapping, mm	MPA Applied?	Solid Parapet Applied?	Acoustic Ceiling Applied?	SAM Applied?	Noise Attenuation Applied, dB(A)
Acoustic Window (Baffle Type) AW(BT) (For room size of $8m^2$)	8.0	580	870	600	870	100 to 175	≥100	No	-	-	Yes	7.5
Acoustic Window (Baffle Type) AW(BT) (For room size of $18m^2$)	18.0	750	1500	750	1500	100 to 175	≥100	No	-	-	Yes	8.5

Note

MPA: Micro Perforated Absorber

SAM: Sound Absorptive Material

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to " Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Road Traffic Noise Impact Assessment

Table of Noise Reduction Adjustment

		Proposed Development										Reference Case													
NSRs	**Mitigation Measures**	**Inner Opening Area, mm**	**Inner Opening Area (m^2)**	**Outer Opening Area, mm**	**Outer Opening Area (m^2)**	**No. of Opening**	**Gap Width, mm**	**Overlapping Length, mm**	**MPA Applied?**	**SAM applied?**	**Room Area (RA), m^2**	**Inner Opening Area, mm**	**Inner Opening Area (m^2)**	**Outer Opening Area, mm**	**Outer Opening Area (m^2)**	**No. of Window Opening**	**Gap Width, mm**	**Overlapping Length, mm**	**MPA Applied?**	**SAM applied?**	**Room Area (RAref), m^2**	**Ref. Sound Attenuation, dB(A)**	**Room Size Adjustment 10xlog(RA/RAref)**	**Room Size Adjustment 10xlog(RA/Raref)**	**Noise Reduction after Adjustment, dB(A)**	**Noise Reduction adopted, dB(A)**
T1-O25	Acoustic Window (Baffle Type) AW(BT) (For room size of 18m^2)	750(W) x 1500 (H)	1.1	750(W) x 1500 (H)	1.1	1	100 to 175	≥ 100	No	Yes	9.1	750(W) x 1500 (H)	1.1	750(W) x 1500 (H)	1.1	1	100 to 175	≥ 100	No	Yes	18.0	8.5	-3.0	-3.0	5.5	**5.5**
T1-O26	Acoustic Window (Baffle Type) AW(BT) (For room size of 8m^2)	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	4.3	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	8.0	7.5	-2.7	-2.7	4.8	**4.8**
T1-O27	Acoustic Window (Baffle Type) AW(BT) (For room size of 8m^2)	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	4.3	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	8.0	7.5	-2.7	-2.7	4.8	**4.8**
T1-O30	Acoustic Window (Baffle Type) AW(BT) (For room size of 8m^2)	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	4.3	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	8.0	7.5	-2.7	-2.7	4.8	**4.8**
T1-O31	Acoustic Window (Baffle Type) AW(BT) (For room size of 8m^2)	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	4.3	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	8.0	7.5	-2.7	-2.7	4.8	**4.8**
T1-O32	Acoustic Window (Baffle Type) AW(BT) (For room size of 18m^2)	750(W) x 1500 (H)	1.1	750(W) x 1500 (H)	1.1	1	100 to 175	≥ 100	No	Yes	9.1	750(W) x 1500 (H)	1.1	750(W) x 1500 (H)	1.1	1	100 to 175	≥ 100	No	Yes	18.0	8.5	-3.0	-3.0	5.5	**5.5**
T2-O19	Acoustic Window (Baffle Type) AW(BT) (For room size of 18m^2)	750(W) x 1500 (H)	1.1	750(W) x 1500 (H)	1.1	1	100 to 175	≥ 100	No	Yes	9.1	750(W) x 1500 (H)	1.1	750(W) x 1500 (H)	1.1	1	100 to 175	≥ 100	No	Yes	18.0	8.5	-3.0	-3.0	5.5	**5.5**
T2-O20	Acoustic Window (Baffle Type) AW(BT) (For room size of 8m^2)	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	4.3	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	8.0	7.5	-2.7	-2.7	4.8	**4.8**
T2-O21	Acoustic Window (Baffle Type) AW(BT) (For room size of 8m^2)	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	4.3	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	8.0	7.5	-2.7	-2.7	4.8	**4.8**
T2-O24	Acoustic Window (Baffle Type) AW(BT) (For room size of 8m^2)	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	4.3	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	8.0	7.5	-2.7	-2.7	4.8	**4.8**
T2-O25	Acoustic Window (Baffle Type) AW(BT) (For room size of 8m^2)	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	4.3	580(W) x 870 (H)	0.5	600(W) x 870 (H)	0.5	1	100 to 175	≥ 100	No	Yes	8.0	7.5	-2.7	-2.7	4.8	**4.8**
T2-O26	Acoustic Window (Baffle Type) AW(BT) (For room size of 18m^2)	750(W) x 1500 (H)	1.1	750(W) x 1500 (H)	1.1	1	100 to 175	≥ 100	No	Yes	9.1	750(W) x 1500 (H)	1.1	750(W) x 1500 (H)	1.1	1	100 to 175	≥ 100	No	Yes	18.0	8.5	-3.0	-3.0	5.5	**5.5**

Appendix B6

Detailed Calculation of Railway Noise

Calculation of Predicted Noise Level in Day Time and Evening Time

Segment 1

Railway Noise Impact Assessment																				
		Near Track (To Shek Mun Station)									**Far Track (To City One Station)**									
Average Sound Exposure Level, SEL	dB(A)	81.4									81.4									
Correction a) to d)																				
a) Train Frequency (Q) in 30 min.		14.0									14.0									
a) Train Frequency Correction, TFC	dB(A)	11.5									11.5									
b) Conversion to $L_{Aeq(30min)}$, CL	dB(A)	-32.6									-32.6									
c) Façade Correction	dB(A)	2.5									2.5									
d) Joint Correction	dB(A)	0									0									
Correction e) to f)																				
d) Distance Between Measurment Point to Track	m	25.0									25.0									
		R1 (5/F)	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R1 (5/F)**	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**
d) Horizontal Distance to Track	m	266.1	274.6	278.9	283.6	288.4	295.0	301.5	308.5	315.6	272.1	278.3	282.6	287.2	291.8	298.2	304.6	311.4	318.5
d) Vertical Distance to Track	m	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2
d) Slant Distance to Track	m	267.2	275.7	279.9	284.6	289.4	296.0	302.5	309.4	316.5	273.2	279.4	283.6	288.2	292.8	299.2	305.6	312.3	319.4
d) Distance Correction, DC	dB(A)	-10.3	-10.4	-10.5	-10.6	-10.6	-10.7	-10.8	-10.9	-11.0	-10.4	-10.5	-10.5	-10.6	-10.7	-10.8	-10.9	-11.0	-11.1
e) Angle of View at NSR	degree	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
e) Acute Angle	degree	9.0	7.5	7.5	7.5	6.5	6.5	5.5	5.5	4.5	9.0	7.5	7.5	7.5	6.5	6.5	5.5	5.5	4.5
e) View Angle Correction, VAC	dB(A)	-29.6	-32.4	-32.4	-32.4	-33.6	-33.6	-35.1	-35.1	-36.8	-29.6	-32.4	-32.4	-32.4	-33.6	-33.6	-35.1	-35.1	-36.8
f) Current Max Train Speed of track	km/h	70.0									70.0									
f) Reference Train Speed	km/h	130.0									130.0									
f) Train Speed Correction (TFC)	dB(A)	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4
g) Maintenance Factor (MFC)	dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Predicted Noise Level (Leq, 30mins), PNL	dB(A)	20.5	17.6	17.5	17.4	16.1	16.1	14.5	14.4	12.7	20.5	17.5	17.5	17.4	16.1	16.0	14.5	14.4	12.6

Segment 2

Railway Noise Impact Assessment																				
		Near Track (To Shek Mun Station)									**Far Track (To City One Station)**									
Average Sound Exposure Level, SEL	dB(A)	81.4									81.4									
Correction a) to d)																				
a) Train Frequency (Q) in 30 min.		14.0									14.0									
a) Train Frequency Correction, TFC	dB(A)	11.5									11.5									
b) Conversion to $L_{Aeq(30min)}$, CL	dB(A)	-32.6									-32.6									
c) Façade Correction	dB(A)	2.5									2.5									
d) Joint Correction	dB(A)	7									7									
Correction e) to f)																				
d) Distance Between Measurment Point to Track	m	25.0									25.0									
		R1 (5/F)	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R1 (5/F)**	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**
d) Horizontal Distance to Track	m	187.1	192.3	196.5	200.9	205.0	211.2	217.1	223.5	230.6	196.5	201.5	209.8	218.0	213.7	219.6	225.3	231.4	238.4
d) Vertical Distance to Track	m	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2
d) Slant Distance to Track	m	188.7	193.8	198.0	202.4	206.4	212.6	218.4	224.8	231.9	198.0	202.9	211.2	219.3	215.1	220.9	226.6	232.7	239.6
d) Distance Correction, DC	dB(A)	-8.8	-8.9	-9.0	-9.1	-9.2	-9.3	-9.4	-9.5	-9.7	-9.0	-9.1	-9.3	-9.4	-9.3	-9.5	-9.6	-9.7	-9.8
e) Angle of View at NSR	degree	23.0	22.0	21.0	20.0	19.0	18.0	17.0	16.0	15.0	23.0	22.0	21.0	20.0	19.0	18.0	17.0	16.0	15.0
e) Acute Angle	degree	21.5	20.0	19.5	19.0	17.5	17.0	15.5	14.0	13.5	21.5	20.0	19.5	19.0	17.5	17.0	15.5	14.0	13.5
e) View Angle Correction, VAC	dB(A)	-14.4	-15.1	-15.6	-16.0	-16.9	-17.4	-18.4	-19.5	-20.1	-14.4	-15.1	-15.6	-16.0	-16.9	-17.4	-18.4	-19.5	-20.1
f) Current Max Train Speed of track	km/h	70.0									70.0									
f) Reference Train Speed	km/h	130.0									130.0									
f) Train Speed Correction (TFC)	dB(A)	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4
g) Maintenance Factor (MFC)	dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Predicted Noise Level (Leq, 30mins), PNL	dB(A)	44.3	43.4	42.9	42.4	41.4	40.8	39.7	38.4	37.7	44.1	43.2	42.6	42.0	41.2	40.6	39.5	38.3	37.6

Segment 3

Railway Noise Impact Assessment																							
		Near Track (To Shek Mun Station)											**Far Track (To City One Station)**										
Average Sound Exposure Level, SEL	dB(A)	81.4											81.4										
Correction a) to d)																							
a) Train Frequency (Q) in 30 min.		14.0											14.0										
a) Train Frequency Correction, TFC	dB(A)	11.5											11.5										
b) Conversion to $L_{Aeq(30min)}$, CL	dB(A)	-32.6											-32.6										
c) Façade Correction	dB(A)	2.5											2.5										
d) Joint Correction	dB(A)	0											0										
Correction e) to f)																							
d) Distance Between Measurment Point to Track	m	25.0											25.0										
		R1 (5/F)	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R10 (5/F)**	**R11 (5/F)**	**R1 (5/F)**	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R10 (5/F)**	**R11 (5/F)**
d) Horizontal Distance to Track	m	119.1	119.1	119.1	120.3	120.0	120.1	119.6	117.9	120.5	119.9	131.7	129.1	129.0	129.1	130.6	130.2	130.3	129.4	129.5	130.7	129.3	141.0
d) Vertical Distance to Track	m	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2
d) Slant Distance to Track	m	121.5	121.5	121.5	122.7	122.4	122.5	122.0	120.4	122.9	122.3	133.9	131.3	131.3	131.3	132.8	132.4	132.5	131.6	131.7	132.9	131.5	143.1
d) Distance Correction, DC	dB(A)	-6.9	-6.9	-6.9	-6.9	-6.9	-6.9	-6.9	-6.8	-6.9	-6.9	-7.3	-7.2	-7.2	-7.2	-7.3	-7.2	-7.2	-7.2	-7.2	-7.3	-7.2	-7.6
e) Angle of View at NSR	degree	98.0	99.0	100.0	100.0	100.0	101.0	102.0	102.0	101.0	46.0	2.0	98.0	99.0	100.0	100.0	100.0	101.0	102.0	102.0	101.0	46.0	2.0
e) Acute Angle	degree	82.0	80.5	79.0	79.0	77.0	75.5	75.0	73.0	71.5	23.0	43.0	82.0	80.5	79.0	79.0	77.0	75.5	75.0	73.0	71.5	23.0	43.0
e) View Angle Correction, VAC	dB(A)	-0.7	-0.7	-0.8	-0.8	-0.8	-0.8	-0.8	-0.9	-0.9	-10.2	-19.9	-0.7	-0.7	-0.8	-0.8	-0.8	-0.8	-0.8	-0.9	-0.9	-10.2	-19.9
f) Current Max Train Speed of track	km/h	70.0											70.0										
f) Reference Train Speed	km/h	130.0											130.0										
f) Train Speed Correction (TFC)	dB(A)	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4
g) Maintenance Factor (MFC)	dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Predicted Noise Level (Leq, 30mins), PNL	dB(A)	52.8	52.8	52.8	52.8	52.7	52.7	52.7	52.7	52.6	43.4	33.3	52.5	52.5	52.5	52.4	52.4	52.4	52.4	52.3	52.2	43.0	33.0

Segment 4

Railway Noise Impact Assessment																						
		Near Track (To Shek Mun Station)											**Far Track (To City One Station)**									
Average Sound Exposure Level, SEL	dB(A)	81.4											81.4									
Correction a) to d)																						
a) Train Frequency (Q) in 30 min.		14.0											14.0									
a) Train Frequency Correction, TFC	dB(A)	11.5											11.5									
b) Conversion to $L_{Aeq(30min)}$, CL	dB(A)	-32.6											-32.6									
c) Façade Correction	dB(A)	2.5											2.5									
d) Joint Correction	dB(A)	7											7									
Correction e) to f)																						
d) Distance Between Measurment Point to Track	m	25.0											25.0									
		R1 (5/F)	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R10 (5/F)**	**R11 (5/F)**	**R1 (5/F)**	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R10 (5/F)**	**R11 (5/F)**
d) Horizontal Distance to Track	m	254.9	248.3	244.0	240.7	235.8	229.8	223.3	216.9	212.4	201.2	207.7	264.7	258.1	254.0	250.9	246.2	240.4	234.1	227.9	223.8	213.1	220.0
d) Vertical Distance to Track	m	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2
d) Slant Distance to Track	m	256.0	249.5	245.2	241.9	237.0	231.1	224.6	218.2	213.8	202.7	209.1	265.8	259.2	255.2	252.1	247.4	241.6	235.3	229.2	225.1	214.5	221.3
d) Distance Correction, DC	dB(A)	-10.1	-10.0	-9.9	-9.9	-9.8	-9.7	-9.5	-9.4	-9.3	-9.1	-9.2	-10.3	-10.2	-10.1	-10.0	-10.0	-9.9	-9.7	-9.6	-9.5	-9.3	-9.5
e) Angle of View at NSR	degree	6.0	6.0	6.0	7.0	7.0	7.0	8.0	8.0	9.0	10.0	10.0	6.0	6.0	6.0	7.0	7.0	7.0	8.0	8.0	9.0	10.0	10.0
e) Acute Angle	degree	44.0	45.0	45.0	46.5	46.5	47.5	49.0	50.0	51.5	52.0	49.0	44.0	45.0	45.0	46.5	46.5	47.5	49.0	50.0	51.5	52.0	49.0
e) View Angle Correction, VAC	dB(A)	-15.0	-14.8	-14.8	-13.9	-13.9	-13.8	-13.0	-12.9	-12.2	-11.6	-12.0	-15.0	-14.8	-14.8	-13.9	-13.9	-13.8	-13.0	-12.9	-12.2	-11.6	-12.0
f) Current Max Train Speed of track	km/h	70.0											70.0									
f) Reference Train Speed	km/h	130.0											130.0									
f) Train Speed Correction (TFC)	dB(A)	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4
g) Maintenance Factor (MFC)	dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Predicted Noise Level (Leq, 30mins), PNL	dB(A)	42.4	42.6	42.7	43.7	43.8	44.0	44.9	45.2	46.0	46.7	46.2	42.2	42.5	42.5	43.5	43.6	43.8	44.7	45.0	45.7	46.5	45.9

Predicted Railway Noise Level at Daytime

NSRs ID	Tracks	Segment 1	Segment 2	Segment 3	Segment 4	Total Predicted Noise Level (Leq, 30min), PNL	Total Predicted Noise Level (Leq, 30min), PNL
R1	Near Track	20.5	44.3	52.8	42.4	53.7	56.6
	Far Track	20.5	44.1	52.5	42.2	53.4	
R2	Near Track	17.6	43.4	52.8	42.6	53.6	56.5
	Far Track	17.5	43.2	52.5	42.5	53.3	
R3	Near Track	17.5	42.9	52.8	42.7	53.6	56.5
	Far Track	17.5	42.6	52.5	42.5	53.3	
R4	Near Track	17.4	42.4	52.8	43.7	53.6	56.5
	Far Track	17.4	42.0	52.4	43.5	53.3	
R5	Near Track	16.1	41.4	52.7	43.8	53.5	56.4
	Far Track	16.1	41.2	52.4	43.6	53.2	
R6	Near Track	16.1	40.8	52.7	44.0	53.5	56.4
	Far Track	16.0	40.6	52.4	43.8	53.2	
R7	Near Track	14.5	39.7	52.7	44.9	53.6	56.4
	Far Track	14.5	39.5	52.4	44.7	53.3	
R8	Near Track	14.4	38.4	52.7	45.2	53.6	56.4
	Far Track	14.4	38.3	52.3	45.0	53.2	
R9	Near Track	12.7	37.7	52.6	46.0	53.5	56.4
	Far Track	12.6	37.6	52.2	45.7	53.2	
R10	Near Track	-	-	43.4	46.7	48.4	51.2
	Far Track	-	-	43.0	46.5	48.1	
R11	Near Track	-	-	33.3	46.2	46.4	49.3
	Far Track	-	-	33.0	45.9	46.2	

Calculation of Predicted Noise Level in Night Time

Segment 1

Railway Noise Impact Assessment																				
		Near Track (To Shek Mun Station)									**Far Track (To City One Station)**									
Average Sound Exposure Level, SEL	dB(A)	81.4									81.4									
Correction a) to d)																				
a) Train Frequency (Q) in 30 min.		8.0									8.0									
a) Train Frequency Correction, TFC	dB(A)	9.0									9.0									
b) Conversion to $L_{Aeq(30min)}$, CL	dB(A)	-32.6									-32.6									
c) Façade Correction	dB(A)	2.5									2.5									
d) Joint Correction	dB(A)	0									0									
Correction e) to f)																				
d) Distance Between Measurment Point to Track	m	25.0									25.0									
		R1 (5/F)	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R1 (5/F)**	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**
d) Horizontal Distance to Track	m	266.1	274.6	278.9	283.6	288.4	295.0	301.5	308.5	315.6	272.1	278.3	282.6	287.2	291.8	298.2	304.6	311.4	318.5
d) Vertical Distance to Track	m	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2
d) Slant Distance to Track	m	267.2	275.7	279.9	284.6	289.4	296.0	302.5	309.4	316.5	273.2	279.4	283.6	288.2	292.8	299.2	305.6	312.3	319.4
d) Distance Correction, DC	dB(A)	-10.3	-10.4	-10.5	-10.6	-10.6	-10.7	-10.8	-10.9	-11.0	-10.4	-10.5	-10.5	-10.6	-10.7	-10.8	-10.9	-11.0	-11.1
e) Angle of View at NSR	degree	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
e) Acute Angle	degree	9.0	7.5	7.5	7.5	6.5	6.5	5.5	5.5	4.5	9.0	7.5	7.5	7.5	6.5	6.5	5.5	5.5	4.5
e) View Angle Correction, VAC	dB(A)	-29.6	-32.4	-32.4	-32.4	-33.6	-33.6	-35.1	-35.1	-36.8	-29.6	-32.4	-32.4	-32.4	-33.6	-33.6	-35.1	-35.1	-36.8
f) Current Max Train Speed of track	km/h	70.0									70.0									
f) Reference Train Speed	km/h	130.0									130.0									
f) Train Speed Correction (TFC)	dB(A)	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4
g) Maintenance Factor (MFC)	dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Predicted Noise Level (Leq, 30mins), PNL	dB(A)	18.1	15.1	15.1	15.0	13.7	13.6	12.1	12.0	10.2	18.0	15.1	15.0	15.0	13.7	13.6	12.1	12.0	10.2

Segment 2

Railway Noise Impact Assessment																				
		Near Track (To Shek Mun Station)									**Far Track (To City One Station)**									
Average Sound Exposure Level, SEL	dB(A)	81.4									81.4									
Correction a) to d)																				
a) Train Frequency (Q) in 30 min.		8.0									8.0									
a) Train Frequency Correction, TFC	dB(A)	9.0									9.0									
b) Conversion to $L_{Aeq(30min)}$, CL	dB(A)	-32.6									-32.6									
c) Façade Correction	dB(A)	2.5									2.5									
d) Joint Correction	dB(A)	7									7									
Correction e) to f)																				
d) Distance Between Measurment Point to Track	m	25.0									25.0									
		R1 (5/F)	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R1 (5/F)**	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**
d) Horizontal Distance to Track	m	187.1	192.3	196.5	200.9	205.0	211.2	217.1	223.5	230.6	196.5	201.5	209.8	218.0	213.7	219.6	225.3	231.4	238.4
d) Vertical Distance to Track	m	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2
d) Slant Distance to Track	m	188.7	193.8	198.0	202.4	206.4	212.6	218.4	224.8	231.9	198.0	202.9	211.2	219.3	215.1	220.9	226.6	232.7	239.6
d) Distance Correction, DC	dB(A)	-8.8	-8.9	-9.0	-9.1	-9.2	-9.3	-9.4	-9.5	-9.7	-9.0	-9.1	-9.3	-9.4	-9.3	-9.5	-9.6	-9.7	-9.8
e) Angle of View at NSR	degree	23.0	22.0	21.0	20.0	19.0	18.0	17.0	16.0	15.0	23.0	22.0	21.0	20.0	19.0	18.0	17.0	16.0	15.0
e) Acute Angle	degree	21.5	20.0	19.5	19.0	17.5	17.0	15.5	14.0	13.5	21.5	20.0	19.5	19.0	17.5	17.0	15.5	14.0	13.5
e) View Angle Correction, VAC	dB(A)	-14.4	-15.1	-15.6	-16.0	-16.9	-17.4	-18.4	-19.5	-20.1	-14.4	-15.1	-15.6	-16.0	-16.9	-17.4	-18.4	-19.5	-20.1
f) Current Max Train Speed of track	km/h	70.0									70.0									
f) Reference Train Speed	km/h	130.0									130.0									
f) Train Speed Correction (TFC)	dB(A)	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4
g) Maintenance Factor (MFC)	dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Predicted Noise Level (Leq, 30mins), PNL	dB(A)	41.9	41.0	40.5	39.9	39.0	38.3	37.2	36.0	35.3	41.6	40.8	40.2	39.6	38.8	38.2	37.1	35.9	35.1

Segment 3

Railway Noise Impact Assessment																						
		Near Track (To Shek Mun Station)											**Far Track (To City One Station)**									
Average Sound Exposure Level, SEL	dB(A)	81.4											81.4									
Correction a) to d)																						
a) Train Frequency (Q) in 30 min.		8.0											8.0									
a) Train Frequency Correction, TFC	dB(A)	9.0											9.0									
b) Conversion to $L_{Aeq(30min)}$, CL	dB(A)	-32.6											-32.6									
c) Façade Correction	dB(A)	2.5											2.5									
d) Joint Correction	dB(A)	0											0									
Correction e) to f)																						
d) Distance Between Measurment Point to Track	m	25.0											25.0									
		R1 (5/F)	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R10 (5/F)**	**R11 (5/F)**	**R1 (5/F)**	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R10 (5/F)**	**R11 (5/F)**
d) Horizontal Distance to Track	m	119.1	119.1	119.1	120.3	120.0	120.1	119.6	117.9	120.5	119.9	131.7	129.1	129.0	129.1	130.6	130.2	130.3	129.4	129.5	130.7	129.3	141.0
d) Vertical Distance to Track	m	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2
d) Slant Distance to Track	m	121.5	121.5	121.5	122.7	122.4	122.5	122.0	120.4	122.9	122.3	133.9	131.3	131.3	131.3	132.8	132.4	132.5	131.6	131.7	132.9	131.5	143.1
d) Distance Correction, DC	dB(A)	-6.9	-6.9	-6.9	-6.9	-6.9	-6.9	-6.9	-6.8	-6.9	-6.9	-7.3	-7.2	-7.2	-7.2	-7.3	-7.2	-7.2	-7.2	-7.2	-7.3	-7.2	-7.6
e) Angle of View at NSR	degree	98.0	99.0	100.0	100.0	100.0	101.0	102.0	102.0	101.0	46.0	2.0	98.0	99.0	100.0	100.0	100.0	101.0	102.0	102.0	101.0	46.0	2.0
e) Acute Angle	degree	82.0	80.5	79.0	79.0	77.0	75.5	75.0	73.0	71.5	23.0	43.0	82.0	80.5	79.0	79.0	77.0	75.5	75.0	73.0	71.5	23.0	43.0
e) View Angle Correction, VAC	dB(A)	-0.7	-0.7	-0.8	-0.8	-0.8	-0.8	-0.8	-0.9	-0.9	-10.2	-19.9	-0.7	-0.7	-0.8	-0.8	-0.8	-0.8	-0.8	-0.9	-0.9	-10.2	-19.9
f) Current Max Train Speed of track	km/h	70.0											70.0									
f) Reference Train Speed	km/h	130.0											130.0									
f) Train Speed Correction (TFC)	dB(A)	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4
g) Maintenance Factor (MFC)	dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Predicted Noise Level (Leq, 30mins), PNL	dB(A)	50.4	50.4	50.4	50.3	50.3	50.3	50.3	50.3	50.1	40.9	30.8	50.0	50.1	50.0	50.0	50.0	49.9	50.0	49.9	49.8	40.6	30.5

Segment 4

Railway Noise Impact Assessment																						
		Near Track (To Shek Mun Station)											**Far Track (To City One Station)**									
Average Sound Exposure Level, SEL	dB(A)	81.4											81.4									
Correction a) to d)																						
a) Train Frequency (Q) in 30 min.		8.0											8.0									
a) Train Frequency Correction, TFC	dB(A)	9.0											9.0									
b) Conversion to $L_{Aeq(30min)}$, C_L	dB(A)	-32.6											-32.6									
c) Façade Correction	dB(A)	2.5											2.5									
d) Joint Correction	dB(A)	7											7									
Correction e) to f)																						
d) Distance Between Measurment Point to Track	m	25.0											25.0									
		R1 (5/F)	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R10 (5/F)**	**R11 (5/F)**	**R1 (5/F)**	**R2 (5/F)**	**R3 (5/F)**	**R4 (5/F)**	**R5 (5/F)**	**R6 (5/F)**	**R7 (5/F)**	**R8 (5/F)**	**R9 (5/F)**	**R10 (5/F)**	**R11 (5/F)**
d) Horizontal Distance to Track	m	254.9	248.3	244.0	240.7	235.8	229.8	223.3	216.9	212.4	201.2	207.7	264.7	258.1	254.0	250.9	246.2	240.4	234.1	227.9	223.8	213.1	220.0
d) Vertical Distance to Track	m	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2
d) Slant Distance to Track	m	256.0	249.5	245.2	241.9	237.0	231.1	224.6	218.2	213.8	202.7	209.1	265.8	259.2	255.2	252.1	247.4	241.6	235.3	229.2	225.1	214.5	221.3
d) Distance Correction, DC	dB(A)	-10.1	-10.0	-9.9	-9.9	-9.8	-9.7	-9.5	-9.4	-9.3	-9.1	-9.2	-10.3	-10.2	-10.1	-10.0	-10.0	-9.9	-9.7	-9.6	-9.5	-9.3	-9.5
e) Angle of View at NSR	degree	6.0	6.0	6.0	7.0	7.0	7.0	8.0	8.0	9.0	10.0	10.0	6.0	6.0	6.0	7.0	7.0	7.0	8.0	8.0	9.0	10.0	10.0
e) Acute Angle	degree	44.0	45.0	45.0	46.5	46.5	47.5	49.0	50.0	51.5	52.0	49.0	44.0	45.0	45.0	46.5	46.5	47.5	49.0	50.0	51.5	52.0	49.0
e) View Angle Correction, VAC	dB(A)	-15.0	-14.8	-14.8	-13.9	-13.9	-13.8	-13.0	-12.9	-12.2	-11.6	-12.0	-15.0	-14.8	-14.8	-13.9	-13.9	-13.8	-13.0	-12.9	-12.2	-11.6	-12.0
f) Current Max Train Speed of track	km/h	70.0											70.0									
f) Reference Train Speed	km/h	130.0											130.0									
f) Train Speed Correction (TFC)	dB(A)	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4	-5.4
g) Maintenance Factor (MFC)	dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Predicted Noise Level (Leq, 30mins), PNL	dB(A)	39.9	40.2	40.3	41.2	41.3	41.6	42.5	42.7	43.5	44.3	43.8	39.8	40.0	40.1	41.1	41.1	41.4	42.3	42.5	43.3	44.0	43.5

Predicted Railway Noise Level at Night Time

NSRs ID	Tracks	Segment 1	Segment 2	Segment 3	Segment 4	Total Predicted Noise Level (Leq, 30min), PNL	Total Predicted Noise Level (Leq, 30min), PNL
R1	Near Track	18.1	41.9	50.4	39.9	51.3	54.1
	Far Track	18.0	41.6	50.0	39.8	51.0	
R2	Near Track	15.1	41.0	50.4	40.2	51.2	54.1
	Far Track	15.1	40.8	50.1	40.0	50.9	
R3	Near Track	15.1	40.5	50.4	40.3	51.2	54.0
	Far Track	15.0	40.2	50.0	40.1	50.9	
R4	Near Track	15.0	39.9	50.3	41.2	51.2	54.0
	Far Track	15.0	39.6	50.0	41.1	50.9	
R5	Near Track	13.7	39.0	50.3	41.3	51.1	54.0
	Far Track	13.7	38.8	50.0	41.1	50.8	
R6	Near Track	13.6	38.3	50.3	41.6	51.1	53.9
	Far Track	13.6	38.2	49.9	41.4	50.8	
R7	Near Track	12.1	37.2	50.3	42.5	51.2	54.0
	Far Track	12.1	37.1	50.0	42.3	50.8	
R8	Near Track	12.0	36.0	50.3	42.7	51.1	54.0
	Far Track	12.0	35.9	49.9	42.5	50.8	
R9	Near Track	10.2	35.3	50.1	43.5	51.1	54.0
	Far Track	10.2	35.1	49.8	43.3	50.8	
R10	Near Track	-	-	40.9	44.3	45.9	48.8
	Far Track	-	-	40.6	44.0	45.7	
R11	Near Track	-	-	30.8	43.8	44.0	46.9
	Far Track	-	-	30.5	43.5	43.7	

Appendix B7

Reply from MTRC

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

Urban Green Consultants Limited
[redacted]

Our ref: T&ESD/E&IC/ES/EnvE/L1297

Date: 29 SEP 2025

Attention: Ms. Joan CHOI

By Post and Fax
(Fax no.:3114 1580)

Dear Ms. Choi,

Re: Request Information of the Trains Operation at City One Station for Rezoning Application for Redevelopment of Chiaphua Industries Building & Centre at STTL No. 196 and 276, Sha Tin, NT

We refer to your letter (ref.: P161-LTR-005) dated 28 August 2025 requesting information regarding Tuen Ma Line (TML).

- For the track section between City One Station and Shek Mun Station, the current maximum train speed is about 70 km/h for both directions.
- For environmental assessment purpose, you may wish to work on the assumption of about 28 trains per hour per direction and about 16 trains per hour per direction for the future ultimate train frequency during the period of 07:00-2300 hours and 23:00-07:00 hours respectively. While the above information is subject to change without prior notification, we suggest that your organisation contact our office on any updated information for your assessment in the next stage, if any.
- There are currently 8 cars per train for the operation condition of TML.

We wish to caution that the proposed development is located in a noise sensitive area and could be susceptible to air-borne noise from railway operation, especially the noise emitted from the nearby rail crossings at the concerned track sections of TML. We suggest that the noise assessment should consider the presence of the rail crossings with several points/switches in the area, which could result in additional adverse noise impact to the future occupants. Regarding the correction factors for the rail crossings to be adopted in the noise assessment, reference may be made to recent environmental impact assessment reports approved by the Environmental Protection Department.

Like many other property development projects in close proximity to the railway, it is crucial for the development proponent to implement all necessary noise mitigation measures at its own costs and to the satisfaction of the Director of Environmental Protection so that the potential train noise issue can be satisfactorily addressed. These measures may include adopting self-protecting building designs, optimizing building layout to minimise noise reflection, installing acoustic windows/balconies with verified sound insulation performance, and incorporating fixed glazing systems with appropriate sound insulation properties, among others.

[redacted]

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

Our ref: T&ESD/E&IC/ES/EnvE/L1297
Date: 29 SEP 2025

Please be reminded that any information that may come to your knowledge or come into your possession from MTR Corporation Limited shall only be used solely as reference for this captioned project. Further distribution and/or publication of the above information for purposes not connected with the captioned project are strictly prohibited without the prior consent of MTR Corporation Limited. Please also note that any such information is subject to change without prior notification.

Should you have any additional enquiries, please feel free to contact the undersigned at [redacted]

Yours sincerely,

Catherine Leung
Lead Environmental Manager

[redacted]

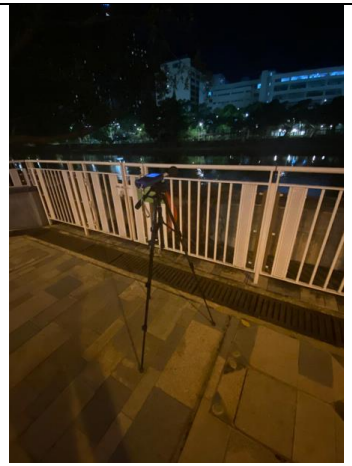
Appendix B8

Details of Background Noise Survey

RECORD OF BACKGROUND NOISE MONITORING						
Project. : Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential Group A)10" zone at Nos.8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)						
Monitoring Location		P1	P2	P3	P4	P5
Description of the Location		ALVA HOTEL BY ROYAL & Planned Residential Development at STTL 625 & Planned Student Hostel	Shek Mun Estate	City One Shatin	Lam Kau Mow Secondary School	Siu Lek Yuen Fire Station & Planned Residential Development at STTL 623
Measurement Method		Direct measurement				
Equipment Used (Model and Serial No.)		Noise Meter: XL2 A2A-22051-F0 Calibrator : CEL-120/1 4884880				
Weather Condition		Fine				
		<1				
Noise Descriptors		LAeq 30 minutes				
Measurment Date & Period	Daytime	04/09/2025 12:36 - 13:06	04/09/2025 13:27 - 13:57	04/09/2025 14:08 - 14:38	04/09/2025 11:13 - 11:43	04/09/2025 11:52 - 12:22
	Evening time	12/09/2025 19:00-19:30	12/09/2025 21:20-21:50	12/09/2025 20:43-21:13	12/09/2025 20:10-20:40	12/09/2025 19:36-20:06
	Night time	12/09/2025-13/09/2025 23:40-00:10	12/09/2025 23:01-23:31	13/09/2025 01:16-01:46	13/09/2025 00:44-01:14	13/09/2025 00:12-00:42
Measured LAeq 30 minutes (dB(A))	Daytime	70.8 [1]	62.3 [1]	65.2 [1]	69.9 [1]	70.7 [1]
	Evening time	70.8 [1]	60.1 [1]	59.7[1]	64.7 [1]	65.2 [1]
	Night time	69.8 [1]	59.5 [1]	57.1 [1]	61 [1]	63.7 [1]
Note: [1] +3dB free field correction applied						
Significant Noise Source		Nil				

	Name	Date
Recorded by	Yan Lee	10-10-2025
Checked by	Emily Tang	10-10-2025

	P1 **ALVA HOTEL BY Royal & Planned Residential Development at STTL 625 & Planned Student Hostel**	**P2** **Shek Mun Estate**	**P3** **City One Shatin**	**P4** **Lam Kau Mow Secondary School**	**P5** **Siu Lek Yuen Fire Station & Planned Residential Development at STTL 623**
Measured Noise Levels (Daytime) 0700-1900					
	Free field	Free field	Free field	Free field	Free field
Measured Noise Levels (Evening Time) 1900-2300					

	P1 **ALVA HOTEL BY Royal & Planned Residential Development at STTL 625 & Planned Student Hostel**	**P2** **Shek Mun Estate**	**P3** **City One Shatin**	**P4** **Lam Kau Mow Secondary School**	**P5** **Siu Lek Yuen Fire Station & Planned Residential Development at STTL 623**
	Free field	Free field	Free field	Free field	Free field
Measured Noise Levels (Nighttime) 2300-0700					
	Free field	Free field	Free field	Free field	Free field

Appendix B9

Calibration Certificate for Noise Meter

[redacted]

Certificate of Calibration

Certificate No. ATS25-014-CC010

Customer: **Urban Green Consultants Limited**

[redacted]

Unit-under-test (UUT):

Description:	Acoustic Calibrator
Manufacturer:	Casella
Type No.:	CEL-120/1
Serial No.:	4884880

Conditions during calibration:

Temperature:	26°C
Relative Humidity:	56%
Test Specifications:	Calibration Check
Date of calibration:	04 June 2025
Test Results:	All calibration points are within manufacturer's specification.

Certified by: _____

Mr. Ching Mau LAM / Quality Manager
MIOA, MHKIOA

Issue Date: 09 June 2025

1. The instrument under test was allowed to stabilize in the laboratory for over 24 hours.

2. Calibration equipment:

Description:	Sound Analyzer	Reference Microphone
Manufacturer:	Brüel & Kjær	Brüel & Kjær
Type No.:	2270	4189
Serial No.:	3001883	2662797
Last Calibration Date:	11 March 2025	11 March 2025
Certificate No.:	AV250047	AV250047

The calibration equipment used for calibration is traceable to National Standards via Standards and Calibration Laboratory, the Government of the HKSAR.

3. The values given in this certification only related to the values measured at the time of the calibration and any uncertainties quoted, if any, will not allow for the equipment long-term drift, variations with environmental changes, vibration and shock during transportation, overloading, mis-handling, or the capability of any other laboratory to repeat the calibration. Acoustic Testing Services Limited shall not be liable for any loss or damage resulting from the use of the equipment.

4. Calibration Results

Nominal value dB	Measured value dB	IEC 60942 Class 1 Tolerance Limits dB	Conclusion	Expanded Measurement Uncertainty of Reference Microphone B&K 4189 at 1000 Hz dB
94.00	94.18	± 0.25	PASS	0.20
114.0	114.20	± 0.25	PASS	0.20

All calibration points are within manufacturer's specification.

[redacted]

Certificate of Calibration

Certificate No. ATS25-014-CC009

Customer:	**Urban Green Consultants Limited** 23/F., Wui Tat Centre, 55 Connaught Road West, Sheung Wan, Hong Kong

Unit-under-test (UUT):

Description:	Sound Analyzer	Microphone	Pre-amplifier
Manufacturer:	NTi Audio	ACO Pacific	NTi Audio
Type No.:	XL2	7052	MA220
Serial No.:	A2A-22051-F0	73809	8057

Conditions during calibration:

Temperature:	26°C
Relative Humidity:	56%
Test Specifications:	Calibration Check
Date of calibration:	04 June 2025
Test Results:	All calibration points are within manufacturer's specification.

Certified by: _____

Mr. Ching Mau LAM / Quality Manager
MIOA, MHKIOA

Issue Date: 09 June 2025

1. The instrument under test was allowed to stabilize in the laboratory for over 24 hours.

2. Calibration equipment:

Description:	Multifunction Acoustical Calibrator
Manufacturer & Type:	Brüel & Kjær 4226
Serial No.:	2919264
Last Calibration Date:	11 September 2024
Certificate No.:	2GB24018355-0001

The calibration equipment used for calibration is traceable to National Standards via China Ceprei Laboratory Calibration & Testing Centre. The Multifunction Acoustical Calibrator Brüel & Kjær 4226 has been accredited calibrated by other laboratory and it is found that it cannot fulfill the tolerance limits for frequency at 2000 Hz only, since the Brüel & Kjær 4226 is designed for old year version of IEC 60942 (or JJG 176), but the tolerance limits for frequency as well as sound pressure level, are updated in the most updated version of standards. However, it can still fulfill the requirements for sound pressure level from 31.5 Hz to 8000 Hz.

3. The sensitivity of the microphone has been recorded before the calibration.

Recorded Microphone Sensitivity (mV/Pa)	21.3

4. The Sound Analyzer has been calibrated in accordance with the requirements as specified in IEC 61672-1 Class 1, and vendor specific procedures.

5. The values given in this certification only related to the values measured at the time of the calibration and any uncertainties quoted, if any, will not allow for the equipment long-term drift, variations with environmental changes, vibration and shock during transportation, overloading, mis-handling, or the capability of any other laboratory to repeat the calibration. Acoustic Testing Services Limited shall not be liable for any loss or damage resulting from the use of the equipment.

[redacted]

6. Calibration Results

6.1 Sound Pressure Level

Reference Sound Pressure Level

Setting of unit-under-test (UUT)			Applied value		UUT Reading, dB	IEC 61672-1 Class 1 Tolerance Limits, dB	Conclusion
Range, dB	Parameter	Time Weighting	Level, dB	Frequency, Hz			
30-130	dBA SPL	Fast	94.0	1000	94.0	± 0.7	PASS

Linearity

Setting of unit-under-test (UUT)			Applied value		UUT Reading, dB	IEC 61672-1 Class 1 Tolerance Limits, dB	Conclusion
Range, dB	Parameter	Time Weighting	Level, dB	Frequency, Hz			
30-130	dBA SPL	Fast	94.0	1000	94.0	± 0.7	PASS
			104.0		103.9	± 0.7	PASS
			114.0		113.9	± 0.7	PASS

Time Weighting

Setting of unit-under-test (UUT)			Applied value		UUT Reading, dB	IEC 61672-1 Class 1 Tolerance Limits, dB	Conclusion
Range, dB	Parameter	Time Weighting	Level, dB	Frequency, Hz			
30-130	dBA SPL	Fast	94.0	1000	94.0	± 0.7	PASS
		Slow			93.9	± 0.7	PASS

6.2 Frequency Response

A-weighting:

Setting of unit-under-test (UUT)			Applied value		UUT Reading, dB	IEC 61672-1 Class 1 Tolerance Limits, dB	Conclusion
Range, dB	Parameter	Time Weighting	Level, dB	Frequency, Hz			
30-130	SPL	Fast	54.6	31.5	54.5	± 1.5	PASS
			67.8	63	67.7	± 1.0	PASS
			77.9	125	77.8	± 1.0	PASS
			85.4	250	85.3	± 1.0	PASS
			90.8	500	90.6	± 1.0	PASS
			94.0	1000	93.9	± 0.7	PASS
			95.2	2000	95.0	± 1.0	PASS
			95.0	4000	94.6	± 1.0	PASS
			92.9	8000	91.1	+1.5; -2.5	PASS

C-weighting:

Setting of unit-under-test (UUT)			Applied value		UUT Reading, dB	IEC 61672-1 Class 1 Tolerance Limits, dB	Conclusion
Range, dB	Parameter	Time Weighting	Level, dB	Frequency, Hz			
30-130	SPL	Fast	91.0	31.5	90.9	± 1.5	PASS
			93.2	63	93.1	± 1.0	PASS
			93.8	125	93.7	± 1.0	PASS
			94.0	250	93.9	± 1.0	PASS
			94.0	500	93.9	± 1.0	PASS
			94.0	1000	93.9	± 0.7	PASS
			93.8	2000	93.6	± 1.0	PASS
			93.2	4000	92.8	± 1.0	PASS
			91.0	8000	89.2	+1.5; -2.5	PASS

Linear:

Setting of unit-under-test (UUT)			Applied value		UUT Reading, dB	IEC 61672-1 Class 1 Tolerance Limits, dB	Conclusion
Range, dB	Parameter	Time Weighting	Level, dB	Frequency, Hz			
30-130	SPL	Fast	94.0	31.5	93.9	± 1.5	PASS
				63	93.9	± 1.0	PASS
				125	93.9	± 1.0	PASS
				250	93.9	± 1.0	PASS
				500	93.9	± 1.0	PASS
				1000	93.9	± 0.7	PASS
				2000	93.8	± 1.0	PASS
				4000	93.6	± 1.0	PASS
				8000	92.2	+1.5; -2.5	PASS

All calibration points are within manufacturer's specification.

Appendix B10

Inquiry Letter to KMB, PCCW Yuen Chau Kok Telephone Exchange and Swire Coca-Cola HK

URBAN GREEN

[redacted]

26 January 2026
Our Ref: UGC-LTR-P161-008

By Email and Post

HKT Ltd.
[redacted]

Dear Sir / Madam,

Request for Operation Information of MVAC System on Yuen Chau Kok Telephone Exchange

We are the environmental consultant appointed by our client to conduct a Noise Impact Assessment for the project entitled *"Rezoning Application for Redevelopment of Chiaphua Industries Building & Centre at STTL No. 196 and 276, Sha Tin, New Territories"*, as shown in the attached figure.

The project site is located adjacent to the Yuen Chau Kok Telephone Exchange. It has been observed that several chillers are installed on the flat roof and top roof of the telephone exchange in close proximity to the project site. Accordingly, the operation of the associated air conditioning system will be taken into account in the Noise Impact Assessment.

To ensure that the assessment is carried out accurately and based on the most up-to-date information, we would be grateful if you could provide the following information:

- Operation period / time of the air-conditioning system;
- Specification/catalogue of air-conditioning equipment (i.e. brand name and model no.);
- Details of any air-conditioning equipment used as backup (if any).

In addition, we would greatly appreciate it if you could grant us permission to arrange a site visit to collect the necessary information.

In view of the tight project programme, we would highly appreciate receiving your reply by **04 February 2026**, either by fax (Fax No.: [redacted] or by email [redacted]

Should you have any questions, please feel free to contact the undersigned at [redacted] or my colleague Ms. Emily Tang at [redacted]

Yours faithfully,
Urban Green Consultants Limited

Joan Choi
Director
Encl.

[redacted]

URBAN GREEN

[redacted]

13 February 2026
Our Ref: UGC-LTR-P161-009

By Email

Swire Coca-Cola Limited
[redacted]

Dear Sir / Madam,

Request for Operation Information of MVAC System on Shatin Coca-Cola Plant

We are the environmental consultant appointed by our client to conduct a Noise Impact Assessment for the project entitled *"Rezoning Application for Redevelopment of Chiaphua Industries Building & Centre at STTL No. 196 and 276, Sha Tin, New Territories"*, as shown in the attached figure.

It has been observed that several chillers, cooling towers and condensers are installed on the Coca-Cola Plant which may facing to the project site. Accordingly, the operation of the associated air conditioning system will be taken into account in the Noise Impact Assessment.

To ensure that the assessment is carried out accurately and based on the most up-to-date information, we would be grateful if you could provide the following information:

- Operation period / time of the air-conditioning system;
- Specification/catalogue of air-conditioning equipment (i.e. brand name and model no.);
- Details of any air-conditioning equipment used as backup (if any).

In addition, we would greatly appreciate it if you could grant us permission to arrange a site visit to collect the necessary information.

In view of the tight project programme, we would highly appreciate receiving your reply by **25 February 2026**.

Should you have any questions, please feel free to contact the undersigned at [redacted] or my colleague Ms. Emily Tang at [redacted]

Yours faithfully,
Urban Green Consultants Limited

Joan Choi
Director
Encl.

[redacted]

URBAN GREEN

[redacted]

13 January 2026
Our Ref: UGC-LTR-P161-007

By Email

The Kowloon Motor Bus Co. (1933) Ltd.
[redacted]

Dear Sir / Madam,

Request for Information on Bus Repair / Testing Activities at KMB Sha Tin Depot

We are the environmental consultant appointed by our client to conduct a Noise Impact Assessment for the project entitled *"Rezoning Application for Redevelopment of Chiaphua Industries Building & Centre at STTL No. 196 and 276, Sha Tin, New Territories"*, as shown in the attached figure. The project site is located in close proximity to the KMB Sha Tin Depot, and its operational activities are therefore required to be considered in the noise impact assessment

To ensure that the Noise Impact Assessment is carried out accurately and based on the most up-to-date information, details of the bus repair, maintenance, and testing activities at the KMB Sha Tin Depot are required. In this regard, we would be grateful if you could provide the requested information by completing the enclosed enquiry form. The information collected will be used solely for the purpose of the above Noise Impact Assessment.

In view of the tight project programme, we would highly appreciate it if the completed enquiry form could be returned to us by 23 January 2026, either by fax (Fax No.: [redacted] or by email (email address: [redacted] Thank you very much for your kind assistance.

Should you have any questions, please feel free to contact the to contact the undersigned at [redacted] or my colleague Ms. Emily Tang at [redacted]

Yours faithfully,
Urban Green Consultants Limited

Joan Choi
Director
Encl.

[redacted]

Appendix B11

Photo Record of Site Observation

Photo-documentation of Site Observation

1. PCCW
  
Site survey was conducted on 14 Oct 2025. Chillers and condensers are observed on the podium.

Photo-documentation of Site Observation

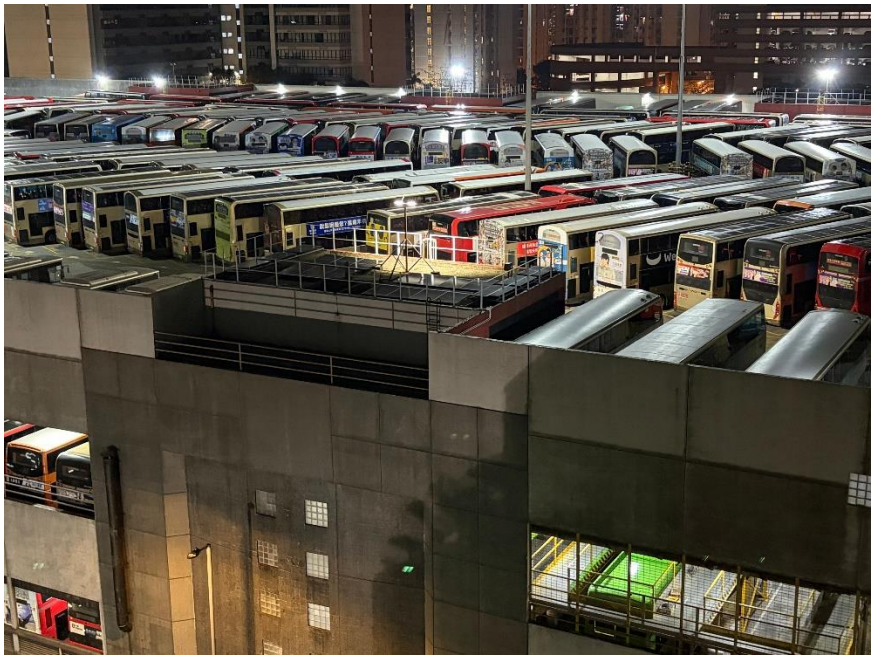
2. KMB Bus Depot
 
A site survey was conducted during the night-time peak hour, spanning from 10 April 2026 to 11 April 2026. A maximum of 32 bus activities were observed within a 30-minute period.

Photo-documentation of Site Observation





A site survey was conducted during the day-time peak hour on 16 April 2026. A maximum of 20 bus activities were observed within a 30-minute period.

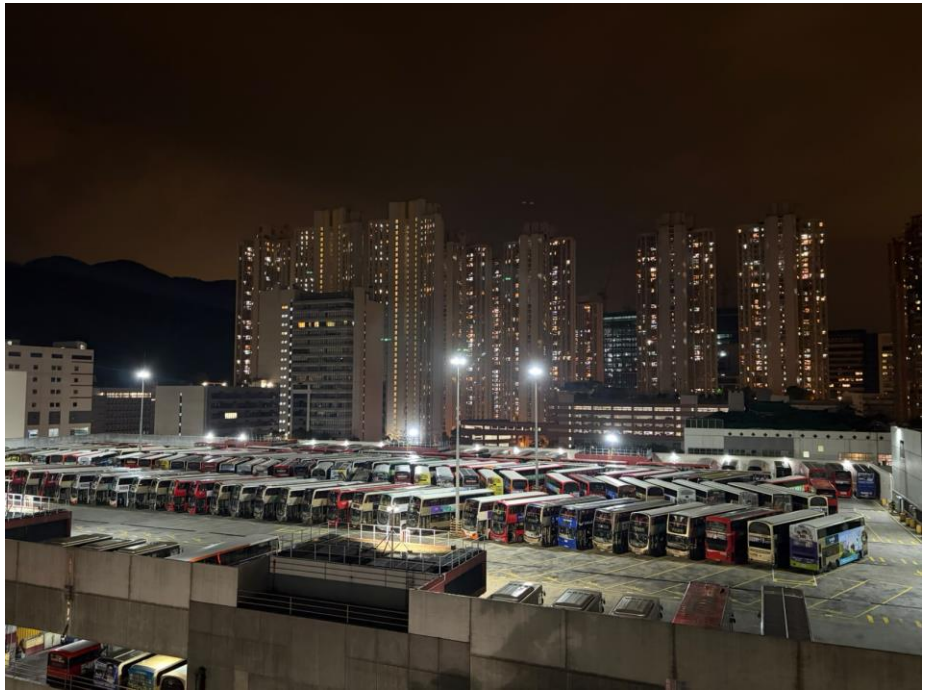
Photo-documentation of Site Observation

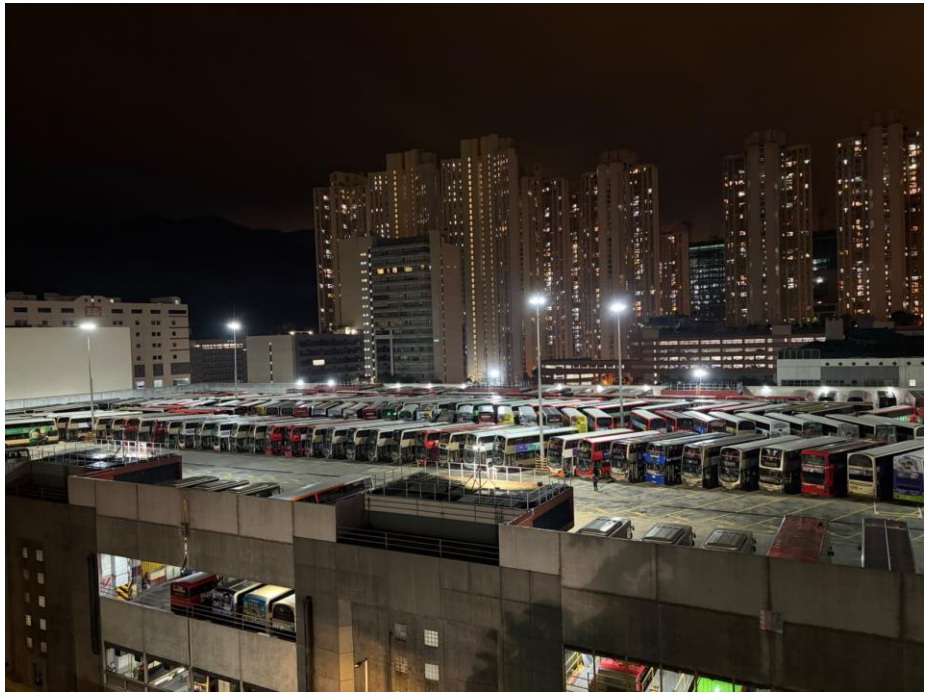




A site survey was conducted during the day-time peak hour on 7 May 2026. A maximum of 22 bus activities were observed within a 30-minute period.

Photo-documentation of Site Observation





A site survey was conducted during the night-time peak hour on 8 May 2026. A maximum of 28 bus activities were observed within a 30-minute period.

Photo-documentation of Site Observation

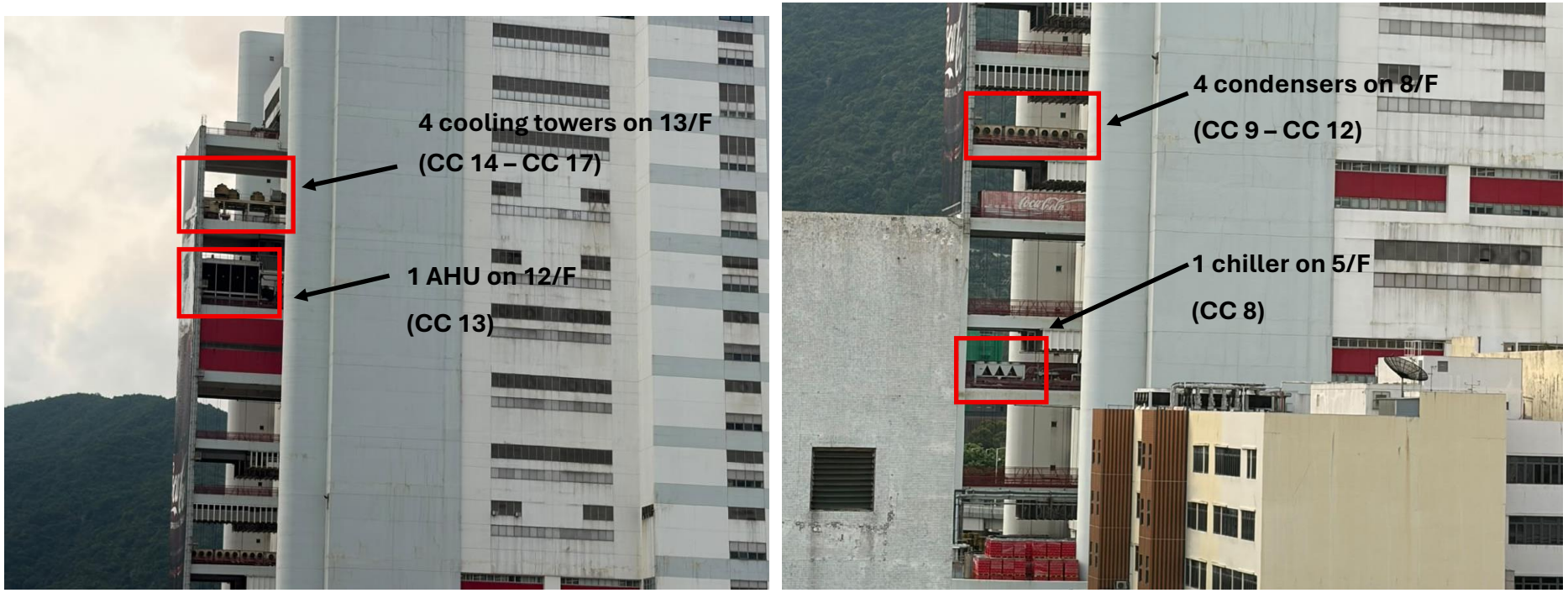
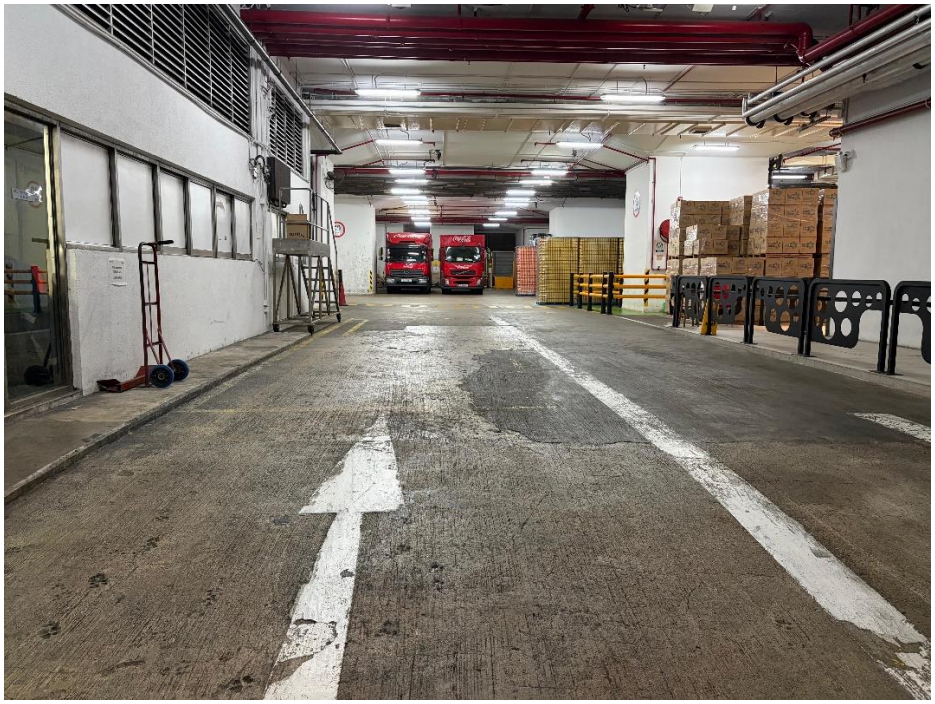
3. Swire Coca-Cola

Based on site observation on 16 Apr 2026, there are a total of 1 chiller, 1 AHU, 4 cooling towers and 4 condensers located at the open-sided container handling and storage area.

Photo-documentation of Site Observation





Based on site surveys conducted during the night-time on 10 April 2026 and 11 April 2026, medium-sized cargo vehicles were observed parking on the exposed ramp. Only one vehicle movement on the ramp was recorded during this period. According to information provided by on-site staff, the peak hours for cargo vehicle arrivals and departures occur between 08:00 – 10:00 and 16:00 – 18:00.

Photo-documentation of Site Observation





Based on the site survey conducted on 16 Apr 2026, 20 cargo movements were observed within a 30-minute period.

Photo-documentation of Site Observation





Based on site survey conducted on 7 May 2026, 23 cargo movements were observed within a 30-minute period.

Appendix B12

The Catalogue of the Referenced Equipment

Applicable Noise Sources:
A1 - A6, A38 - A39, A42 - A44, CT 1 - CT 12, CW 7, TC 1 - TC 3, GL 1 - GL 11, AL 1 and CC 8

Airstack® By MULTISTACK





Air-Cooled MagLev™ Chiller Product Catalog

MagLev™

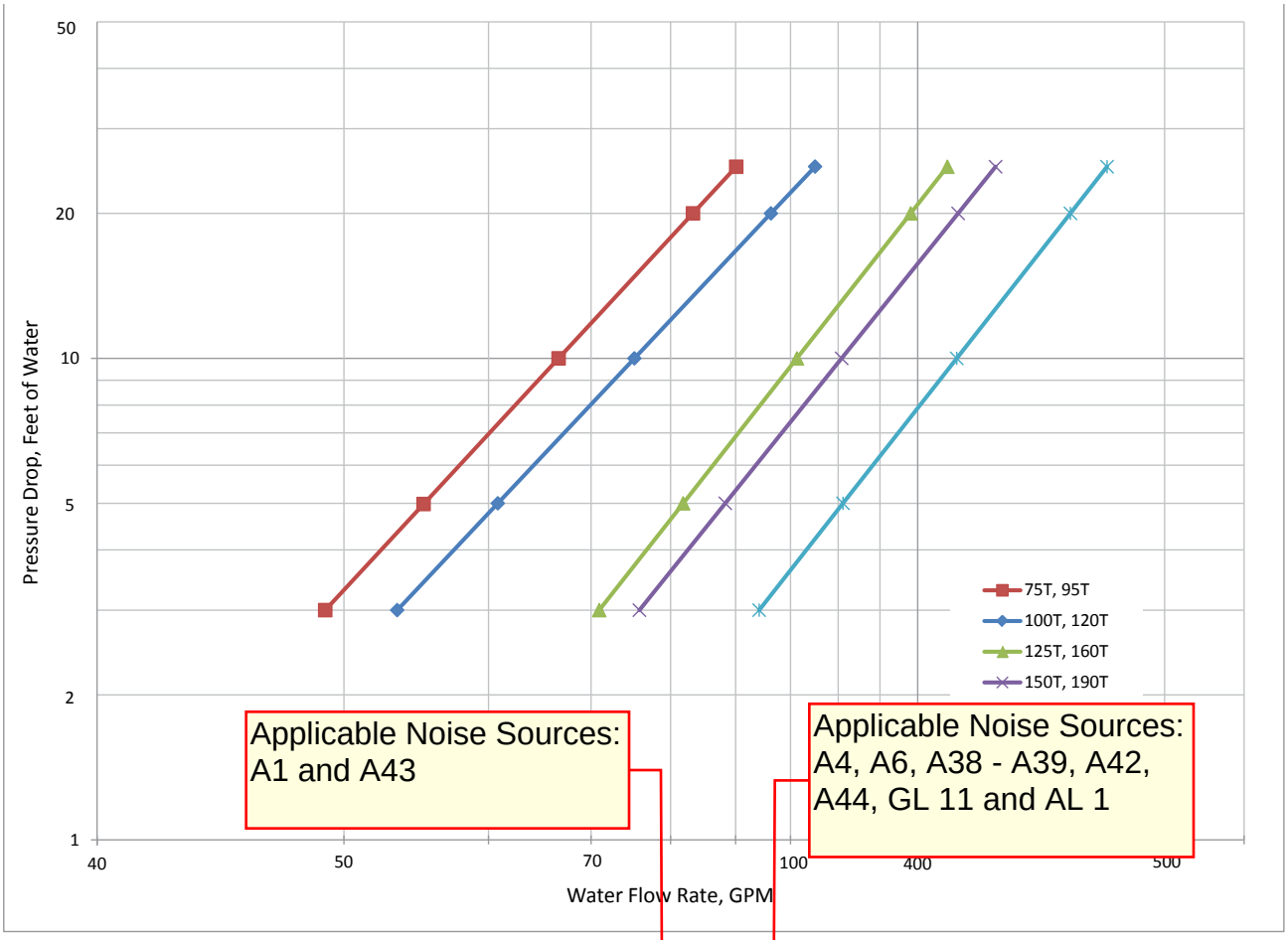
AHRI CERTIFIED™ www.ahridirectory.org Air-Cooled Chillers AHRI Standard 550/590

For Chillers:

ASP075FC, ASP095FC ASP100FC, ASP120FC, ASP125FC, ASP150FC, ASP160FC, ASP190FC, ASP200FC, ASP250FC

Pressure Drop Charts

Pressure Drop Chart for High Efficiency Chillers



Applicable Noise Sources: A1 and A43

Applicable Noise Sources: A4, A6, A38 - A39, A42, A44, GL 11 and AL 1

Sound Pressure Levels for Air cooled MagLev Flooded Chillers

Octave Band Center Frequency (Hz)	ASP075F/ ASP095F	ASP100F/ ASP120F	ASP125F/ ASP160F	ASP150F/ ASP190F	ASP200F/ ASP250F
	Sound Pressure Level, dB at 30 ft				
63	67	68	69	70	71
125	76	77	78	79	80
250	72	73	74	75	76
500	68	69	70	71	72
1000	68	69	70	71	72
2000	63	64	65	66	67
4000	62	62	63	65	65
8000	60	60	61	63	63
Total dBA	72	73	74	75	76

Notes:
1. Octave band sound pressure levels are linear (un-weighted), total is A-weighted.
2. 30 ft is measured from the side of the chiller.

Applicable Noise Sources: A3, A5, TC 1 - TC 3, GL 1 - GL 10 and CC 8

Applicable Noise Sources: A2, CT 1 - CT 12 and CW 7

Electrical Data 460-60-3

	MCA	MOP	Comp RLA	Fan FLA
ASP075F	169	225	110 (1 comp)	5.2 (6 fans)
ASP095F	202	250	136 (1 comp)	5.2 (6 fans)
ASP100F	223	300	145 (1 comp)	5.2 (8 fans)
ASP120F	257	300	172 (1 comp)	5.2 (8 fans)
ASP125F	248	300	87 (2 comp)	5.2 (10fans)
ASP150F	310	400	110 (2 comp)	5.2 (12 fans)
ASP160F	311	400	115 (2 comp)	5.2 (10fans)
ASP190F	369	500	136 (2 comp)	5.2 (12 fans)
ASP200F	410	500	145 (2 comp)	5.2 (16 fans)
ASP250F	471	600	172 (2 comp)	5.2 (16 fans)

Applicable Noise Sources:
A45 - A46 and CC 13

Topvex Specification Data

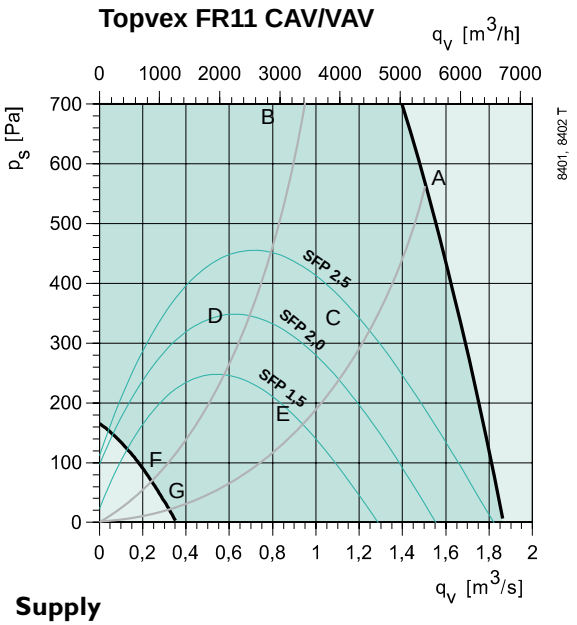
Energy efficient AHU's



systemair

Performance FR11 CAV/VAV

Supply



Supply

Sound power (L_w), dB(A) – Mid-frequency band, Hz										
	Step	Tot	63	125	250	500	1k	2k	4k	8k
A	10V	95	69	74	88	88	91	88	82	76
B	6.3V	86	62	74	80	78	81	79	74	68
C	6.3V	89	64	70	83	82	84	81	75	69
D	4.5V	78	55	72	67	68	73	71	65	58
E	4.5V	79	57	70	71	71	74	72	67	59
F	2.7V	66	49	54	54	56	62	60	50	40
G	2.7V	66	49	55	55	56	63	60	50	39

Extract

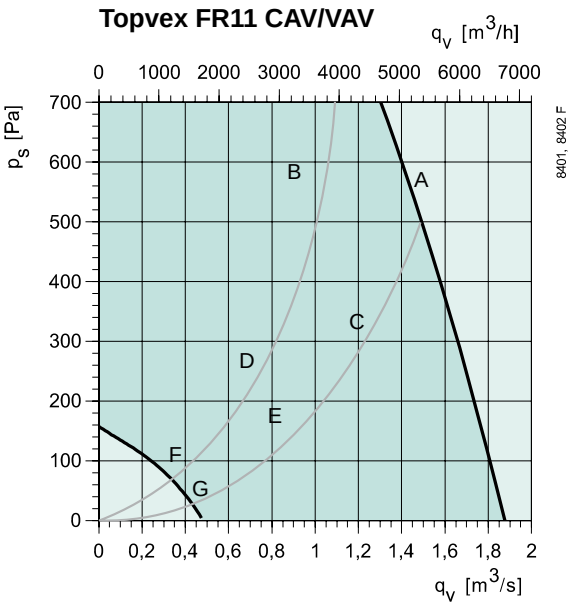
Sound power (L_w), dB(A) – Mid-frequency band, Hz										
	Step	Tot	63	125	250	500	1k	2k	4k	8k
A	10V	80	70	73	73	71	73	73	62	59
B	6.3V	73	62	67	67	61	64	64	60	59
C	6.3V	75	65	69	70	63	66	65	51	39
D	4.5V	66	56	64	56	52	54	54	42	32
E	4.5V	68	57	66	58	54	56	55	41	28
F	2.7V	56	41	54	41	41	41	41	25	23
G	2.7V	56	42	54	42	42	42	42	25	23

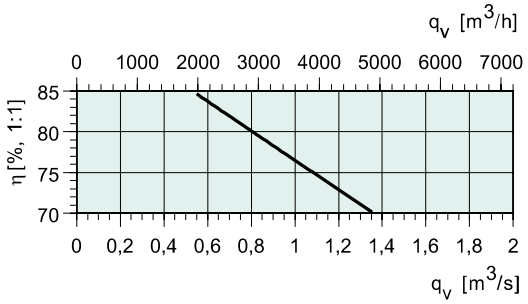
Applicable Noise Sources:
A45 - A46 and CC 12

Surrounding

Sound power (L_w), dB(A) – Mid-frequency band, Hz										
	Step	Tot	63	125	250	500	1k	2k	4k	8k
A	10V	72	56	62	67	65	65	64	58	47
B	6.3V	66	49	61	62	56	55	56	50	44
C	6.3V	68	51	59	65	60	58	58	50	39
D	4.5V	59	43	57	49	46	46	47	40	28
E	4.5V	61	44	58	53	49	48	49	42	29
F	2.7V	45	37	42	36	33	35	37	25	11
G	2.7V	47	37	44	37	34	36	37	26	10

Extract





SFP = Specific Fan Power (kW/m³/s)
The SFP value stated applies to the complete unit.

Thermal efficiency
With air ratio 1:1 and air humidity at 50%.

Sound data
The sound data tables indicate the sound power level L_{wA}, which should not be confused with the sound pressure level.

Applicable Noise Sources: A37, A40 - A41, STI 4, KW 1 - KW 4, CW1 - CW 6, CC 1 - CC 7 and CC 14 - CC 17

Cooling Tower Specification Sheet

Program Version 2.0

Unit 1908, 19/F,
700 Nathan Road, Hong Kong
Phone +852 2391 8381
Fax +852 2789 3802
ryinfo@ryowo.com
http://www.ryowo.com

Cooling Tower Information:

Manufacture	Ryowo	No. of Poles	4 or 6
Model	FWS-169-11	Motor Power per Cell	11 kW
No of Cells	1	Fan Power per Cell	11 kW
Thermal Certified	CTI STD-201	Air Flow Rate per Cell	142000 m3/hr
Fan Diameter	2000 mm	Pump Head	4400 mm
No. of Fans per cell	1	ASHRAE 90.1 Performance	4.8 L/s*kW

Operating Conditions:

Water Flow Rate	152 m3/hr	Air Density In	1.1368 kg/m3
Hot Water Temp.	37 ℃	Air Density Out	1.1334 kg/m3
Range	5 ℃	Humidity Ratio In	0.02402 kg water/kg dry air
Cold Water Temp.	32 ℃	Humidity Ratio Out	0.03183 kg water/kg dry air
Approach	3 ℃	Wet Bulb Temp. Out	32.56 ℃
Wet Bulb Temp.	29 ℃	Estimated Evaporation	1.24 m3/hr (0.82%)
Dry Bulb Temp.	33 ℃	Total Heat Rejection	882 kW

Overall Weights & Dimensions:

Net Weight	1760 kg
Operation Weight	3770 kg
Width (Air Intake side)	2600 mm
Length (Casing side)	4400 mm
Height	4150 mm

Noise Data (Single Cell) in dB(A):

Distance	Location	Octave Band Center Frequency (Hz)								Overall
		63	125	250	500	1K	2K	4K	8K	
Sound Pressure Levels	15 m @ Air Inlet Face	39	49	58	60	58	52	46	41	64
	15 m @ Casing Side	40	44	53	53	52	45	40	34	58
	15 m @ Fan Discharge	41	52	58	58	57	53	49	44	64

Note: The tolerance of the sound level values is ±2 dB

Applicable Noise Sources:
A7 - A20, A25 - A36, A47 - A49,
A52 - A56 and CC 9 - CC12

SHV

CONDENSATORI CON VENTILATORI ASSIALI
AXIAL FAN TYPE AIR COOLED CONDENSERS
CONDENSEURS AVEC VENTILATEURS HELÏCOIDES
LUFTGEKÜHLTE VERFLÜSSIGER MIT AXIALVENTILATOREN

NEW RANGE
SHV 800

EUROVENT
CERTIFIED PERFORMANCE
CERTIFY-ALL
AIR COOLED CONDENSERS



SAFETUBES
SYSTEM

LU-VE
CONTARDO

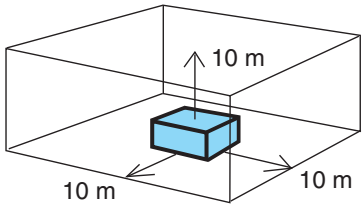
Livello pressione sonora | Sound pressure level | Niveau pression sonore | Schalldruckpegel

Livello pressione sonora sulla superficie del parallelepipedo indicato, con piano riflettente.

Sound pressure level on the indicated parallelpiped surface, with reflective plane.

Niveau pression sonore sur la surface du parallelepipede indiqué, avec plan réfléchissant.

Schalldruckpegel auf die gezeigte quaderförmige Hüllfläche, mit reflektierender Ebene.



Correzione livello pressione sonora per distanza diversa da 10 m.
Sound pressure correction for distance different of 10 m.
Correction niveau pression sonore pour distance différent de 10 m.
Pegeländerung für andere Entfernungen als 10 m.

SHV ∅330 - 350 - 500 - 500 PLUS - 630 SPE

m	2	3	5	10	15	20	30	40	60	80	100
dB (A)	12	9,5	5,5	0	-3	-5,5	-8,5	-11	-14	-16	-18

SHV ∅800

m	2	3	5	10	15	20	30	40	60	80	100
dB (A)	10	8	5	0	-3	-5,5	-8,5	-11	-14	-16	-18

Livello potenza sonora | Niveau puissance sonore | Sound power level | Schalleistungspegel

Livello potenza sonora riferita ad un ventilatore.

Niveau puissance sonore se réfère à un seul ventilateur.

Single fan sound power level.

Schalleistungspegel für einen Ventilator.

SHV			∅330		∅350	
Poli / Poles / Pôles / Polig			4 P	6 P	4 P	6 P
	dB (A)	Tot.	69	60	71	61
Frequenza del centro di banda d'ottava / Octave band centre frequency / Fréquence de centre de bande d'octave / Oktav-Mittelfrequenz	dB (A)	63 Hz	35	29	40	33
	dB (A)	125 Hz	52	39	59	51
	dB (A)	250 Hz	56	48	61	58
	dB (A)	500 Hz	65	59	64	55
	dB (A)	1 kHz	65	53	69	53
	dB (A)	2 kHz	61	49	62	47
	dB (A)	4 kHz	54	40	57	38
	dB (A)	8 kHz	46	29	49	28

SHV			∅500						∅500 PLUS					
Poli / Poles / Pôles / Polig			4 P		6 P		8 P		4 P		6 P		8 P	
Collegamento / Connexion / Motorschaltungen			△	⅄	△	⅄	△	⅄	△	⅄	△	⅄	△	⅄
	dB (A)	Tot.	80	76	70	68	61	57	83	79	71	70	63	60
Frequenza del centro di banda d'ottava / Octave band centre frequency / Fréquence de centre de bande d'octave / Oktav-Mittelfrequenz	dB (A)	63 Hz	40	39	37	38	34	30	45	43	40	40	36	33
	dB (A)	125 Hz	57	53	51	50	44	42	69	62	56	54	47	45
	dB (A)	250 Hz	65	64	60	59	53	49	72	69	62	63	54	53
	dB (A)	500 Hz	74	70	64	61	56	52	76	74	64	64	56	54
	dB (A)	1 kHz	77	73	67	65	57	53	80	75	68	66	60	56
	dB (A)	2 kHz	75	70	64	62	54	50	77	73	63	63	56	52
	dB (A)	4 kHz	69	65	58	55	48	43	70	65	58	56	49	44
	dB (A)	8 kHz	63	58	50	47	42	34	63	58	51	49	40	34

SHV			∅630 SPE						∅800							
Poli / Poles / Pôles / Polig			6 P		8 P		12 P		6 P		8 P		8 PS		12 P	
Collegamento / Connexion / Motorschaltungen			△	⅄	△	⅄	△	⅄	△	⅄	△	⅄	△	⅄	△	⅄
	dB (A)	Tot.	76	69	69	63	58	51	82	75	75	70	73	63	65	58
Frequenza del ce... di banda d'ottav...		63 Hz	46	50	43	39	32	28	50	49	52	46	48	37	40	37
		5 Hz	58	53	52	49	42	36	64	57	57	52	53	48	49	43
Octave band cer... frequency		0 Hz	64	58	60	54	48	42	72	66	62	62	61	55	56	52
		0 Hz	69	63	63	56	52	46	73	69	67	64	66	58	60	53
Fréquence de ce... de bande d'octa...		kH							79	72	73	67	70	59	61	53
Oktav-Mittelfrequ...		kH							77	68	68	61	67	54	56	48
		kH							72	61	62	55	59	47	50	39
		8 kHz	55	46	46	36	31	24	65	56	55	49	52	39	40	31

Applicable Noise Sources:
A13 - A20
A25 - A36
A47 - A49
A52 - A56

Applicable Noise Sources:
A7 - A12

Aumento del livello potenza sonora in funzione del numero dei ventilatori.

Augmentation du niveau puissance sonore selon le nombre des ventilateurs.

Sound power level increasing according to fan number.

Schalleistungspegel in Abhangigkeit von der Ventilatoranzahl.

SHV ∅330 - 350 - 500 - 500 PLUS - 630 SPE - 800

N°	1	2	3	4	5	6	8	10	14
dB (A)	0	+3	+5	+6	+7	+8	+9	+10	+12

I livelli di potenza sonora sono stati provati secondo la norma ISO 3744.

Les niveaux de puissance acoustique sont éprouvés selon la norme ISO 3744.

Sound power levels are tested according to ISO 3744.

Die Schalleistungspegel sind nach ISO 3744 Norm geprüft.

EUROVENT CERTIFIED PERFORMANCE
CERTIFY-ALL
AIR COOLED CONDENSERS

Applicable Noise Sources:
CC 9 - CC 12

Applicable Noise Sources
A21 - A24, STI 1 - STI 3, FS 1 - FS 5,
CW 8 - CW 11

DAIKIN

Engineering Data

Design Manual

RXYQ-XATJA, 208/230 V

RXYQ-XAYDA, 460 V

Heat Pump 60 Hz

R-410A



VRV

17.Sound Levels (Reference Data)

Applicable Noise Sources:
A21 - A24, STI 1 - STI 3, FS 1 - FS 5,
CW 8 - CW 11

RXYQ72XATJA / XAYDA



OVER ALL (dB)

SCALE	60Hz
A	58

(B.G.N IS ALREADY RECTIFIED)

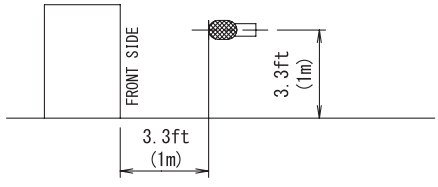
OPERATING CONDITIONS

POWER SOURCE	208/230V	60Hz
	460V	60Hz

MEASURING PLACE

ANECHOIC CHAMBER (CONVERSION VALUE)

LOCATION OF MICROPHONE



NOTE : THE OPERATING SOUND IS MEASURED IN ANECHOIC CHAMBER.
IF IT IS MEASURED UNDER THE ACTUAL INSTALLATION CONDITIONS,
IT IS NORMALLY OVER THE SET VALUE DUE TO ENVIRONMENTAL NOISE
AND SOUND REFLECTION.

4D088142B

Applicable Noise Sources:
CC 16

LIGHT MODELS

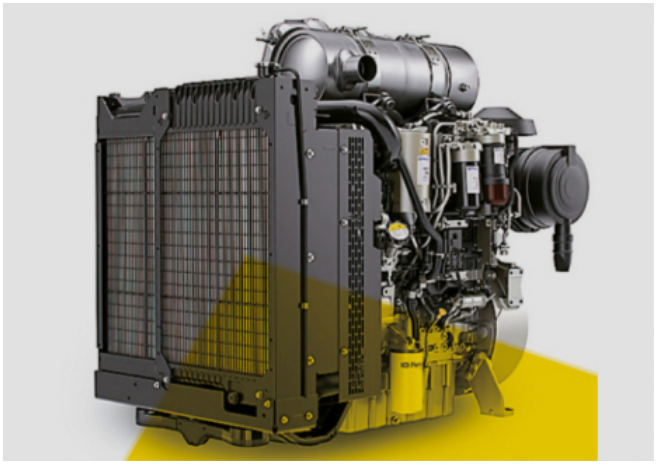
GH-10I

MACHINE PARAMETERS

- Lifting capacity: 10 tonnes.
- Lifting speed (with load): 6 m/min.
- Lifting speed (without load): 6 m/min.
- Transfer speed: 0-40 m/min.
- Maximum gradient with load: 4%.
- Diesel engine: 70 / 1800 rpm.

GH-10I	GH-25I	GH-30I / 35I	GH-55I

Features



DIESEL ENGINE, COOLED AND UPDATED TO MEET EACH COUNTRY'S REGULATIONS

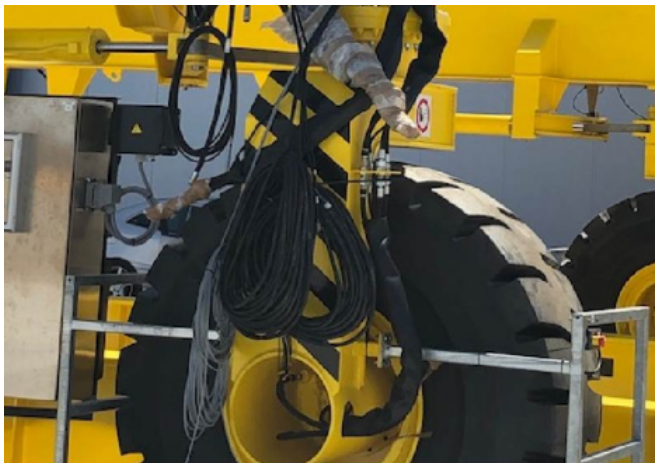


CYLINDER OR TURNTABLE AND PLC STEERING ACCORDING TO THE REQUIRED STEERING MODES.

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Cookies policy (https://motion.ghcranes.com/en/cookies-policy) I AGREE ()

CREATE A SIMULATION





SUPER CUSHION WHEELS (SOLID) AND SAFEGUARDS.

No punctures, no blow-outs.

SOUNDPROOFED PROPULSION UNIT

Suitable for obtaining a 94 dB(A) LWA (sound power level) equal to an average sound pressure level of 66 dB(A) at 10 m, in accordance with Directive 2000/15/EC. Foreseen for outdoor operations.

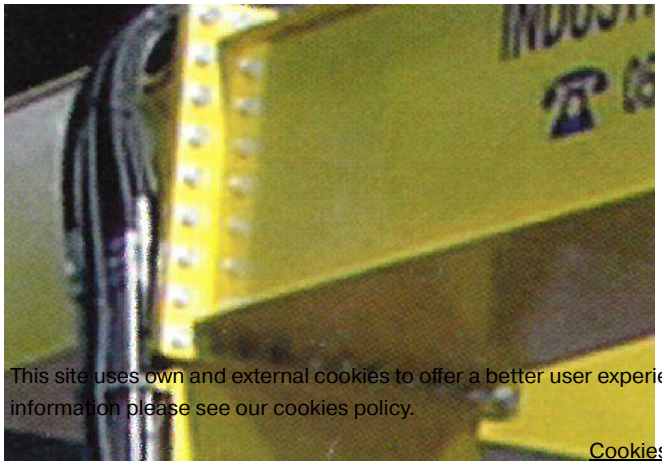




TRANSFER TROLLEY WITH TOTAL WEIGHT LOAD LIMITER.

STAINLESS STEEL HYDRAULIC PIPE

Stainless steel precision pipe, in accordance with the DIN-3291 standard.





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CREATE A SIMULATION

Applicable Noise Sources:
A50 - A51



DVV/F

- Smoke extract roof fan
- 400°C/120 min (F400) resp. 600°C/120 min (F600)
- Vertical exhaust
- Suitable for coastal applications
- Wide range of accessories
- Certified acc. to EN 12101-3 at TU Munich
- CE-certified acc. to EN 12101-3, 2002-06 at TÜV Süd

ELECTRICAL ACCESSORIES



REV DVV p. 340

The DVV/F smoke extract fans are used in case of fire to extract smoke gases from rooms, and also during normal working conditions for standard ventilation.

For installation only over heated rooms. For non-heated buildings flaps FSL for classification snow load SL1000 is available as accessories for sizes 450 up.

The casing is manufactured from seawater resistant aluminium (DVV/F 1000 M and P 4 pole from aluzinc steel sheet). The base frame consists of galvanised steel. The impeller with backward-curved blades is manufactured from galvanised steel (type F400) respectively from stainless steel (type F600). The fan is equipped with IEC standard motors according to the 2009/640/EC guideline and IEC 60034-30, with protection class IP 54 or 55, insulation class F. Motor cooling with fresh air via air duct. Thermal motor protection (PTC or thermal contact built-in) on request, in IE2 motors serial PTC built-in. For frequency controlled single speed units up to 0,55 kW PTC must be ordered (since IE1 motors built-in). For speed control use only combination of frequency inverter and appropriate filter to motor side (sine or du/dt), observing installation conditions (e.g. cable type, lenght). Operating over 50Hz is not allowed. Service switch serial on cooling duct at sizes 800 and 1000. Other sizes equipped with terminal box, service switch on request. In case of fire any speed control, frequency inverter and all motor protective devices must be bridged to guarantee functional capability (connection directly to mains). Frequency controlled units can have additional EMC protection (available on request).

For additional sound reduction an outlet silencer HSDV is available as an accessory for all DVV/F fans. If factory mounted, the item reference is DVVI (sound insulated) fan. FSL is not dimensionally suitable for DVVI.

Available also as DVV/120 for continuous exhaust of medium up to 120°C (see online catalogue).

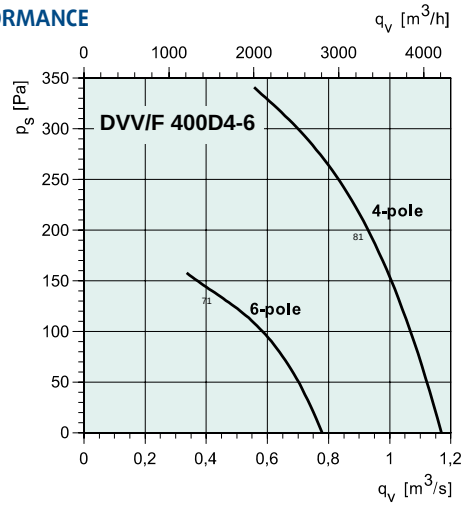
Note: article numbers in tables refer to items without PTC or thermal contact, with exception of items with IE2 motors, where PTC is serial built-in.



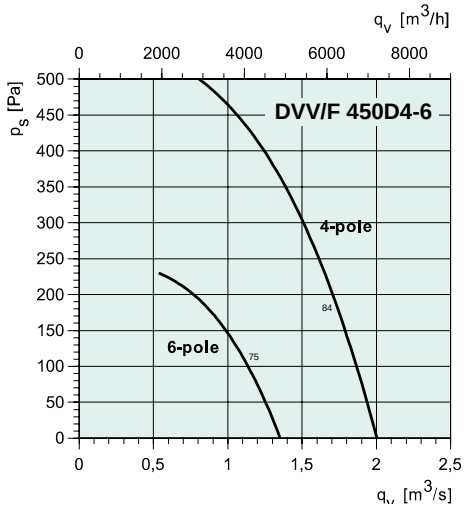
TECHNICAL DATA

DVV/F		400D4	400D4-6	450D4 IE2	450D4-6	560D4 IE2	560D6 IE2	560D4-6	630D4-K IE2	630D6-K IE2	630D4-8-K
Art no. F400		3501	3505	95176	3529	95178	95180	3553	95182	95186	3589
Art no. F600		3500	3504	95175	3528	95177	95179	3552	95181	95185	3588
Voltage/Frequency	V/50 Hz	400 3~	400 3~	400 3~	400 3~	400 3~	400 3~	400 3~	400 3~	400 3~	400 3~
Power at shaft	kW	0.55	0.55/0.18	1.1	1.1/0.370	1.5	0.75	1.7/1.2	3.0	1.1	3.6/0.9
Current	A	1.6	1.7/0.8	2.6	3/1.4	3.5	2	4.6/3.7	6.6	2.9	8.0/3.2
Starting current	A	6.6	6.8/2.4	12.5	10.8/5.9	20.3	5.8	23.9/13.3	36.7	10.8	44/10
Max air flow	m^3/s	1.17	1.17/0.78	2.01	2.01/1.35	2.64	1.81	2.64/1.81	3.5	2.28	3.5/1.72
R.p.m.	min^{-1}	1390	1420/940	1435	1420/950	1420	880	1450/940	1400	910	1430/710
Max. temp. of transp. air	°C	55	55	55	55	55	55	55	55	55	55
Max. temp. of transp. air for 120 min	°C	400/600	400/600	400/600	400/600	400/600	400/600	400/600	400/600	400/600	400/600
Sound pressure level at 4 m	dB(A)	62	62/53	66	66/55	69	60	69/60	71	61	71/55
Sound pressure level at 10 m	dB(A)	52	52/43	56	56/46	59	52	59/52	63	53	63/47
Weight	kg	49	49	69	72	78	78	84	129	121	138
Enclosure class, motor efficiency		IP 54	IP 54	IP 54 IE2	IP 54	IP 54 IE2	IP 54 IE2	IP 54	IP 54 IE2	IP 54 IE2	IP 54
Thermal prot. PTC serial built-in		-	-	yes	-	yes	yes	-	yes	yes	-
Wiring diagram p. 391-400		15b	15a	15c	15a	15c	15c	15a	15c	15c	14a

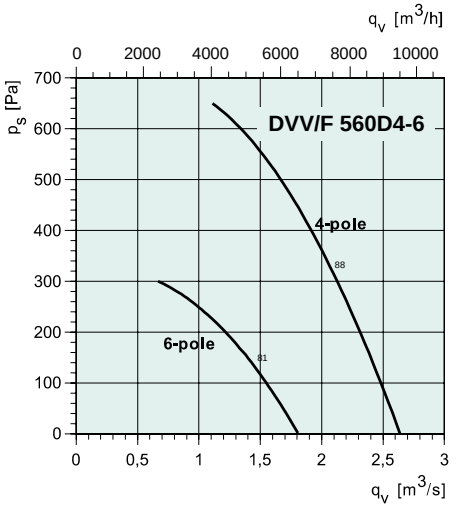
PERFORMANCE



dB(A)	Tot	Frequency bands [Hz]							
		63	125	250	500	1k	2k	4k	8k
4-pole									
L_{wA} Inlet	81	54	66	74	75	74	72	69	61
L_{wA} Surrounding	83	56	68	76	77	76	74	71	63
Measurement point: 0,9 m³/s; 200 Pa									
6-pole									
L_{wA} Inlet	71	48	57	63	67	62	60	58	46
L_{wA} Surrounding	73	50	59	65	69	64	62	60	48
Measurement point: 0,4 m³/s; 140 Pa									

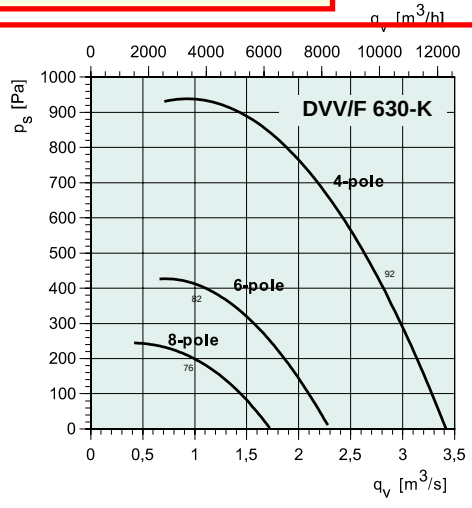


dB(A)	Tot	Frequency bands [Hz]							
		63	125	250	500	1k	2k	4k	8k
4-pole									
L_{wA} Inlet	84	57	69	77	78	77	75	72	64
L_{wA} Surrounding	86	59	71	79	80	79	77	74	66
Measurement point: 1,7 m³/s; 200 Pa									
6-pole									
L_{wA} Inlet	75	52	61	67	71	66	64	62	50
L_{wA} Surrounding	76	53	62	68	72	67	65	63	51
Measurement point: 1,15 m³/s; 100 Pa									



dB(A)	Tot	Frequency bands [Hz]							
		63	125	250	500	1k	2k	4k	8k
4-pole									
L_{wA} Inlet	88	61	73	81	82	81	79	76	68
L_{wA} Surrounding	90	63	75	83	84	83	81	78	70
Measurement point: 2,1 m³/s; 310 Pa									
6-pole									
L_{wA} Inlet	81	58	67	73	77	72	70	68	56
L_{wA} Surrounding	83	60	69	75	79	74	72	70	58
Measurement point: 1,5 m³/s; 125 Pa									

Applicable Noise Sources:
A50 - A51



dB(A)	Tot	Frequency bands [Hz]							
		63	125	250	500	1k	2k	4k	8k
4-pole									
L_{wA} Inlet	92	65	77	85	86	85	83	80	72
L_{wA} Surrounding	94	67	79	87	88	87	85	82	74
Measurement point: 2,8 m³/s; 400 Pa									
6-pole									
L_{wA} Inlet	82	58	69	71	78	73	72	68	55
L_{wA} Surrounding	84	60	71	73	80	75	74	70	57
Measurement point: 1,0 m³/s; 350 Pa									
8-pole									
L_{wA} Inlet	76	59	65	67	71	69	69	61	50
L_{wA} Surrounding	78	61	67	69	73	71	71	63	52
Measurement point: 0,98 m³/s; 200 Pa									

Applicable Noise Sources:
BD 41 - BD 46

AXIAL FANS 271

FAN TYPE	FAN LOCATION	MAX PERFORMANCE	PAGE
AXUS	INLINE	92m³/s	272
BIFURCATED	INLINE	23m³/s	292
EZPLATE	WALL	9.4m³/s	318

AXUS LONG CASED AXIAL FANS

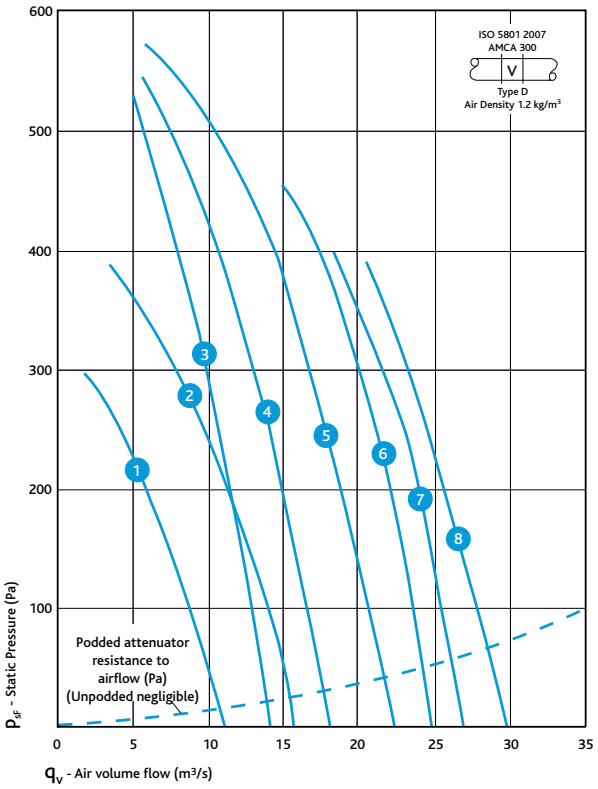
A MASSIVE RANGE OF HIGH PERFORMANCE
AXIAL FANS TO SUIT EVERY APPLICATION.



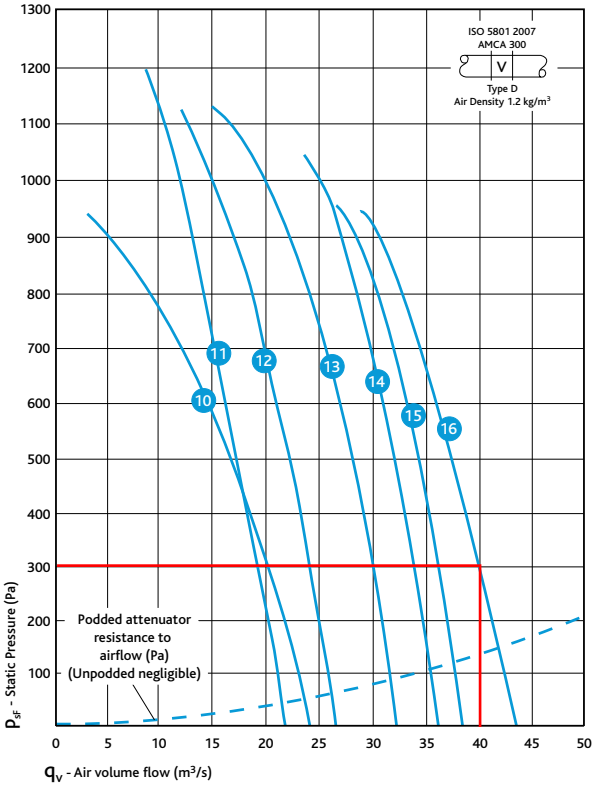
ecosmart
OPTIONS AVAILABLE

PERFORMANCE - AXUS LONG CASED AXIAL UNITS - 1250MM Ø

1250mm Ø 6 Pole/960 rpm



1250mm Ø 4 Pole/1440 rpm



NOTE: THE CURVES ABOVE ARE INDICATIVE OF THE RANGE. A MORE COMPREHENSIVE SELECTION IS AVAILABLE, PLEASE CONTACT NUAIRE TECHNICAL, OR OBTAIN A COPY OF OUR FAN SELECTOR PROGRAMME VIA OUR WEBSITE.

ELECTRICAL & SOUND

Curve No	Unit Code	Blade Angle°	Speed RPM	Unit kg	A.V. Set	Motor frame size	3 Phase (400V-50Hz) Motor kW	FLC amps	SC amps	In-duct inlet sound power levels dB re 1pW Octave band mid frequency Hz 125	250	500	1K	2K	4K	8K	Breakout dBA @ 3m
1250mm Ø - 6 Pole/960 RPM																	
1	AX125AE-613	25°	950	211	NAV4	132	3	7.1	41.2	94	91	89	87	84	80	73	62
2	AX125DN-623	30°	970	222	NAV4	132	4	9.7	T21	101	96	93	88	82	78	74	66
3	AX125DR-613	25°	972	263	NAV4	160	7.5	15.9	T24.9	92	95	100	97	90	84	75	71
4	AX125DR-623	30°	972	263	NAV4	160	7.5	17.1	T24.9	93	94	100	98	92	85	75	72
5	AX125DR-643	35°	970	287	NAV6	160	11	23.8	T35.3	94	97	101	98	91	84	76	72
6	AX125DR-663	40°	972	317	NAV6	180	15	30.5	T68	96	106	102	99	92	85	79	75
7	AX125DR-673	45°	975	353	NAV49	200	18.5	37.2	T78	99	108	102	97	91	85	80	75
8	AX125DR-683	50°	975	383	NAV49	200	22	42.9	T86	96	99	96	92	88	84	81	68
1250mm Ø - 4 Pole/1440 RPM																	
10	AX125DN-423	30°	1460	246	NAV4	160	15	28.8	T72	98	98	103	107	101	93	88	77
11	AX125DR-413	25°	1455	292	NAV6	180	22	42	T104	95	102	105	109	104	96	90	80
12	AX125DR-423	30°	1465	363	NAV49	200	30	54	T119	96	104	109	110	105	98	91	82
13	AX125DR-443	35°	1475	398	NAV49	225	37	72.5	T143	98	105	113	109	103	97	91	84
14	AX125DR-463	40°	1475	428	NAV50	225	45	92	T171	99	110	110	112	109	102	96	84
15	AX125DR-473	45°	1480	624	NAV53	250	55	109	T217	111	110	111	112	108	102	97	84
16	AX125DR-483	50°	1485	729	NAV54	250	75	137	T306	114	112	112	113	108	102	98	85

Notes relating to the table: The electrical and sound information in the table is **nominal.** Breakout dBA@3m is spherical, free field.
Start currents (sc) are DOL other than for motors of 4kW and above which are Star Delta (T).
Note: All 3 phase fans are suitable for control by Ecosmart, Ecosmart BMS, Ecosmart control or standard inverter.
For ancillaries please refer to page 310.

Applicable Noise Sources:
CC 19

The Government of The Hong Kong Special Administrative Region

Procedures for Importation and Registration of Motor Vehicles & Motor Cycles

(Last revised : November 2021)

The information below explains the procedures, which an individual needs to follow for importation and registration of motor vehicles and motor cycles in Hong Kong.

Step 1 : Compliance with Vehicle Exhaust and Noise Emission Standards

1.1 All motor vehicles and motor cycles seeking first registration in Hong Kong must comply with the requirements of the Air Pollution Control (Vehicle Design Standards)(Emission) Regulations (Cap. 311J) and Noise Control (Motor Vehicles) Regulation (Cap. 400I). The above Regulations can be found from the following web-sites:

http://www.elegislation.gov.hk.

(Remarks: Please note that **electric vehicles** which are propelled solely by electric power and do not emit any exhaust gas, are required to apply for noise emission approvals only, but not vehicle exhaust emissions compliance. Pure electric motor cycles and all motor tricycles are not required to apply for noise emission approvals.)

Application for Emission Approval

1.2 Applicants should complete the "Application for Vehicle Exhaust and Noise Emissions Compliance" form in either Annex 1(a) or 1(b) and the "Noise Emission Certificate General Approval (NECGA) Form" in Annex 2 and submit to the Environmental Protection Department (EPD) for approval together with **all supporting documents**.

1.3 The following documents are acceptable to the EPD as proof of emission compliance:

- Certificate of Conformity (COC) issued to the vehicle by its vehicle manufacturer (for vehicles manufactured within one year from the date of application).
- Exhaust emission test report issued within 6 months by one of the recognised vehicle emission testing laboratories in Annex 4 and noise compliance report (please refer to Section II, Part B of the NECGA Form (Annex 2) for details).
- Any other documents which can prove emission compliance to the satisfaction of the EPD.

(Remarks: For motor cycles or motor tricycles with an engine capacity of not more than 50c.c., applicants should provide documents supporting that its maximum speed is higher than 50 kilometers per hour.)

Application for Exemption from Emissions Requirements

1.4 The following classes of vehicles need to show compliance with the emission standards in the Air Pollution Control (Vehicle Design Standards) (Emission) Regulations and Noise Control (Motor Vehicles) Regulation and **NO EXEMPTION** will be granted:

(a) All diesel vehicles
(b) All commercial vehicles

INFORMATION SHEET

Noise Emission Standards for Motor Vehicles and Motor Cycles under the Noise Control (Motor Vehicles) Regulation

All motor vehicles, including motor cycles, on first registration in Hong Kong will have to comply with the following noise emission standards which become effective from **1 June 2002**.

I European Communities Standard

For motor vehicles : In accordance with Council Directive 70/157/EEC of 6 February 1970 as amended by Council Directive 92/97/EEC of 10 November 1992 and Commission Directive 96/20/EC of 27 March 1996.

For motor cycles : In accordance with Directive 97/24/EC of 17 June 1997 made by the European Parliament and the Council of the European Union.

Category of motor vehicles	Noise level limit in dB(A)*
	Accelerated running noise test
Vehicles intended for the carriage of passengers (no. of seat $\leqq$ 9)	74
Vehicles intended for the carriage of passengers (no. of seat $>$ 9 & GVW $>$ 3.5 t) with engine power:	
• $<$ 150 kW	78
• $\geqq$ 150 kW	80
Vehicles intended for the carriage of passengers (no. of seat $>$ 9), vehicles intended for the carriage of goods, with GVW:	
• $\leqq$ 2 t	76
• $>$ 2 t and $\leqq$ 3.5 t	77
Vehicles intended for the carriage of goods (GVW $>$ 3.5 t) with engine power:	
• $<$ 75 kW	77
• $\geqq$ 75 kW and $<$ 150 kW	78
• $\geqq$ 150 kW	80
Motor cycle with engine capacity:	
• $\leqq$ 80 cm³	75
• $>$ 80 cm³ and $\leqq$ 175 cm³	77
• $>$ 175 cm³	80

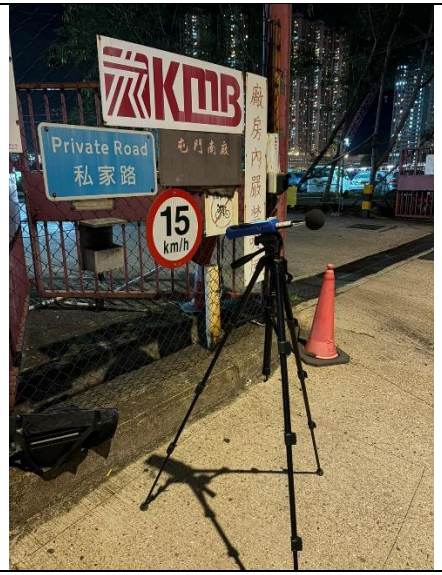
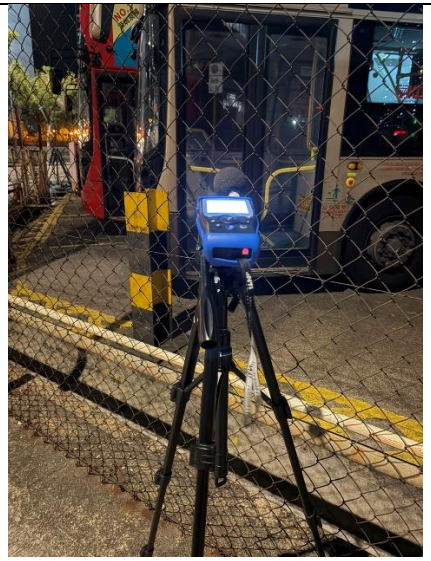
Abbreviations: GVW Gross vehicle weight
t Metric tonne

* Exact testing conditions and location of assessment points refer to the above European Communities Council Directives.

Appendix B13

Details of Noise Measurement at Tuen Mun (South) Depot

Measurement Results in Tuen Mun (South) Depot

Equipment Used (Model and Serial No.)	Noise Meter: XL2-A2A-22051-F0 Calibrator: CEL-120/1 4884880		
Weather Condition	Fine		
Measurement Method	Direct measurement		
Microphone Position	Free-field		
Monitoring Location	Background	Bus Maneuvering	Bus Idling
Tuen Mun (South) Depot			
	Free-field	Free-field	Free-field
Measurement Date and Time	13/05/2026	13/05/2026	13/05/2026
LAeq, dB(A)	53.3	75.4	78.4

Summary of Measurement Result in Tuen Mun (South) Depot

			Total	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz
Background	-	LeqA	53.3	26.9	35	42.8	42.2	42.9	40.8	33.9	25.6
Bus Maneuvering	Before Excluding Background Noise		75.4	45.6	52.4	56	61.5	66.6	68.7	64	57
	After Excluding Background		75.4	45.5	52.3	55.8	61.4	66.6	68.7	64.0	57.0
Bus Idling	Before Excluding Background Noise		78.4	46.7	53.9	57.9	61.6	67.5	70.1	65.2	57.8
	After Excluding Background		78.4	46.7	53.8	57.8	61.5	67.5	70.1	65.2	57.8

Appendix B14

Detailed Information of Existing Fixed Noise Sources

Summary of Existing Fixed Noise Source

Bus Depot

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB									Operation Period		Operation Duration per event, mins	Operation Frequency per 30mins	% on-time	Time Reduction
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night				
Working Bay 1	BD 1	Brake Testing - Brake Tester	Approved S16 for Existing MTR Tai Po Bus Maintenance Centre	1	13.6	SWL	-	99 dB(A)	105.0	102.0	100.0	97.0	93.0	89.0	85.0	86.0	Y	N	5	1	17%	-7.7
	BD 2	Tyre Changing - Hand held Pneumatic/Electric Tools		1	13.6	SWL	-	100 dB(A)	94.0	96.0	98.0	100.0	101.0	100.0	97.0	93.0	Y	N	10	1	33%	-4.8
	BD 3 - BD 4	Hammering Work		2	13.6	SWL	-	113 dB(A)	104.0	107.0	110.0	113.0	114.0	113.0	109.0	104.0	Y	N	1	2	7%	-11.5
	BD 5	Hand-held Electrical Tool		1	13.6	SWL	-	98 dB(A)	92.0	94.0	96.0	98.0	99.0	98.0	95.0	91.0	Y	N	2	2	13%	-8.9
	BD 6	Bus Engine Tesing		1	13.6	SWL	-	99 dB(A)	104.0	102.0	99.0	98.0	93.0	89.0	82.0	78.0	Y	N	5	1	17%	-7.7
Working Bay 2	BD 7	Brake Testing - Brake Tester		1	13.6	SWL	-	99 dB(A)	105.0	102.0	100.0	97.0	93.0	89.0	85.0	86.0	Y	N	5	1	17%	-7.7
	BD 8	Tyre Changing - Hand held Pneumatic/Electric Tools		1	13.6	SWL	-	100 dB(A)	94.0	96.0	98.0	100.0	101.0	100.0	97.0	93.0	Y	N	10	1	33%	-4.8
	BD 9 - BD 10	Hammering Work		2	13.6	SWL	-	113 dB(A)	104.0	107.0	110.0	113.0	114.0	113.0	109.0	104.0	Y	N	1	2	7%	-11.5
	BD 11	Hand-held Electrical Tool		1	13.6	SWL	-	98 dB(A)	92.0	94.0	96.0	98.0	99.0	98.0	95.0	91.0	Y	N	2	2	13%	-8.9
	BD 12	Bus Engine Tesing		1	13.6	SWL	-	99 dB(A)	104.0	102.0	99.0	98.0	93.0	89.0	82.0	78.0	Y	N	5	1	17%	-7.7
Refueling Area	BD 13 - BD 24	Bus Refueling		12	13.6	SWL	-	82 dB(A)	86.0	85.0	84.0	82.0	79.0	75.0	70.0	66.0	N	Y	3	1	10%	-10.0
Working Bay 3	BD 25 - BD 26	Air Compressor		2	13.6	SWL	-	96 dB(A)	98.0	99.0	97.0	95.0	92.0	88.0	83.0	79.0	N	Y	5	2	33%	-4.8
	BD 27	Brake Testing - Brake Tester		1	13.6	SWL	-	99 dB(A)	105.0	102.0	100.0	97.0	93.0	89.0	85.0	86.0	Y	N	5	1	17%	-7.7
	BD 28 - BD 29	Tyre Changing - Hand held Pneumatic/Electric Tools		2	13.6	SWL	-	100 dB(A)	94.0	96.0	98.0	100.0	101.0	100.0	97.0	93.0	Y	N	10	1	33%	-4.8
	BD 30 - BD 33	Hammering Work		4	13.6	SWL	-	113 dB(A)	104.0	107.0	110.0	113.0	114.0	113.0	109.0	104.0	Y	N	1	2	7%	-11.5
	BD 34 - BD 35	Hand-held Electrical Tool		2	13.6	SWL	-	98 dB(A)	92.0	94.0	96.0	98.0	99.0	98.0	95.0	91.0	Y	N	2	2	13%	-8.9
	BD 36	Bus Engine Tesing		1	13.6	SWL	-	99 dB(A)	104.0	102.0	99.0	98.0	93.0	89.0	82.0	78.0	Y	N	5	1	17%	-7.7
Car Washing Area	BD 37 - BD 40	Bus Washing - automatic vehicle washing machine		4	13.6	SWL	-	88 dB(A)	83.0	85.0	87.0	89.0	90.0	88.0	84.0	80.0	N	Y	2	1	7%	-11.5
Fan Rooms at Rooftop	BD 41 - BD 46	Axial Fan	Nuaire Axial Fan (AX125DN-423)	6	26.1	SWL/SPL	3	77dB(A)	98	98	103	107	101	93	88	77	Y	Y	-	-	-	-
Rooftop Bus Parking Area	BD 47	Bus Maneuvering	By Measurement	38	26.1	SPL	1.8	75.4 dB(A)	45.5 dB(A)	52.3 dB(A)	55.8 dB(A)	61.4 dB(A)	66.6 dB(A)	68.7 dB(A)	64 dB(A)	57 dB(A)	N	Y	-	38	-	-
	BD 48	Bus Idling	By Measurement	38	26.1	SPL	2	78.4 dB(A)	46.7 dB(A)	53.9 dB(A)	57.9 dB(A)	61.6 dB(A)	67.5 dB(A)	70.1 dB(A)	65.2 dB(A)	57.8 dB(A)	N	Y	0.2	38	21%	-6.8
	BD 49	Bus Maneuvering	By Measurement	22	26.1	SPL	1.8	75.4 dB(A)	45.5 dB(A)	52.3 dB(A)	55.8 dB(A)	61.4 dB(A)	66.6 dB(A)	68.7 dB(A)	64 dB(A)	57 dB(A)	N	Y	-	23	-	-
	BD 50	Bus Idling	By Measurement	22	26.1	SPL	2	78.4 dB(A)	46.7 dB(A)	53.9 dB(A)	57.9 dB(A)	61.6 dB(A)	67.5 dB(A)	70.1 dB(A)	65.2 dB(A)	57.8 dB(A)	N	Y	0.2	23	13%	-8.9

Remarks:
[1] The type of activities, noise data and operation schedule within the KMB bus depot is referenced form the Section 16 Planning Application for Existing MTR Tai Po Bus Maintenance Centre Environmental Assessment Study (Application No.: A/TP/637)
[2] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.
[3] The operation frequency for bus maneuvering and bus idling is based on site observation.
[4] Based on site observation, the average idling time is 10s per bus.

PCCW Yuen Chau Kok Telephone Exchange

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB/dB(A)									Operation Period	
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night
Flat Roof	A1	Air-Cooled Chillers	MagLev Flooded Chillers ASP150F	1	24.3	SPL	9.1	75 dB(A)	70.0	79.0	75.0	71.0	71.0	66.0	65.0	63.0	Y	Y
	A2	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	24.3	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	Y
	A3	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	24.3	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	Y
	A4	Air-Cooled Chillers	MagLev Flooded Chillers ASP200F	1	24.3	SPL	9.1	76 dB(A)	71.0	80.0	76.0	72.0	72.0	67.0	65.0	63.0	Y	Y
	A5	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	24.3	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	Y
	A6	Air-Cooled Chillers	MagLev Flooded Chillers ASP200F	1	24.3	SPL	9.1	76 dB(A)	71.0	80.0	76.0	72.0	72.0	67.0	65.0	63.0	Y	Y
	A7	Condenser	SHV Condenser (500) (4 fans)	1	22.8	SWL	-	86 dB(A)	46 dB(A)	63 dB(A)	71 dB(A)	80 dB(A)	83 dB(A)	81 dB(A)	75 dB(A)	69 dB(A)	Y	Y
	A8	Condenser	SHV Condenser (500) (4 fans)	1	22.8	SWL	-	86 dB(A)	46 dB(A)	63 dB(A)	71 dB(A)	80 dB(A)	83 dB(A)	81 dB(A)	75 dB(A)	69 dB(A)	Y	Y
	A9	Condenser	SHV Condenser (500) (4 fans)	1	22.8	SWL	-	86 dB(A)	46 dB(A)	63 dB(A)	71 dB(A)	80 dB(A)	83 dB(A)	81 dB(A)	75 dB(A)	69 dB(A)	Y	Y
	A10	Condenser	SHV Condenser (500) (4 fans)	1	22.8	SWL	-	86 dB(A)	46 dB(A)	63 dB(A)	71 dB(A)	80 dB(A)	83 dB(A)	81 dB(A)	75 dB(A)	69 dB(A)	Y	Y
	A11	Condenser	SHV Condenser (500) (4 fans)	1	22.8	SWL	-	86 dB(A)	46 dB(A)	63 dB(A)	71 dB(A)	80 dB(A)	83 dB(A)	81 dB(A)	75 dB(A)	69 dB(A)	Y	Y
	A12	Condenser	SHV Condenser (500) (4 fans)	1	22.8	SWL	-	86 dB(A)	46 dB(A)	63 dB(A)	71 dB(A)	80 dB(A)	83 dB(A)	81 dB(A)	75 dB(A)	69 dB(A)	Y	Y
	A13	Condenser	SHV Condenser (500) (2 fans)	1	22.8	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A14	Condenser	SHV Condenser (500) (2 fans)	1	22.8	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A15	Condenser	SHV Condenser (500) (2 fans)	1	22.8	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A16	Condenser	SHV Condenser (500) (2 fans)	1	22.8	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A17	Condenser	SHV Condenser (500) (2 fans)	1	22.8	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A18	Condenser	SHV Condenser (500) (2 fans)	1	22.8	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A19	Condenser	SHV Condenser (500) (2 fans)	1	22.8	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A20	Condenser	SHV Condenser (500) (2 fans)	1	22.8	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A21	VRV	Daikin VRV (RXYQ72XATJA)	1	23.7	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y
	A22	VRV	Daikin VRV (RXYQ72XATJA)	1	23.7	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y
	A23	VRV	Daikin VRV (RXYQ72XATJA)	1	23.7	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y
	A24	VRV	Daikin VRV (RXYQ72XATJA)	1	23.7	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y
Rooftop	A25	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A26	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A27	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A28	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A29	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A30	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A31	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A32	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A33	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A34	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A35	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A36	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A37	Cooling Tower	Ryowo FWS-169-11	1	55.6	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	A38	Air-Cooled Chillers	MagLev Flooded Chillers ASP200F	1	53.5	SPL	9.1	76 dB(A)	71.0	80.0	76.0	72.0	72.0	67.0	65.0	63.0	Y	Y
	A39	Air-Cooled Chillers	MagLev Flooded Chillers ASP200F	1	53.5	SPL	9.1	76 dB(A)	71.0	80.0	76.0	72.0	72.0	67.0	65.0	63.0	Y	Y
	A40	Cooling Tower	Ryowo FWS-169-11	1	55.6	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	A41	Cooling Tower	Ryowo FWS-169-11	1	55.6	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	A42	Air-Cooled Chillers	MagLev Flooded Chillers ASP200F	1	53.5	SPL	9.1	76 dB(A)	71.0	80.0	76.0	72.0	72.0	67.0	65.0	63.0	Y	Y
	A43	Air-Cooled Chillers	MagLev Flooded Chillers ASP150F	1	53.5	SPL	9.1	75 dB(A)	70.0	79.0	75.0	71.0	71.0	66.0	65.0	63.0	Y	Y
	A44	Air-Cooled Chillers	MagLev Flooded Chillers ASP200F	1	53.5	SPL	9.1	76 dB(A)	71.0	80.0	76.0	72.0	72.0	67.0	65.0	63.0	Y	Y
	A45	AHU	System Air AHU FRII CAV/VAV	1	53.2	SWL	-	72 dB(A)	56dB(A)	62 dB(A)	67 dB(A)	65 dB(A)	65 dB(A)	64 dB(A)	58 dB(A)	47 dB(A)	Y	Y
	A46	AHU	System Air AHU FRII CAV/VAV	1	53.2	SWL	-	72 dB(A)	56dB(A)	62 dB(A)	67 dB(A)	65 dB(A)	65 dB(A)	64 dB(A)	58 dB(A)	47 dB(A)	Y	Y
	A47	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A48	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A49	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A50	Roof Fan	System Air Smoke Extract Roof Fan DVV/F 630-K	1	55.2	SWL	-	94 dB(A)	67 dB(A)	79 dB(A)	87 dB(A)	88 dB(A)	87 dB(A)	85 dB(A)	82 dB(A)	74 dB(A)	Y	Y
	A51	Roof Fan	System Air Smoke Extract Roof Fan DVV/F 630-K	1	55.2	SWL	-	94 dB(A)	67 dB(A)	79 dB(A)	87 dB(A)	88 dB(A)	87 dB(A)	85 dB(A)	82 dB(A)	74 dB(A)	Y	Y
	A52	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A53	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A54	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A55	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y
	A56	Condenser	SHV Condenser (500) (2 fans)	1	52.0	SWL	-	83 dB(A)	43 dB(A)	60 dB(A)	68 dB(A)	77 dB(A)	80 dB(A)	78 dB(A)	72 dB(A)	66 dB(A)	Y	Y

Remarks:
[1] Unless otherwise specified, all noise data are presented in dB.
[2] As the operation schedule of PCCW Yuen Chau Kok Telephone Exchange is currently not available, it is assumed that all the noise sources operate at Day, Evening and Night Time
[3] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.

Shatin Industrial Centre

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB/dB(A)									Operation Period	
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night
Rooftop	STI 1	VRV	Daikin VRV (RXYQ72XATJA)	1	42.1	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y
	STI 2	VRV	Daikin VRV (RXYQ72XATJA)	1	42.1	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y
	STI 3	VRV	Daikin VRV (RXYQ72XATJA)	1	42.1	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y
Flat Roof	STI 4	Cooling Tower	Ryowo FWS-169-11	1	17	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y

Remarks:
[1] Unless otherwise specified, all noise data are presented in dB.
[2] As the operation schedule of Shatin Industrial Centre is currently not available, it is assumed that all the noise sources operate at Day, Evening and Night Time
[3] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.

Siu Lek Yuen Fire Station

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB/dB(A)								Operation Period	
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night
Rooftop	FS 1	VRV	Daikin VRV (RXYQ72XATJA)	1	20.2	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y
	FS 2	VRV	Daikin VRV (RXYQ72XATJA)	1	20.2	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y
	FS 3	VRV	Daikin VRV (RXYQ72XATJA)	1	20.2	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y
	FS 4	VRV	Daikin VRV (RXYQ72XATJA)	1	20.2	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y
	FS 5	VRV	Daikin VRV (RXYQ72XATJA)	1	20.2	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	Y

Remarks:
[1] Unless otherwise specified, all noise data are presented in dB.
[2] As the operation schedule of Siu Lek Yuen Fire Station is currently not available, it is assumed that all the noise sources operate at Day, Evening and Night Time
[3] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.

Koon Wah Building

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB/dB(A)								Operation Period	
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night
Rooftop	KW 1	Cooling Tower	Ryowo FWS-169-11	1	37.1	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	N
	KW 2	Cooling Tower	Ryowo FWS-169-11	1	37.1	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	N
	KW 3	Cooling Tower	Ryowo FWS-169-11	1	37.1	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	N
	KW 4	Cooling Tower	Ryowo FWS-169-11	1	37.1	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	N

Remarks:
[1] Unless otherwise specified, all noise data are presented in dB.
[2] Based on the result of site observation and desktop study, it is confirmed that Koon Wah Building only operates at Day Time.
[3] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.

Citimark

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB/dB(A)								Operation Period	
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night
Rooftop	CT 1	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CT 2	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CT 3	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CT 4	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CT 5	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CT 6	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CT 7	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CT 8	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CT 9	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CT 10	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CT 11	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CT 12	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	75.7	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N

Remarks:
[1] Unless otherwise specified, all noise data are presented in dB.
[2] Based on the result of site observation and desktop study, it is confirmed that Citimark only operates at Day Time.
[3] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.

Crown Worldwide Building

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB/dB(A)								Operation Period	
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night
Rooftop	CW 1	Cooling Tower	Ryowo FWS-169-11	1	45.2	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	N
	CW 2	Cooling Tower	Ryowo FWS-169-11	1	45.2	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	N
	CW 3	Cooling Tower	Ryowo FWS-169-11	1	45.2	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	N
	CW 4	Cooling Tower	Ryowo FWS-169-11	1	45.2	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	N
	CW 5	Cooling Tower	Ryowo FWS-169-11	1	45.2	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	N
	CW 6	Cooling Tower	Ryowo FWS-169-11	1	45.2	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	N
	CW 7	Air-Cooled Chillers	MagLev Flooded Chillers ASP100F	1	43.1	SPL	9.1	73 dB(A)	68.0	77.0	73.0	69.0	69.0	64.0	62.0	60.0	Y	N
	CW 8	VRV	Daikin VRV (RXYQ72XATJA)	1	42.5	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	N
	CW 9	VRV	Daikin VRV (RXYQ72XATJA)	1	42.5	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	N
	CW 10	VRV	Daikin VRV (RXYQ72XATJA)	1	42.5	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	N
	CW 11	VRV	Daikin VRV (RXYQ72XATJA)	1	42.5	SPL	1.0	58 dB(A)	63.5	63.0	60	56.5	52.0	48	43.5	37.0	Y	N

Remarks:
[1] Unless otherwise specified, all noise data are presented in dB.
[2] Based on the result of site observation and desktop study, it is confirmed that Crown Worldwide Building only operates at Day Time.
[3] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.

Town Health Technology Centre

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB/dB(A)								Operation Period	
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night
Rooftop	TC 1	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	38.9	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	TC 2	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	38.9	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	TC 3	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	38.9	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N

Remarks:
[1] Unless otherwise specified, all noise data are presented in dB.
[2] Based on the result of site observation and desktop study, it is confirmed that Town Health Technology Centre only operates at Day Time.
[3] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.

Goldlion Holdings Centre

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB/dB(A)								Operation Period	
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night
Rooftop	GL 1	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	42.7	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	GL 2	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	42.7	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	GL 3	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	42.7	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	GL 4	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	42.7	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	GL 5	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	42.7	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	GL 6	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	42.7	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	GL 7	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	42.7	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	GL 8	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	42.7	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	GL 9	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	42.7	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	GL 10	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	42.7	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N
	GL 11	Air-Cooled Chillers	MagLev Flooded Chillers ASP200F	1	42.7	SPL	9.1	76 dB(A)	71.0	80.0	76.0	72.0	72.0	67.0	65.0	63.0	Y	N

Remarks:
[1] Unless otherwise specified, all noise data are presented in dB.
[2] Based on the result of site observation and desktop study, it is confirmed that Goldlion Holdings Centre only operates at Day Time.
[3] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.

ALVA Hotel By Royal

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB/dB(A)								Operation Period	
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night
Rooftop	AL 1	Air-Cooled Chillers	MagLev Flooded Chillers ASP200F	1	104.6	SPL	9.1	76 dB(A)	71.0	80.0	76.0	72.0	72.0	67.0	65.0	63.0	Y	Y

Remarks:
[1] Unless otherwise specified, all noise data are presented in dB.
[2] Given that ALVA Hotel By Royal is a hotel, it is assumed that it operates at Day, Evening and Night Time.
[3] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.

Swire Coca-Cola HK

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB/dB(A)								Operation Period	
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night
Rooftop	CC 1	Cooling Tower	Ryowo FWS-169-11	1	146.1	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	CC 2	Cooling Tower	Ryowo FWS-169-11	1	146.1	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	CC 3	Cooling Tower	Ryowo FWS-169-11	1	146.1	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	CC 4	Cooling Tower	Ryowo FWS-169-11	1	146.1	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	CC 5	Cooling Tower	Ryowo FWS-169-11	1	146.1	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	CC 6	Cooling Tower	Ryowo FWS-169-11	1	146.1	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	CC 7	Cooling Tower	Ryowo FWS-169-11	1	146.1	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
5/F	CC 8	Air-Cooled Chillers	MagLev Flooded Chillers ASP75F	1	34.1	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	Y
8/F	CC 9	Condenser	SHV Condenser (500) (6 fans)	1	59.5	SWL	-	88 dB(A)	48 dB(A)	65 dB(A)	73 dB(A)	82 dB(A)	85 dB(A)	83 dB(A)	77 dB(A)	71 dB(A)	Y	Y
	CC 10	Condenser	SHV Condenser (500) (6 fans)	1	59.5	SWL	-	88 dB(A)	48 dB(A)	65 dB(A)	73 dB(A)	82 dB(A)	85 dB(A)	83 dB(A)	77 dB(A)	71 dB(A)	Y	Y
	CC 11	Condenser	SHV Condenser (500) (6 fans)	1	59.5	SWL	-	88 dB(A)	48 dB(A)	65 dB(A)	73 dB(A)	82 dB(A)	85 dB(A)	83 dB(A)	77 dB(A)	71 dB(A)	Y	Y
	CC 12	Condenser	SHV Condenser (500) (6 fans)	1	59.5	SWL	-	88 dB(A)	48 dB(A)	65 dB(A)	73 dB(A)	82 dB(A)	85 dB(A)	83 dB(A)	77 dB(A)	71 dB(A)	Y	Y
12/F	CC 13	AHU	System Air AHU FRII CAV/VAV	1	71.5	SWL	-	72 dB(A)	56dB(A)	62 dB(A)	67 dB(A)	65 dB(A)	65 dB(A)	64 dB(A)	58 dB(A)	47 dB(A)	Y	Y
13/F	CC 14	Cooling Tower	Ryowo FWS-169-11	1	90.3	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	CC 15	Cooling Tower	Ryowo FWS-169-11	1	90.3	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	CC 16	Cooling Tower	Ryowo FWS-169-11	1	90.3	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
	CC 17	Cooling Tower	Ryowo FWS-169-11	1	90.3	SPL	15.0	64 dB(A)	41 dB(A)	52 dB(A)	58 dB(A)	58 dB(A)	57 dB(A)	53 dB(A)	49 dB(A)	44 dB(A)	Y	Y
-	CC 18	Hoist	Rope Hoist NOVA rope	1	-	SWL	-	94 dB(A)	94 dB(A)	97 dB(A)	96 dB(A)	92 dB(A)	88 dB(A)	83 dB(A)	78 dB(A)	73 dB(A)	Y	Y
Ramp	CC 19	Traffic Movement	Noise Emission Standards for Motor Vehicles and Motor Cycles under the Noise Control (Motor Vehicles Regulation	23	-	SPL	7.5	80 dB(A)	41.8 dB(A)	53.9 dB(A)	63.4 dB(A)	70.8 dB(A)	76 dB(A)	76.2 dB(A)	72 dB(A)	61.9 dB(A)	Y	Y

Remarks:
[1] Unless otherwise specified, all noise data are presented in dB.
[2] As the operation schedule of Swire Coca-Cola HK is currently not available, it is assumed that all the noise sources operate at Day, Evening and Night Time
[3] As the hoist will transfer the container from ground level to different levels of the building, it is assumed that the hoist operates at the same vertical level as the NSRs.
[4] To represent the worst-case scnario, the source height of the ramp is assumed to be at the same vertical level as the NSRs.
[5] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.

Kings Wing Plaza 1

Source Location	Noise Source ID	Fixed Noise Source	Reference	Quantity	Source Height (mPD)	Noise Data Type (SWL/SPL)	Reference Distance (m)	Estimated SWL/SPL dB/dB(A)								Operation Period	
								Total	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	8000Hz	Day & Evening	Night
Rooftop	Air-Cooled Chillers	KWP 1	MagLev Flooded Chillers ASP75F	1	103.8	SPL	9.1	72 dB(A)	67.0	76.0	72.0	68.0	68.0	63.0	62.0	60.0	Y	N

Remarks:
[1] Unless otherwise specified, all noise data are presented in dB.
[2] As the operation schedule of Shatin Industrial Centre is currently not available, it is assumed that all the noise sources operate at Day, Evening and Night Time
[3] Day and evening time refer to 07:00–23:00, while the night-time period refers to 23:00–07:00.

Appendix B15

Detailed Calculation of Existing Fixed Noise Sources

Summary of Predicted Existing Fixed Noise

	N1		N2		N3		N4		N5		N6		N7	
	Day & Evening	Night	Day & Evening	Night	Day & Evening	Night	Day & Evening	Night	Day & Evening	Night	Day & Evening	Night	Day & Evening	Night
1/F	59.8	59.5	52.5	50.6	61.7	54.9	57.8	56.1	61.1	56.8	52.5	49.8	52.6	48.0
2/F	59.5	59.1	52.5	50.6	61.6	54.5	57.9	56.1	61.1	56.8	52.5	49.7	52.6	48.0
3/F	59.1	58.7	52.4	50.5	61.5	54.0	58.0	56.1	61.1	56.8	52.5	49.6	52.5	47.9
4/F	58.7	58.2	52.3	50.3	61.5	53.6	58.2	56.0	61.1	56.8	52.5	49.6	52.5	47.9
5/F	58.4	57.9	52.2	50.2	61.4	53.3	58.3	56.0	61.1	56.7	52.6	49.7	52.5	47.8
6/F	58.2	57.7	52.1	50.0	61.4	53.1	58.0	56.0	61.1	56.7	52.7	49.9	52.5	47.8
7/F	58.0	57.5	52.0	49.8	61.4	53.0	57.8	55.9	61.1	56.7	52.9	50.3	52.4	47.7
8/F	57.9	57.3	51.9	49.6	61.3	52.8	57.7	55.9	61.1	56.7	53.2	50.9	52.4	47.6
9/F	57.8	57.2	51.7	49.4	61.3	52.8	57.6	55.8	61.1	56.7	53.6	51.6	52.4	47.5
10/F	57.6	57.0	51.6	49.1	61.3	52.5	57.5	55.8	61.1	56.6	53.9	52.0	52.3	47.4
11/F	57.4	56.7	51.5	48.9	61.2	52.2	57.4	55.7	61.1	56.6	53.1	50.9	52.3	47.3
12/F	57.1	56.4	51.3	48.7	61.2	51.9	57.4	55.7	61.1	56.5	52.5	50.0	52.2	47.1
13/F	56.7	56.0	51.2	48.4	61.1	51.5	57.3	55.6	61.0	56.5	52.2	49.4	52.1	47.0
14/F	56.4	55.6	51.1	48.2	61.1	51.2	57.2	55.5	61.1	56.4	51.9	48.9	52.1	46.9
15/F	56.0	55.1	50.9	48.0	61.0	50.9	57.2	55.5	61.1	56.4	51.7	48.7	52.0	46.7
16/F	55.7	54.7	50.8	47.7	60.9	50.3	57.1	55.4	61.1	56.3	51.6	48.4	52.0	46.6
17/F	55.3	54.3	50.7	47.5	60.9	50.3	57.0	55.3	61.1	56.3	51.5	48.3	51.9	46.4
18/F	55.0	53.8	50.6	47.3	60.9	50.1	57.0	55.3	61.0	56.2	51.4	48.1	51.8	46.3
19/F	54.6	53.4	50.4	47.1	60.8	49.9	56.9	55.2	60.9	56.1	51.3	48.1	51.7	46.1
20/F	54.3	53.0	50.3	46.8	60.8	49.7	56.9	55.1	60.9	56.1	51.2	48.0	51.7	46.0
21/F	54.1	52.6	50.2	46.6	60.7	49.5	56.8	55.0	60.8	56.0	51.2	48.0	51.6	45.8
22/F	53.8	52.3	50.1	46.4	60.7	49.3	56.7	54.9	60.8	56.0	51.2	48.1	51.5	45.7
23/F	53.6	51.9	50.0	46.2	60.7	49.2	56.7	54.9	60.7	55.9	51.2	48.2	51.5	45.5
24/F	53.3	51.6	49.9	46.0	60.6	49.1	56.6	54.8	60.7	55.8	51.2	48.2	51.4	45.4
25/F	53.1	51.3	49.8	45.8	60.6	49.0	56.5	54.7	60.6	55.8	51.2	48.3	51.3	45.2
26/F	52.9	51.0	49.7	45.6	60.5	48.8	56.5	54.6	60.6	55.7	51.2	48.2	51.3	45.1
27/F	52.7	50.7	49.6	45.4	60.5	48.7	56.4	54.5	60.6	55.6	51.0	47.9	51.2	44.9
28/F	52.5	50.4	49.6	45.3	60.4	48.5	56.3	54.4	60.5	55.5	50.9	47.6	51.1	44.8
29/F	52.4	50.1	49.5	45.1	60.4	48.3	56.3	54.4	60.5	55.5	50.7	47.3	51.1	44.7
30/F	52.2	49.9	49.4	44.9	60.3	48.2	56.2	54.3	60.4	55.4	50.5	46.9	51.0	44.5
31/F	52.1	49.7	49.3	44.7	60.3	48.0	56.1	54.2	60.4	55.3	50.3	46.5	51.0	44.4
32/F	51.9	49.4	49.2	44.6	60.2	47.7	56.1	54.2	60.4	55.3	50.2	46.2	50.9	44.2

Appendix C1

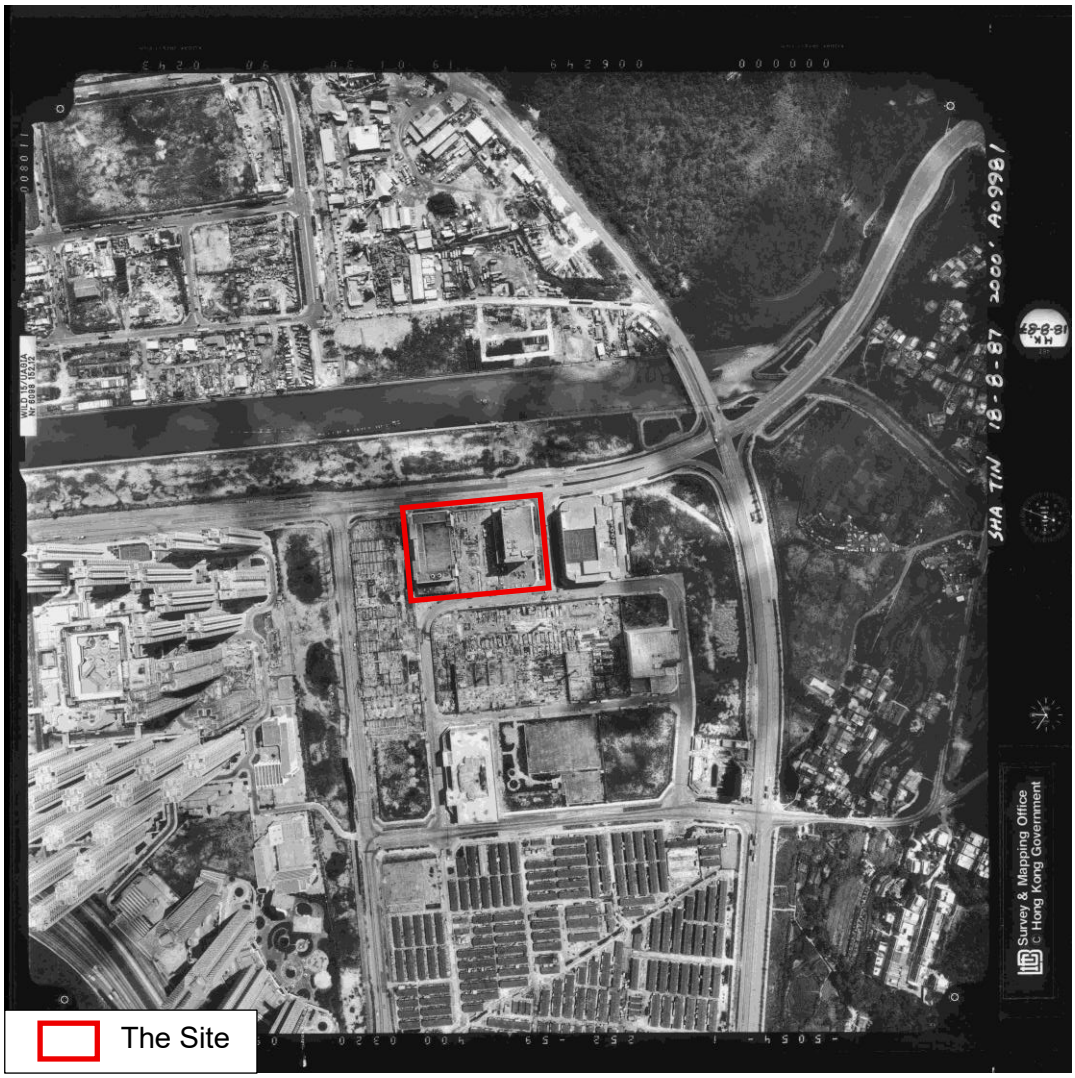
Historic Aerial Photograph



Year	Ref. No.	Observation
1975	11521	The Site was located at the reclaimed land of the Sha Tin Hoi. The reclamation work was still in progress.



Year	Ref. No.	Observation
1981	37627	The Site was located at the reclaimed land of the Sha Tin Hoi. The reclamation work had been completed. No building structures were located at the Site.



Year	Ref. No.	Observation
1987	A09981	The Site was occupied by the building structures of the existing Chiaphua Industries Building and Chiaphua Centre, with hard-paved ground.



Year	Ref. No.	Observation
1995	CN10830	The Site was occupied by the building structures of the existing Chiaphua Industries Building and Chiaphua Centre, with hard-paved ground.



Year	Ref. No.	Observation
2003	CW47683	The Site was occupied by the building structures of the existing Chiaphua Industries Building and Chiaphua Centre, with hard-paved ground.

Year	Ref. No.	Observation
2011	CW90396	The Site was occupied by the building structures of the existing Chiaphua Industries Building and Chiaphua Centre, with hard-paved ground.



Year	Ref. No.	Observation
2019	E077132C	The Site was occupied by the building structures of the existing Chiaphua Industries Building and Chiaphua Centre, with hard-paved ground.



Year	Ref. No.	Observation
2024	E233704C	The Site was occupied by the building structures of the existing Chiaphua Industries Building and Chiaphua Centre, with hard-paved ground.

Appendix C2

Reply from Relevant Government Department

[redacted]

From: [redacted]
Sent: Friday, 12 September 2025 8:45 am
To: Emily Tang
Cc: OE8 CS/FSD; Joan Choi
Subject: Fw: Fw: Rezoning Application for STTL No.196 and 276 - Request for Information of Dangerous Goods & Incident Records [Filed 12 Sep 2025 15:35]
Attachments: (15)_Pt. 60_ reply_only DG_appendix A.pdf

Our reference: (15) in FSD GR 6-5/4 R Pt. 60

Your reference: UGC-LTR-P151-004

Dear Ms. TANG,

Land Contamination Assessment Study

Rezoning Application for STTL No. 196 and 276

Request for Information – Dangerous Goods Record and Records of accidents of spillage/leakage

I refer to your email of 27.8.2025 regarding the captioned request and reply below in response to your questions:-

According to our record, from the year of 1990 to present moment, dangerous goods licenses have been issued by this department to the subject address, with details as shown in Appendix A. No incident record was found at the aforesaid location with your given conditions.

(File-Checksum-00000001)

If you have further questions, please feel free to contact the undersigned.

Best regards,

LEE Yeung, Darwin

Assistant Divisional Officer (Legal Affairs) (Acting)

Corporate Services Division

Fire Services Department

Tel.: 2733 7896

Remark:

Lift incidents are excluded unless otherwise required.

Disclaimer:

**Fire Services Department uses its best endeavor to ensure the accuracy and reliability of the information provided, but cannot guarantee its accuracy and reliability and accepts no liability of any nature for any loss or damage arising from any inaccuracies or omissions that may from the information provided.*

From: yin_hei CHOW <yin_hei_chow@hkfsd.gov.hk> on behalf of ADO LEA CS <ado_lea_cs@hkfsd.gov.hk>
Sent: Friday, August 29, 2025 14:24
To: [redacted]
Cc: OE8 CS/FSD
Subject: Re: Fw: Rezoning Application for STTL No.196 and 276 - Request for Information of Dangerous Goods & Incident Records

Our reference: (15) in FSD GR 6-5/4 R Pt. 60
Your reference: UGC-LTR-P151-004

Dear Ms. TANG,

Land Contamination Assessment Study
Rezoning Application for STTL No. 196 and 276
Request for Information – Dangerous Goods Record and Records of accidents of spillage/leakage

I refer to your email on 27.8.2025 regarding the captioned subject.

Your case is being handled, and a reply will be furnished to you as soon as possible. Please be advised that due to time lapse, this Department can only provide the following information for your requested information:

(i) Dangerous Goods Licence Record: from the year of 1990 to present moment.

(ii) Incident Record: Past three years of fire and special services incidents. Lift incidents will be excluded unless otherwise required.

Should you have further questions, please feel free to contact the undersigned.

Best regards,

CHOW Yin-hei
Assistant Divisional Officer (Legal Affairs)
Corporate Services Division
Fire Services Department

Tel.: 2733 7896

From: "Emily Tang" [redacted]
To: "aio_fsd@hkfsd.gov.hk" <aio_fsd@hkfsd.gov.hk>
Cc: "Joan Choi" [redacted]
Date: 27/08/2025 17:43
Subject: Rezoning Application for STTL No.196 and 276 - Request for Information of Dangerous Goods & Incident Records

---

Dear Sir or Madam,

We are the Environmental Consultant to undertake the captioned site to evaluate the possibility of land contamination.

In order to facilitate our study, it would be helpful if you could provide us the following information for the subject site as shown in the attached figure:

1. Accident, spillage and fire records (if any); and
2. Registration of storage of dangerous goods (if any).

Should you have any queries, please feel free to contact the undersigned at [redacted]

Best regards,
Emily Tang

Urban Green Consultants Limited
[redacted]

[attachment "P161-LTR-004- Request for info_LCA (FSD).pdf" deleted by yin_hei CHOW/FSD/HKSARG] [attachment "Appointment Letter.pdf" deleted by yin_hei CHOW/FSD/HKSARG]

Appendix A

Land Contamination Assessment Study
Rezoning Application for STTL No. 196 and 276
Request for Information of Dangerous Goods & Incident Records

Item	Type of DG	Quantity	Storage Location
1	Sodium Chlorite	900 litres	1/F, Chiaphua Industries Building, 8-10 Siu Lek Yuen Road, Shatin, N.T.
2	Nitric Acid	450 litres	
3	Tetraethyl Silicate	900 litres	

本署檔案
OUR REF : ( ) in EP549/E2/1
來函檔案
YOUR REF :UGC-LTR-P161-002
電　話
TEL NO : 2158 5744
圖文傳真
FAX NO : 2650 6033
網　址
HOMEPAGE : http://www.epd.gov.hk/

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F., Sha Tin Government Offices,
No. 1, Sheung Wo Che Road,
Sha Tin, N.T. Hong Kong.

環境保護署
環保法規管理科
區域辦事處(北)
香港新界沙田
上禾輋路 1 號
沙田政府合署 10 樓

12 September 2025

Urban Green Consultants Limited
[redacted]

Dear Ms. TANG,

Rezoning Application for STTL No. 196 and 276
Request for Information of Chemical Waste Producer and Chemical Spillage Accident

I refer to your letter dated 27 August 2025 on the subject matter.

Please be informed that we have nil record of chemical spillage/leakage complaint within the Concerned Area as shown in the enclosed location plan of your letter. You may wish to check with other relevant parties or departments for the record as appropriate.

As registered chemical waste producers at the location are concerned, a register of chemical waste producers is available for inspection in the Territorial Control Office of this department. If you would like to inspect, please contact Mr. MAN at [redacted] for making appointment to view the records.

While we have made a reasonable effort to ensure the completeness and accuracy of the information provided, you should comprehend that the information is provided as is and the EPD is not responsible or liable for any claim, loss or damage resulting from the use of this information.

Should you have any queries, please feel free to contact the undersigned or our Senior Environmental Protection Inspector, Ms. MAK at [redacted]

Yours sincerely,

(Antony C.H. FAN)
for Director of Environmental Protection

再造紙
RECYCLED PAPER

[redacted]

From: Sean Wan Shing WU/LAO/LANDSD <essts@landsd.gov.hk>
Sent: Monday, 22 September 2025 2:46 pm
To: Emily Tang
Cc: Joan Choi; Josephine Chung Pui TSE/LAO/LANDSD; Laura Lai Ha LAW/LAO/LANDSD
Subject: Re: Request Land Use Information for Land Contamination Assessment Study for Rezoning Application for Redevelopment of Chiaphua Industries Building & Centre at STTL No. 196 and 276, Sha Tin, NT

Dear Emily

Re your letter dated 28.8.2025, please be advised that this office has no file record on valid breach of lease of STTL 196 and 276 related to land contamination activities within 5 years. Please seek comment from relevant departments for the contamination issues.

Nothwithstanding, I note there was a news clipping related contamination related to the captioned premises. You may check the case and approach related parties for detail information if necessary.

https://news.hket.com/article/2222950/%E9%87%91%E6%9F%8F%E7%A7%91%E6%8A%80%E5%86%8D%E5%BA%A6%E6%8E%92%E8%B6%85%E6%A8%99%E5%B7%A5%E6%A5%AD%E5%BB%A2%E6%B0%B4%E8%A2%AB%E5%88%A4%E7%BD%B01%E8%90%AC%E5%85%83

Thanks.

Regards
Sean WU
ES/S, DLO/ST
Tel: 2158 4847

This message including any attachment is intended for the use of the addressee only. It may contain information which is confidential and/or legally privileged. You are hereby notified that no unauthorised disclosure or use of this message is permitted. If you have received this message by mistake, please notify us immediately and delete or destroy this message, as appropriate. Any liability arising from the use of this information is excluded.

From: Emily Tang [redacted]
Sent: Thursday, September 4, 2025 2:49 PM
To: Sean Wan Shing WU/LAO/LANDSD <essts@landsd.gov.hk>
Cc: Joan Choi [redacted]
Subject: Request Land Use Information for Land Contamination Assessment Study for Rezoning Application for Redevelopment of Chiaphua Industries Building & Centre at STTL No. 196 and 276, Sha Tin, NT

Dear Mr. Wu,

As per our tel-conversation, attached please find the contract document indicated that we are the environmental consultant of the captioned project for your kind reference. Thanks.

Should you have any questions, please feel free to contact us.

Best regards,
Emily Tang

Urban Green Consultants Limited
[redacted]

Appendix C3

Summary of Chemical Waste Producer Record

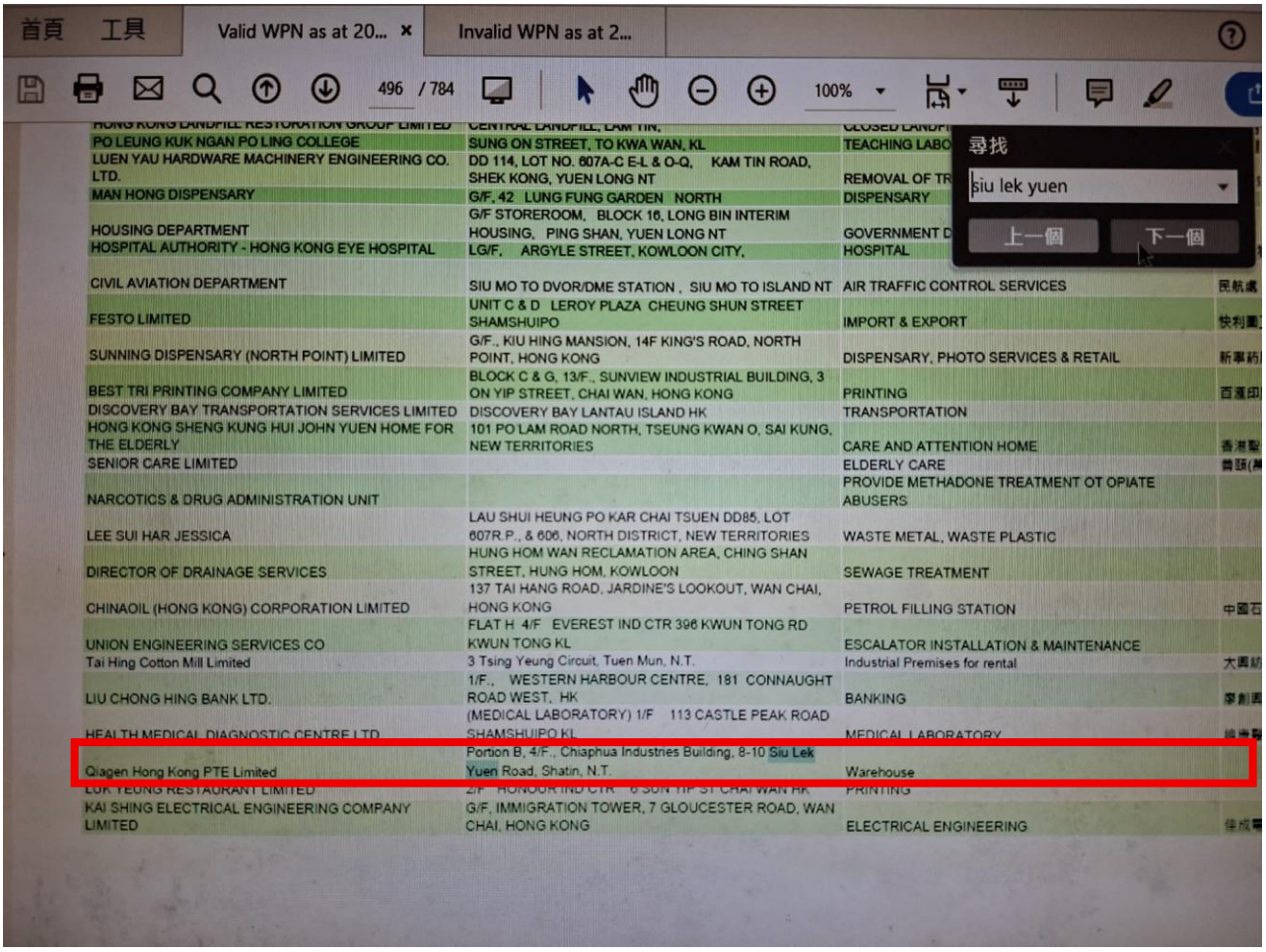
Checking Result of Chemical Waste Producer

Chiaphua Industries Building

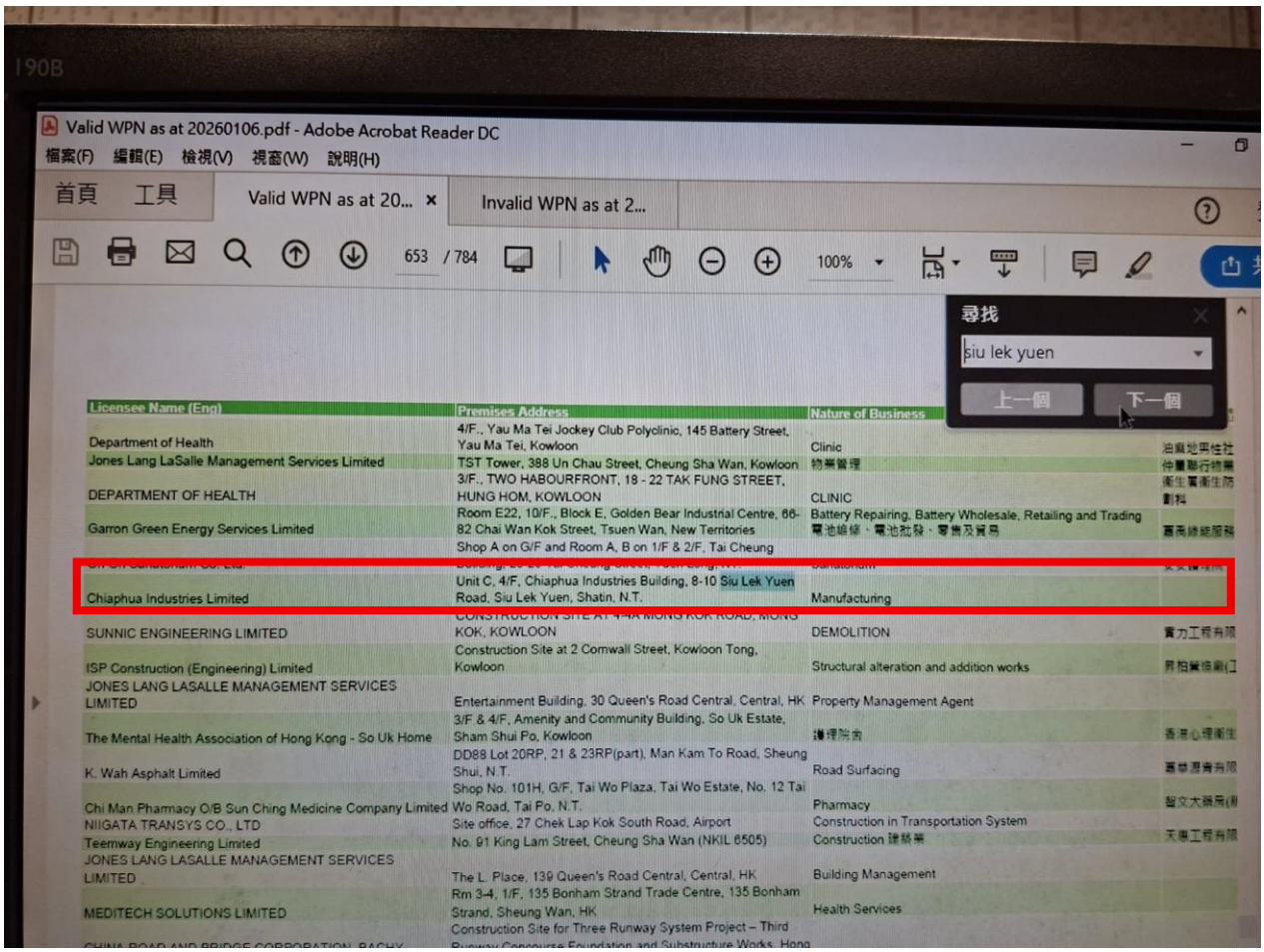
Chemical Waste Producer	ID	Location	Description	Status
Qiagen Hong Kong PTE Limited	CWP 1	Portion B, 4/F, Chiaphua Industries Building, 8-10 Siu Lek Yuen Road, Sha Tin	Warehouse	Valid
Chiaphua Industries Limited	CWP 2	Unit C, 4/F, Chiaphua Industries Building, 8-10 Siu Lek Yuen Road, Siu Lek Yuen, Shatin,	Manufacturing	Valid
Ching Lee Engineering Limited	CWP 3	Unit A, 2/F, Chiaphua Industries Building, Nos. 8-10 Siu Lek Yuen Road, Siu Lek Yuen, Shatin, NT	Construction	Valid
The ZF Garages Ltd.	CWP 4	G/F, Chiaphua Industrial Building, 8-10, Siu Lek Yuen Road, Sha, NT	Service Workshop	Invalid
Compass Technology Co Ltd.	CWP 5	G/F Chiaphua Industries BLDG 10 Siu Lek Yuen Road Sha Tin NT	Manufacturing of Electronic Parts & Components	Invalid
NAF Global Logistics Ltd.	CWP 6	Portion A&B, 4/F, Chiaphua Industrial Building, 8-10 Siu Lek Yuen Road, Sha Tin, N.T.	Air & Sea Freight Forwards	Invalid
Ulbrich Precision Metals Asia Limited	CWP 7	Unit B, 2/F, Chiaphua Industrial Building, 8-10 Siu Lek Yuen Road, Sha Tin, New Territories	-	Invalid
Micro-Opticom Group Limited	CWP 8	Flat , 2/F, Chiaphua Industries Building, 8-10 Siu Lek Yuen Road, Shatin, NT	Manufacture of CD-ROM and Optical Disc	Invalid
MDA Technology Limited	CWP 9	Flat A, 2/F, Chiaphua Industrial Bldg., Siu Lek Yuen RD., Shatin	Compact Disk Manufacturing	Invalid

Chiaphua Centre

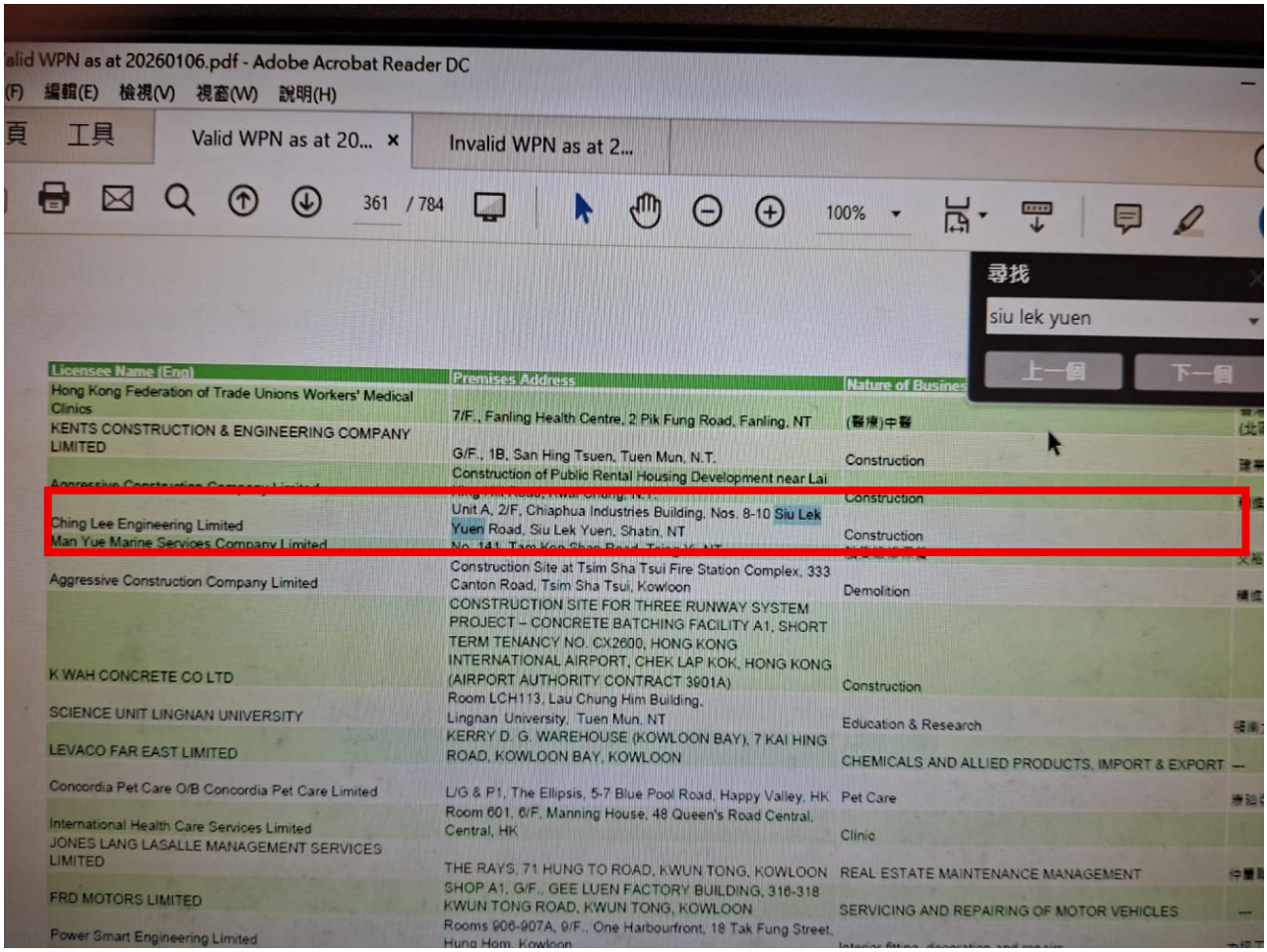
Chemical Waste Producer	ID	Location	Description	Status
TES-AMM (H.K) Limited	CWP 10	4/F, Chiaphua Centre, 12-14 Siu Lek Yuen Road, Shatin, NT	Asset Remarketing Equipment Deployment	Valid
The Zung Fu Co Ltd	CWP 11	G/F, Chiaphua Centre, 12-14 Siu Lek Yuen Rd, Sha Tin, NT	Repairing of Motor Vehicle	Invalid

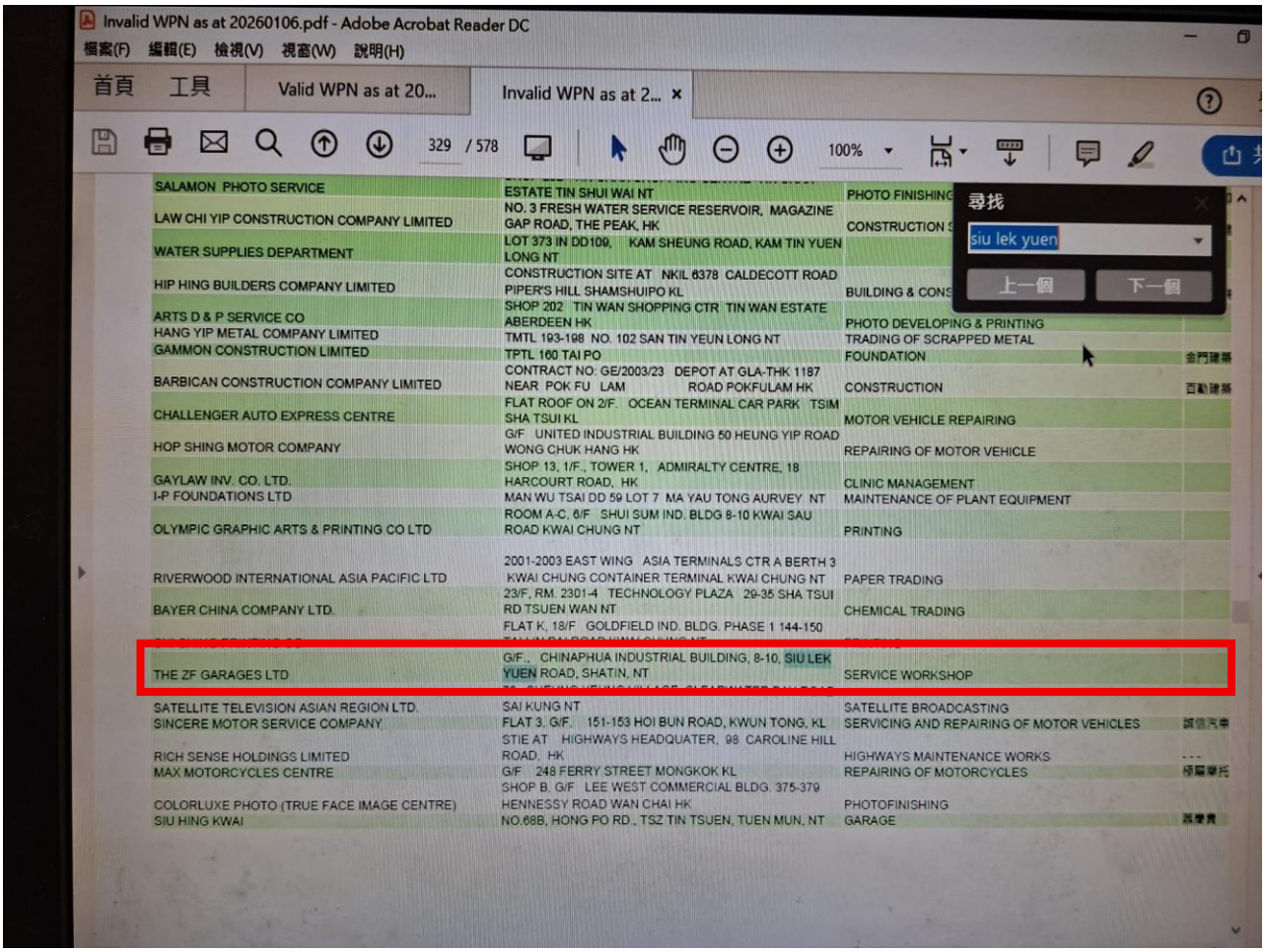


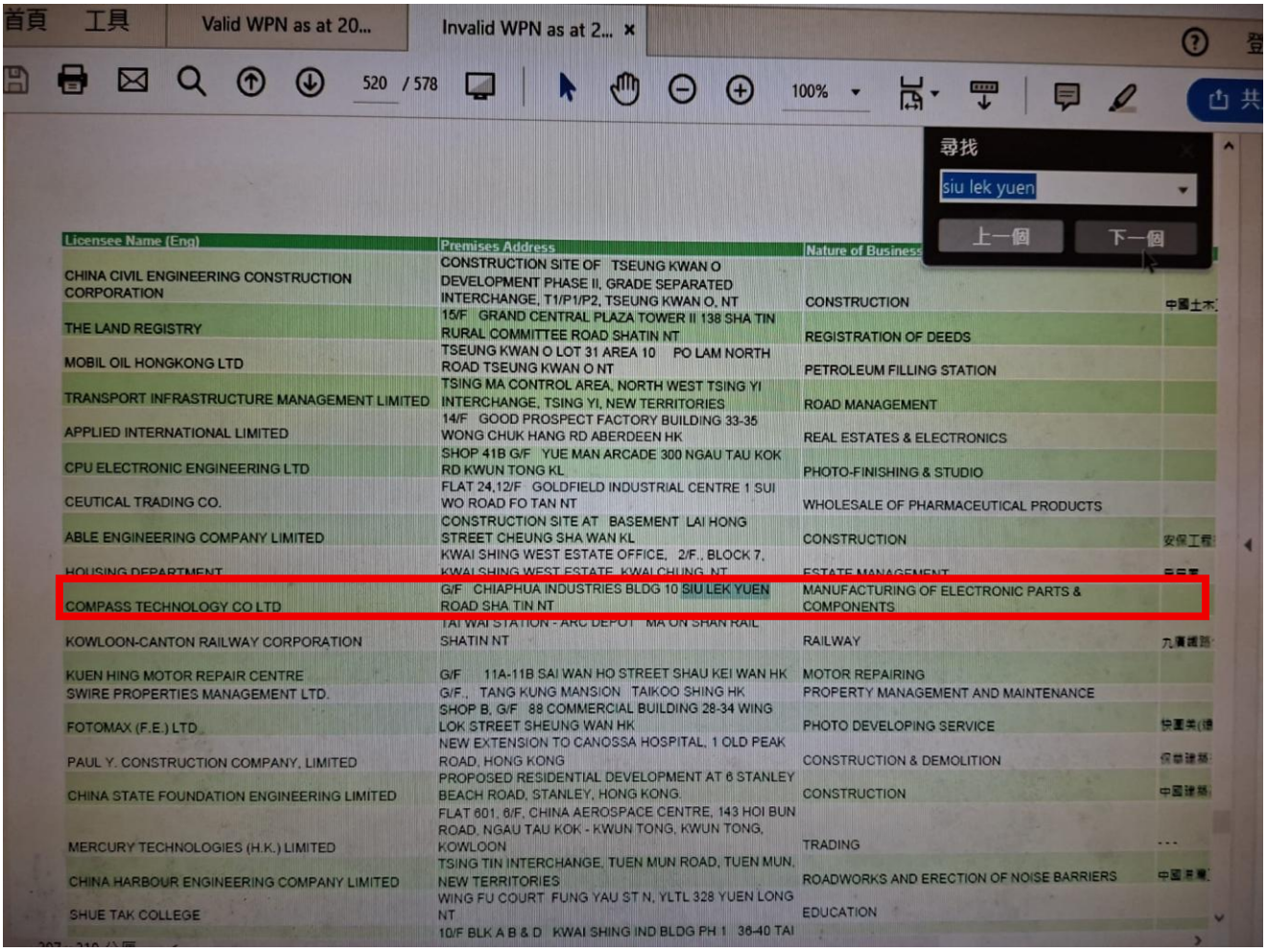
PO LEUNG KUK NGAN PO LING COLLEGE	SUNG ON STREET, TO KWA WAN, KL	TEACHING LABO	
LUEN YAU HARDWARE MACHINERY ENGINEERING CO. LTD.	DD 114, LOT NO. 607A-C E-L & O-Q, KAM TIN ROAD, SHEK KONG, YUEN LONG NT	REMOVAL OF TR	
MAN HONG DISPENSARY	G/F, 42 LUNG FUNG GARDEN NORTH	DISPENSARY	
HOUSING DEPARTMENT	G/F STOREROOM, BLOCK 16, LONG BIN INTERIM HOUSING, PING SHAN, YUEN LONG NT	GOVERNMENT D	
HOSPITAL AUTHORITY - HONG KONG EYE HOSPITAL	LG/F, ARGYLE STREET, KOWLOON CITY,	HOSPITAL	
CIVIL AVIATION DEPARTMENT	SIU MO TO DVOR/DME STATION , SIU MO TO ISLAND NT	AIR TRAFFIC CONTROL SERVICES	民航處
FESTO LIMITED	UNIT C & D LEROY PLAZA CHEUNG SHUN STREET SHAMSHUIPO	IMPORT & EXPORT	快利量
SUNNING DISPENSARY (NORTH POINT) LIMITED	G/F., KIU HING MANSION, 14F KING'S ROAD, NORTH POINT, HONG KONG	DISPENSARY, PHOTO SERVICES & RETAIL	新寧葯
BEST TRI PRINTING COMPANY LIMITED	BLOCK C & G, 13/F., SUNVIEW INDUSTRIAL BUILDING, 3 ON YIP STREET, CHAI WAN, HONG KONG	PRINTING	百滙印
DISCOVERY BAY TRANSPORTATION SERVICES LIMITED	DISCOVERY BAY LANTAU ISLAND HK	TRANSPORTATION	
HONG KONG SHENG KUNG HUI JOHN YUEN HOME FOR THE ELDERLY	101 PO LAM ROAD NORTH, TSEUNG KWAN O, SAI KUNG, NEW TERRITORIES	CARE AND ATTENTION HOME	香港聖
SENIOR CARE LIMITED		ELDERLY CARE	善頤(葵
NARCOTICS & DRUG ADMINISTRATION UNIT		PROVIDE METHADONE TREATMENT OT OPIATE ABUSERS	
LEE SUI HAR JESSICA	LAU SHUI HEUNG PO KAR CHAI TSUEN DD85, LOT 607R.P., & 606, NORTH DISTRICT, NEW TERRITORIES	WASTE METAL, WASTE PLASTIC	
DIRECTOR OF DRAINAGE SERVICES	HUNG HOM WAN RECLAMATION AREA, CHING SHAN STREET, HUNG HOM, KOWLOON	SEWAGE TREATMENT	
CHINAOIL (HONG KONG) CORPORATION LIMITED	137 TAI HANG ROAD, JARDINE'S LOOKOUT, WAN CHAI, HONG KONG	PETROL FILLING STATION	中國石
UNION ENGINEERING SERVICES CO	FLAT H 4/F EVEREST IND CTR 396 KWUN TONG RD KWUN TONG KL	ESCALATOR INSTALLATION & MAINTENANCE	
Tai Hing Cotton Mill Limited	3 Tsing Yeung Circuit, Tuen Mun, N.T.	Industrial Premises for rental	大興紡
LIU CHONG HING BANK LTD.	1/F., WESTERN HARBOUR CENTRE, 181 CONNAUGHT ROAD WEST, HK	BANKING	廖創興
HEALTH MEDICAL DIAGNOSTIC CENTRE LTD	(MEDICAL LABORATORY) 1/F 113 CASTLE PEAK ROAD SHAMSHUIPO KL	MEDICAL LABORATORY	維康醫
Qiagen Hong Kong PTE Limited	Portion B, 4/F., Chiaphua Industries Building, 8-10 Siu Lek Yuen Road, Shatin, N.T.	Warehouse	
LUK YEUNG RESTAURANT LIMITED	2/F HONOUR IND CTR 6 SUN YIP ST CHAI WAN HK	PRINTING	
KAI SHING ELECTRICAL ENGINEERING COMPANY LIMITED	G/F, IMMIGRATION TOWER, 7 GLOUCESTER ROAD, WAN CHAI, HONG KONG	ELECTRICAL ENGINEERING	偉成電



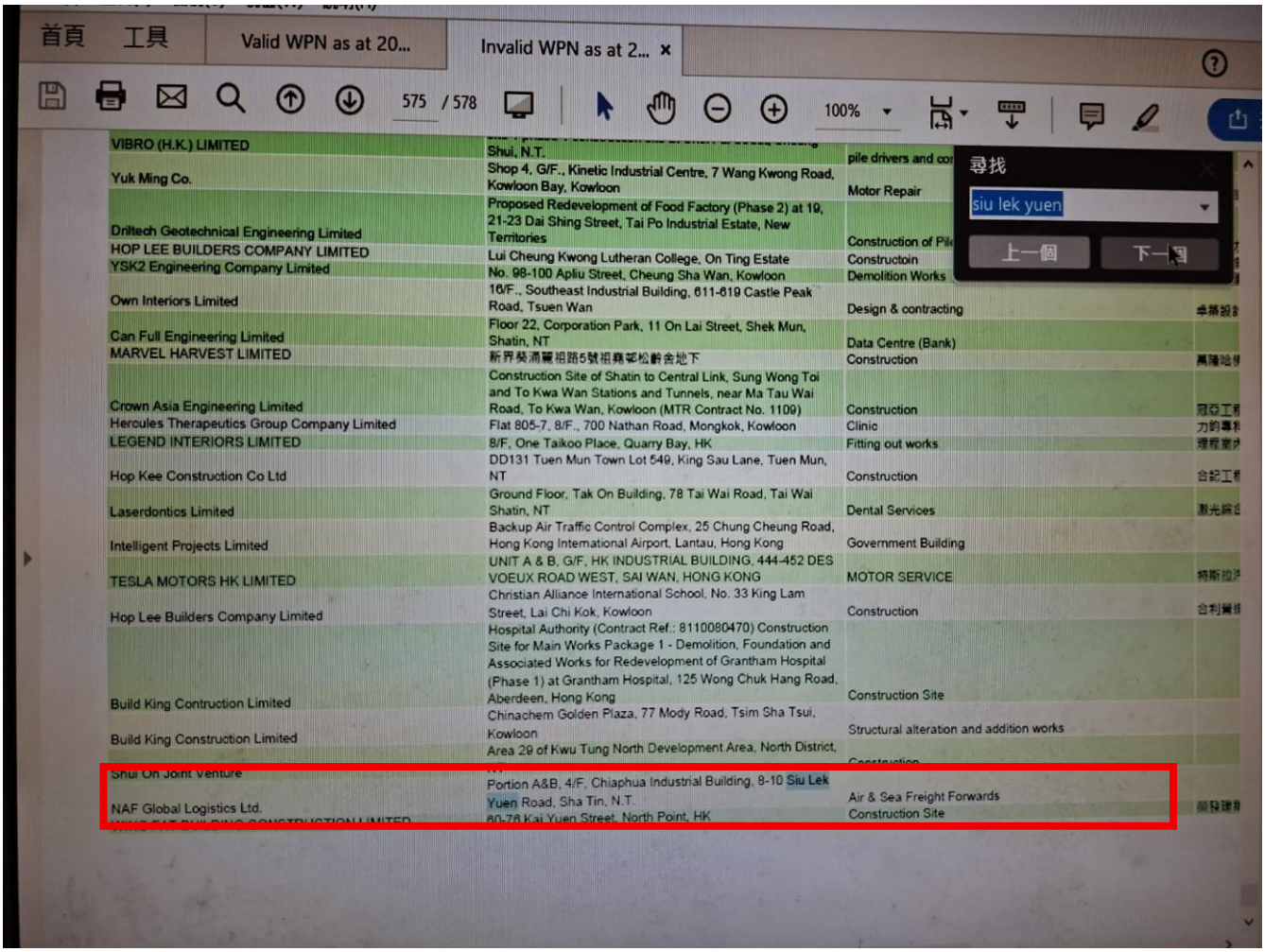
Licensee Name (Eng)	Premises Address	Nature of Business	
Department of Health	4/F., Yau Ma Tei Jockey Club Polyclinic, 145 Battery Street, Yau Ma Tei, Kowloon	Clinic	油麻地男性社
Jones Lang LaSalle Management Services Limited	TST Tower, 388 Un Chau Street, Cheung Sha Wan, Kowloon	物業管理	仲量聯行物業
DEPARTMENT OF HEALTH	3/F., TWO HABOURFRONT, 18 - 22 TAK FUNG STREET, HUNG HOM, KOWLOON	CLINIC	衞生署衞生防 劃科
Garron Green Energy Services Limited	Room E22, 10/F., Block E, Golden Bear Industrial Centre, 66-82 Chai Wan Kok Street, Tsuen Wan, New Territories	Battery Repairing, Battery Wholesale, Retailing and Trading 電池維修、電池批發、零售及貿易	嘉高綠能服務
	Shop A on G/F and Room A, B on 1/F & 2/F, Tai Cheung		
Chiaphua Industries Limited	Unit C, 4/F, Chiaphua Industries Building, 8-10 Siu Lek Yuen Road, Siu Lek Yuen, Shatin, N.T.	Manufacturing	
SUNNIC ENGINEERING LIMITED	CONSTRUCTION SITE AT 4-4A MONG KOK ROAD, MONG KOK, KOWLOON	DEMOLITION	實力工程有限
ISP Construction (Engineering) Limited	Construction Site at 2 Cornwall Street, Kowloon Tong, Kowloon	Structural alteration and addition works	昇柏實信(工
JONES LANG LASALLE MANAGEMENT SERVICES LIMITED	Entertainment Building, 30 Queen's Road Central, Central, HK	Property Management Agent	
The Mental Health Association of Hong Kong - So Uk Home	3/F & 4/F, Amenity and Community Building, So Uk Estate, Sham Shui Po, Kowloon	護理院舍	香港心理衞生
K. Wah Asphalt Limited	DD88 Lot 20RP, 21 & 23RP(part), Man Kam To Road, Sheung Shui, N.T.	Road Surfacing	嘉華瀝青有限
Chi Man Pharmacy O/B Sun Ching Medicine Company Limited	Shop No. 101H, G/F, Tai Wo Plaza, Tai Wo Estate, No. 12 Tai Wo Road, Tai Po, N.T.	Pharmacy	智文大藥房(新
NIIGATA TRANSYS CO., LTD	Site office, 27 Chek Lap Kok South Road, Airport	Construction in Transportation System	
Teemway Engineering Limited	No. 91 King Lam Street, Cheung Sha Wan (NKIL 6505)	Construction 建築業	天衛工程有限
JONES LANG LASALLE MANAGEMENT SERVICES LIMITED	The L. Place, 139 Queen's Road Central, Central, HK	Building Management	
MEDITECH SOLUTIONS LIMITED	Rm 3-4, 1/F, 135 Bonham Strand Trade Centre, 135 Bonham Strand, Sheung Wan, HK	Health Services	
	Construction Site for Three Runway System Project – Third		


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(醫療)中醫
KENTS CONSTRUCTION & ENGINEERING COMPANY LIMITED
G/F., 1B, San Hing Tsuen, Tuen Mun, N.T.
Construction
Construction of Public Rental Housing Development near Lai
Construction
Ching Lee Engineering Limited
Unit A, 2/F, Chiaphua Industries Building, Nos. 8-10 Siu Lek Yuen Road, Siu Lek Yuen, Shatin, NT
Man Yue Marine Services Company Limited
Construction
Aggressive Construction Company Limited
Construction Site at Tsim Sha Tsui Fire Station Complex, 333 Canton Road, Tsim Sha Tsui, Kowloon
Demolition
K WAH CONCRETE CO LTD
CONSTRUCTION SITE FOR THREE RUNWAY SYSTEM PROJECT – CONCRETE BATCHING FACILITY A1, SHORT TERM TENANCY NO. CX2600, HONG KONG INTERNATIONAL AIRPORT, CHEK LAP KOK, HONG KONG (AIRPORT AUTHORITY CONTRACT 3901A)
Construction
SCIENCE UNIT LINGNAN UNIVERSITY
Room LCH113, Lau Chung Him Building, Lingnan University, Tuen Mun, NT
Education & Research
LEVACO FAR EAST LIMITED
KERRY D. G. WAREHOUSE (KOWLOON BAY), 7 KAI HING ROAD, KOWLOON BAY, KOWLOON
CHEMICALS AND ALLIED PRODUCTS, IMPORT & EXPORT
Concordia Pet Care O/B Concordia Pet Care Limited
L/G & P1, The Ellipsis, 5-7 Blue Pool Road, Happy Valley, HK
Pet Care
International Health Care Services Limited
Room 601, 6/F, Manning House, 48 Queen's Road Central, Central, HK
Clinic
JONES LANG LASALLE MANAGEMENT SERVICES LIMITED
THE RAYS, 71 HUNG TO ROAD, KWUN TONG, KOWLOON
REAL ESTATE MAINTENANCE MANAGEMENT
FRD MOTORS LIMITED
SHOP A1, G/F., GEE LUEN FACTORY BUILDING, 316-318 KWUN TONG ROAD, KWUN TONG, KOWLOON
SERVICING AND REPAIRING OF MOTOR VEHICLES
Power Smart Engineering Limited
Rooms 906-907A, 9/F., One Harbourfront, 18 Tak Fung Street, Hung Hom, Kowloon

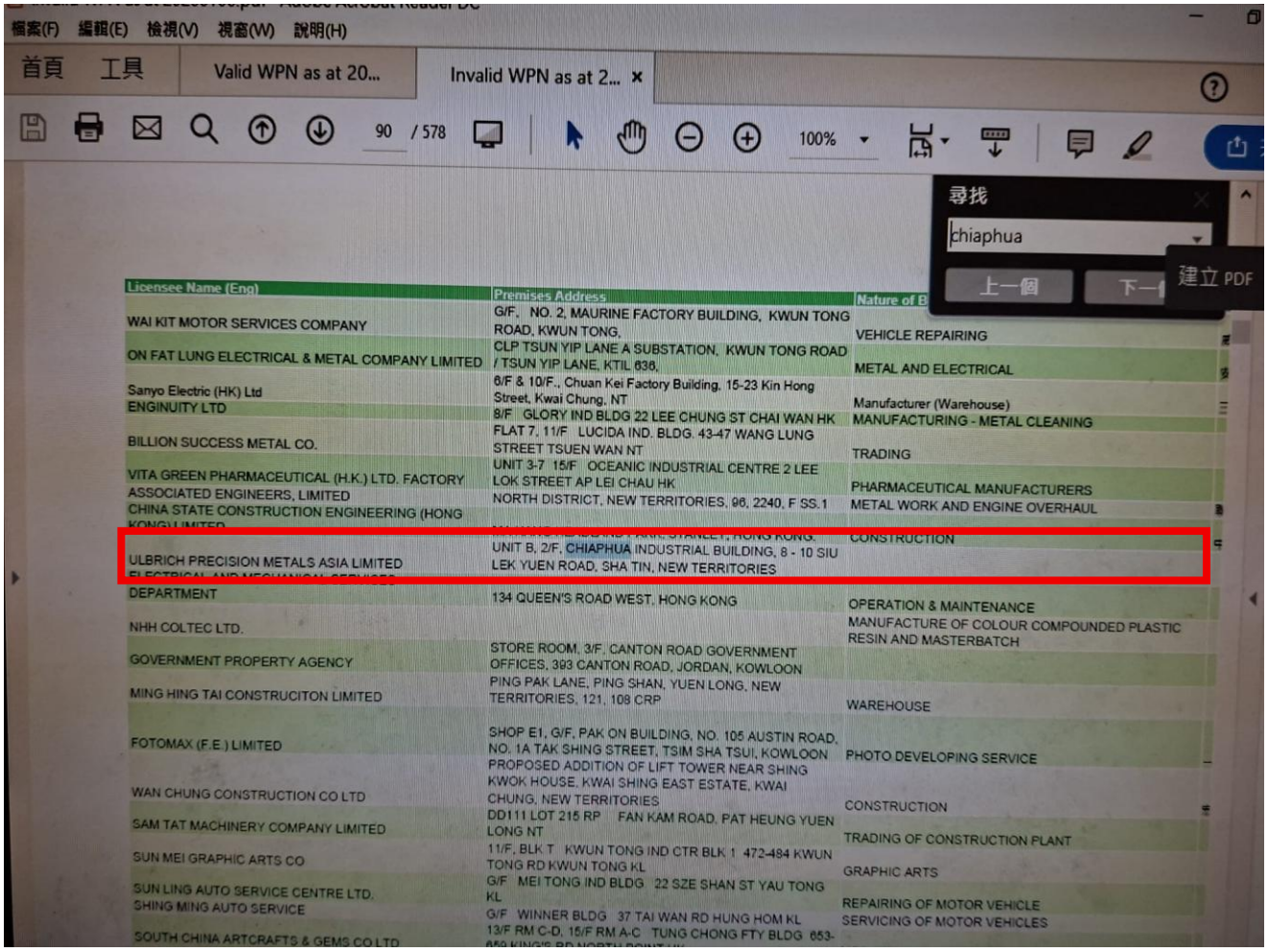

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LAW CHI YIP CONSTRUCTION COMPANY LIMITED
NO. 3 FRESH WATER SERVICE RESERVOIR, MAGAZINE GAP ROAD, THE PEAK, HK
CONSTRUCTION
WATER SUPPLIES DEPARTMENT
LOT 373 IN DD109, KAM SHEUNG ROAD, KAM TIN YUEN LONG NT
HIP HING BUILDERS COMPANY LIMITED
CONSTRUCTION SITE AT NKIL 6378 CALDECOTT ROAD PIPER'S HILL SHAMSHUIPO KL
BUILDING & CONS
ARTS D & P SERVICE CO
SHOP 202 TIN WAN SHOPPING CTR TIN WAN ESTATE ABERDEEN HK
PHOTO DEVELOPING & PRINTING
HANG YIP METAL COMPANY LIMITED
TMTL 193-198 NO. 102 SAN TIN YEUN LONG NT
TRADING OF SCRAPPED METAL
GAMMON CONSTRUCTION LIMITED
TPTL 160 TAI PO
FOUNDATION
BARBICAN CONSTRUCTION COMPANY LIMITED
CONTRACT NO: GE/2003/23 DEPOT AT GLA-THK 1187 NEAR POK FU LAM ROAD POKFULAM HK
CONSTRUCTION
CHALLENGER AUTO EXPRESS CENTRE
FLAT ROOF ON 2/F. OCEAN TERMINAL CAR PARK TSIM SHA TSUI KL
MOTOR VEHICLE REPAIRING
HOP SHING MOTOR COMPANY
G/F UNITED INDUSTRIAL BUILDING 50 HEUNG YIP ROAD WONG CHUK HANG HK
REPAIRING OF MOTOR VEHICLE
GAYLAW INV. CO. LTD.
SHOP 13, 1/F., TOWER 1, ADMIRALTY CENTRE, 18 HARCOURT ROAD, HK
CLINIC MANAGEMENT
I-P FOUNDATIONS LTD
MAN WU TSAI DD 59 LOT 7 MA YAU TONG AURVEY NT
MAINTENANCE OF PLANT EQUIPMENT
OLYMPIC GRAPHIC ARTS & PRINTING CO LTD
ROOM A-C, 6/F SHUI SUM IND. BLDG 8-10 KWAI SAU ROAD KWAI CHUNG NT
PRINTING
RIVERWOOD INTERNATIONAL ASIA PACIFIC LTD
2001-2003 EAST WING ASIA TERMINALS CTR A BERTH 3 KWAI CHUNG CONTAINER TERMINAL KWAI CHUNG NT
PAPER TRADING
BAYER CHINA COMPANY LTD.
23/F, RM 2301-4 TECHNOLOGY PLAZA 29-35 SHA TSUI RD TSUEN WAN NT
CHEMICAL TRADING
FLAT K, 18/F GOLDFIELD IND. BLDG. PHASE 1 144-150
THE ZF GARAGES LTD
G/F., CHINAPHUA INDUSTRIAL BUILDING, 8-10, SIU LEK YUEN ROAD, SHATIN, NT
SERVICE WORKSHOP
SATELLITE TELEVISION ASIAN REGION LTD.
SAI KUNG NT
SATELLITE BROADCASTING
SINCERE MOTOR SERVICE COMPANY
FLAT 3, G/F. 151-153 HOI BUN ROAD, KWUN TONG, KL
SERVICING AND REPAIRING OF MOTOR VEHICLES
RICH SENSE HOLDINGS LIMITED
STIE AT HIGHWAYS HEADQUATER, 98 CAROLINE HILL ROAD, HK
HIGHWAYS MAINTENANCE WORKS
MAX MOTORCYCLES CENTRE
G/F 248 FERRY STREET MONGKOK KL
REPAIRING OF MOTORCYCLES
COLORLUXE PHOTO (TRUE FACE IMAGE CENTRE)
SHOP B, G/F LEE WEST COMMERCIAL BLDG. 375-379 HENNESSY ROAD WAN CHAI HK
PHOTOFINISHING
SIU HING KWAI
NO.68B, HONG PO RD., TSZ TIN TSUEN, TUEN MUN, NT
GARAGE



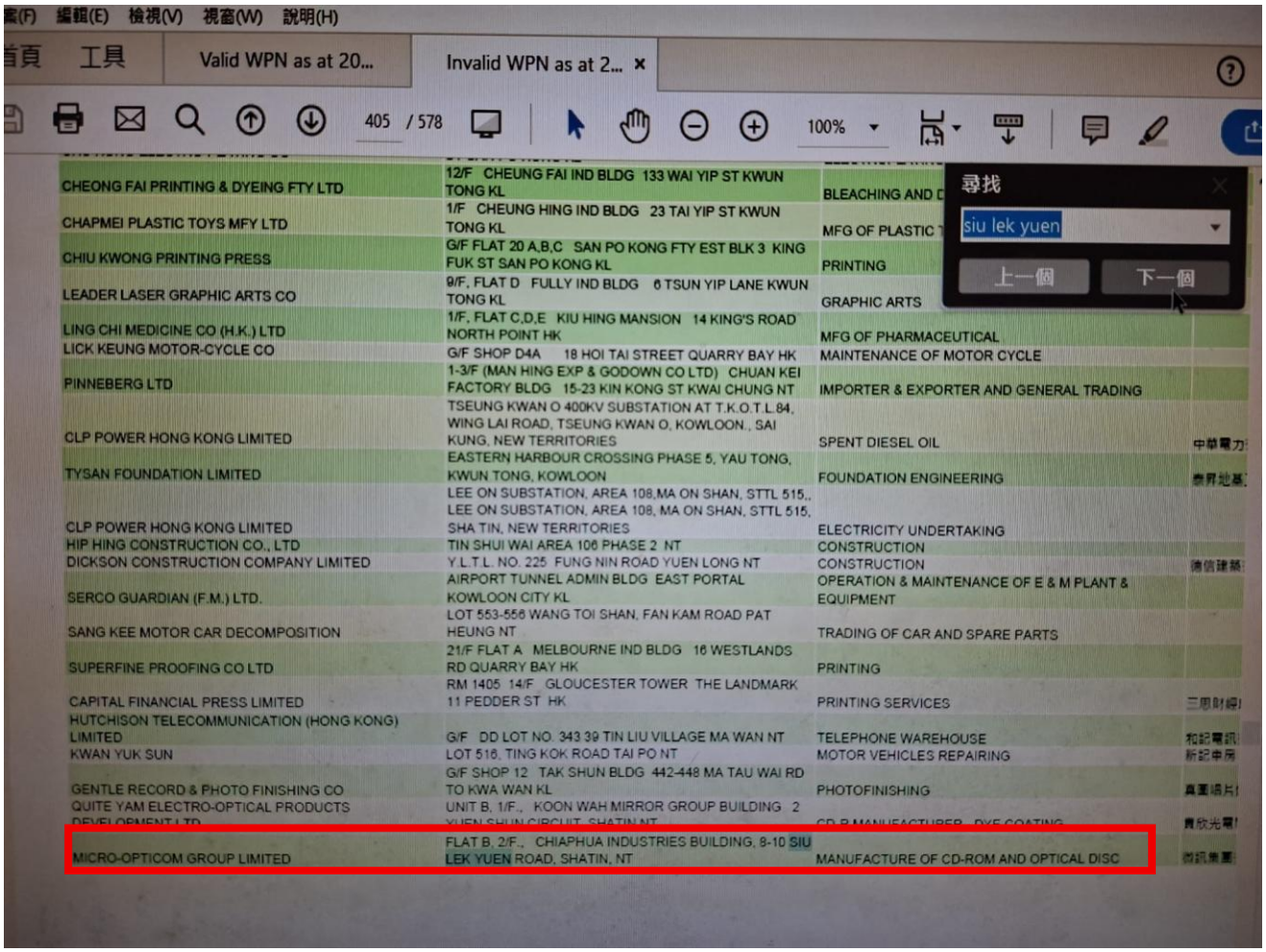
Licensee Name (Eng)	Premises Address	Nature of Business	
CHINA CIVIL ENGINEERING CONSTRUCTION CORPORATION	CONSTRUCTION SITE OF TSEUNG KWAN O DEVELOPMENT PHASE II, GRADE SEPARATED INTERCHANGE, T1/P1/P2, TSEUNG KWAN O, NT	CONSTRUCTION	中國土木
THE LAND REGISTRY	15/F GRAND CENTRAL PLAZA TOWER II 138 SHA TIN RURAL COMMITTEE ROAD SHATIN NT	REGISTRATION OF DEEDS	
MOBIL OIL HONGKONG LTD	TSEUNG KWAN O LOT 31 AREA 10 PO LAM NORTH ROAD TSEUNG KWAN O NT	PETROLEUM FILLING STATION	
TRANSPORT INFRASTRUCTURE MANAGEMENT LIMITED	TSING MA CONTROL AREA, NORTH WEST TSING YI INTERCHANGE, TSING YI, NEW TERRITORIES	ROAD MANAGEMENT	
APPLIED INTERNATIONAL LIMITED	14/F GOOD PROSPECT FACTORY BUILDING 33-35 WONG CHUK HANG RD ABERDEEN HK	REAL ESTATES & ELECTRONICS	
CPU ELECTRONIC ENGINEERING LTD	SHOP 41B G/F YUE MAN ARCADE 300 NGAU TAU KOK RD KWUN TONG KL	PHOTO-FINISHING & STUDIO	
CEUTICAL TRADING CO.	FLAT 24,12/F GOLDFIELD INDUSTRIAL CENTRE 1 SUI WO ROAD FO TAN NT	WHOLESALE OF PHARMACEUTICAL PRODUCTS	
ABLE ENGINEERING COMPANY LIMITED	CONSTRUCTION SITE AT BASEMENT LAI HONG STREET CHEUNG SHA WAN KL	CONSTRUCTION	安保工程
HOUSING DEPARTMENT	KWAI SHING WEST ESTATE OFFICE, 2/F., BLOCK 7, KWAI SHING WEST ESTATE, KWAI CHUNG, NT	ESTATE MANAGEMENT	
COMPASS TECHNOLOGY CO LTD	G/F CHIAPHUA INDUSTRIES BLDG 10 SIU LEK YUEN ROAD SHA TIN NT	MANUFACTURING OF ELECTRONIC PARTS & COMPONENTS	
KOWLOON-CANTON RAILWAY CORPORATION	TAI WAI STATION - ARC DEPOT MA ON SHAN RAIL SHATIN NT	RAILWAY	九廣鐵路
KUEN HING MOTOR REPAIR CENTRE	G/F 11A-11B SAI WAN HO STREET SHAU KEI WAN HK	MOTOR REPAIRING	
SWIRE PROPERTIES MANAGEMENT LTD.	G/F., TANG KUNG MANSION TAIKOO SHING HK	PROPERTY MANAGEMENT AND MAINTENANCE	
FOTOMAX (F.E.) LTD	SHOP B, G/F 88 COMMERCIAL BUILDING 28-34 WING LOK STREET SHEUNG WAN HK	PHOTO DEVELOPING SERVICE	快重美(德
PAUL Y. CONSTRUCTION COMPANY, LIMITED	NEW EXTENSION TO CANOSSA HOSPITAL, 1 OLD PEAK ROAD, HONG KONG	CONSTRUCTION & DEMOLITION	保華建築
CHINA STATE FOUNDATION ENGINEERING LIMITED	PROPOSED RESIDENTIAL DEVELOPMENT AT 6 STANLEY BEACH ROAD, STANLEY, HONG KONG.	CONSTRUCTION	中國建築
MERCURY TECHNOLOGIES (H.K.) LIMITED	FLAT 601, 6/F, CHINA AEROSPACE CENTRE, 143 HOI BUN ROAD, NGAU TAU KOK - KWUN TONG, KWUN TONG, KOWLOON	TRADING	...
CHINA HARBOUR ENGINEERING COMPANY LIMITED	TSING TIN INTERCHANGE, TUEN MUN ROAD, TUEN MUN, NEW TERRITORIES	ROADWORKS AND ERECTION OF NOISE BARRIERS	中國港灣
SHUE TAK COLLEGE	WING FU COURT FUNG YAU ST N, YLTL 328 YUEN LONG NT	EDUCATION	
	10/F BLK A B & D KWAI SHING IND BLDG PH 1 36-40 TAI		



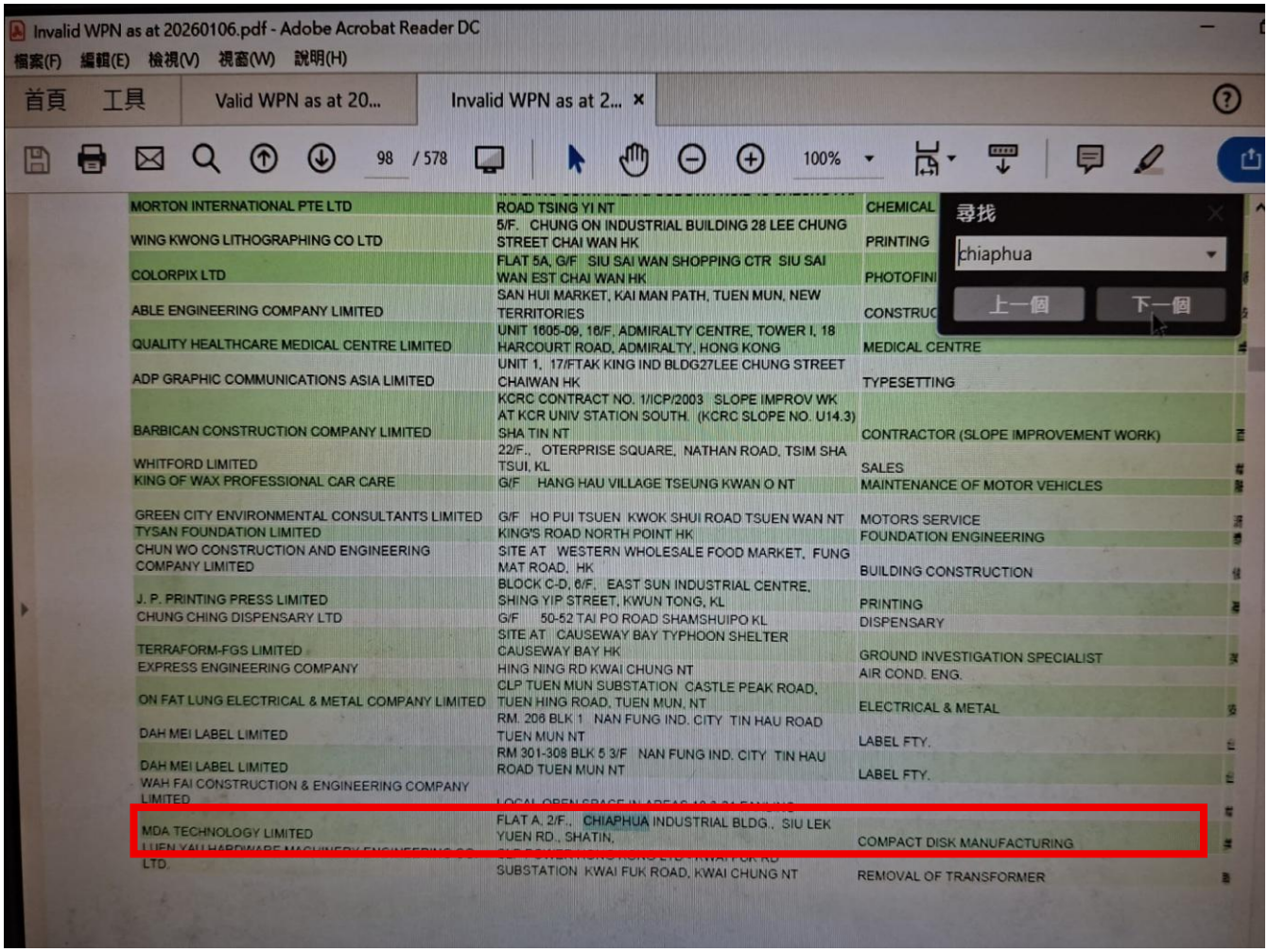
VIBRO (H.K.) LIMITED	Shui, N.T.	pile drivers and co	
Yuk Ming Co.	Shop 4, G/F., Kinetic Industrial Centre, 7 Wang Kwong Road, Kowloon Bay, Kowloon	Motor Repair	
Drltech Geotechnical Engineering Limited	Proposed Redevelopment of Food Factory (Phase 2) at 19, 21-23 Dai Shing Street, Tai Po Industrial Estate, New Territories	Construction of Pil	
HOP LEE BUILDERS COMPANY LIMITED	Lui Cheung Kwong Lutheran College, On Ting Estate	Constructoin	
YSK2 Engineering Company Limited	No. 98-100 Apliu Street, Cheung Sha Wan, Kowloon	Demolition Works	
Own Interiors Limited	16/F., Southeast Industrial Building, 611-619 Castle Peak Road, Tsuen Wan	Design & contracting	卓基設計
Can Full Engineering Limited	Floor 22, Corporation Park, 11 On Lai Street, Shek Mun, Shatin, NT	Data Centre (Bank)	
MARVEL HARVEST LIMITED	新界葵涌麗祖路5號祖堯邨松齡舍地下	Construction	萬隆地
Crown Asia Engineering Limited	Construction Site of Shatin to Central Link, Sung Wong Toi and To Kwa Wan Stations and Tunnels, near Ma Tau Wai Road, To Kwa Wan, Kowloon (MTR Contract No. 1109)	Construction	冠亞工
Hercules Therapeutics Group Company Limited	Flat 805-7, 8/F., 700 Nathan Road, Mongkok, Kowloon	Clinic	力鈞專
LEGEND INTERIORS LIMITED	8/F, One Taikoo Place, Quarry Bay, HK	Fitting out works	環程室
Hop Kee Construction Co Ltd	DD131 Tuen Mun Town Lot 549, King Sau Lane, Tuen Mun, NT	Construction	合記工
Laserdontics Limited	Ground Floor, Tak On Building, 78 Tai Wai Road, Tai Wai Shatin, NT	Dental Services	激光齒
Intelligent Projects Limited	Backup Air Traffic Control Complex, 25 Chung Cheung Road, Hong Kong International Airport, Lantau, Hong Kong	Government Building	
TESLA MOTORS HK LIMITED	UNIT A & B, G/F, HK INDUSTRIAL BUILDING, 444-452 DES VOEUX ROAD WEST, SAI WAN, HONG KONG	MOTOR SERVICE	特斯拉
Hop Lee Builders Company Limited	Christian Alliance International School, No. 33 King Lam Street, Lai Chi Kok, Kowloon	Construction	合利營
Build King Contruction Limited	Hospital Authority (Contract Ref.: 8110080470) Construction Site for Main Works Package 1 - Demolition, Foundation and Associated Works for Redevelopment of Grantham Hospital (Phase 1) at Grantham Hospital, 125 Wong Chuk Hang Road, Aberdeen, Hong Kong	Construction Site	
Build King Construction Limited	Chinachem Golden Plaza, 77 Mody Road, Tsim Sha Tsui, Kowloon	Structural alteration and addition works	
Shui On Joint Venture	Area 29 of Kwu Tung North Development Area, North District,	Construction	
NAF Global Logistics Ltd.	Portion A&B, 4/F, Chiaphua Industrial Building, 8-10 Siu Lek Yuen Road, Sha Tin, N.T.	Air & Sea Freight Forwards	
	60-70 Kai Yuen Street, North Point, HK	Construction Site	開發建

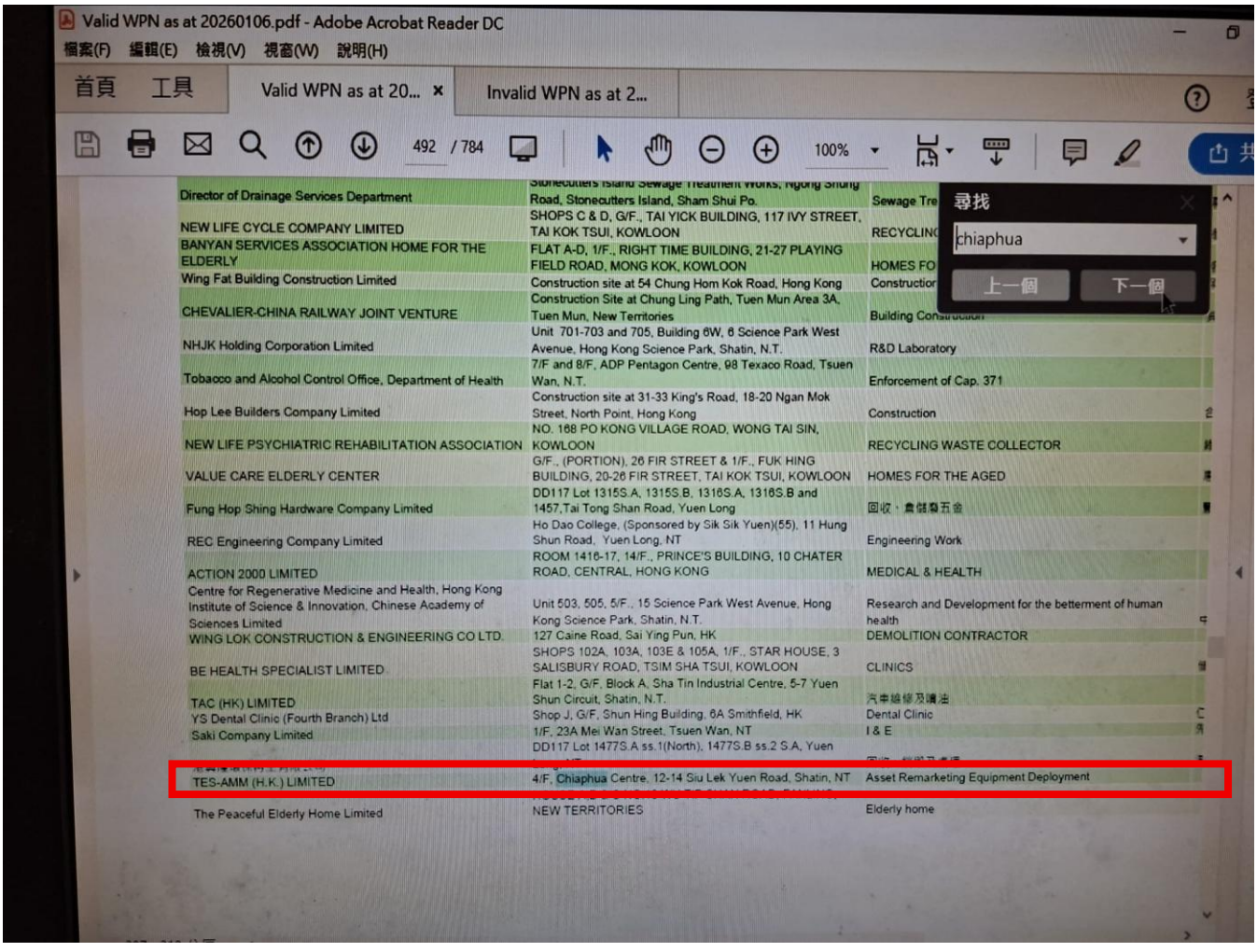


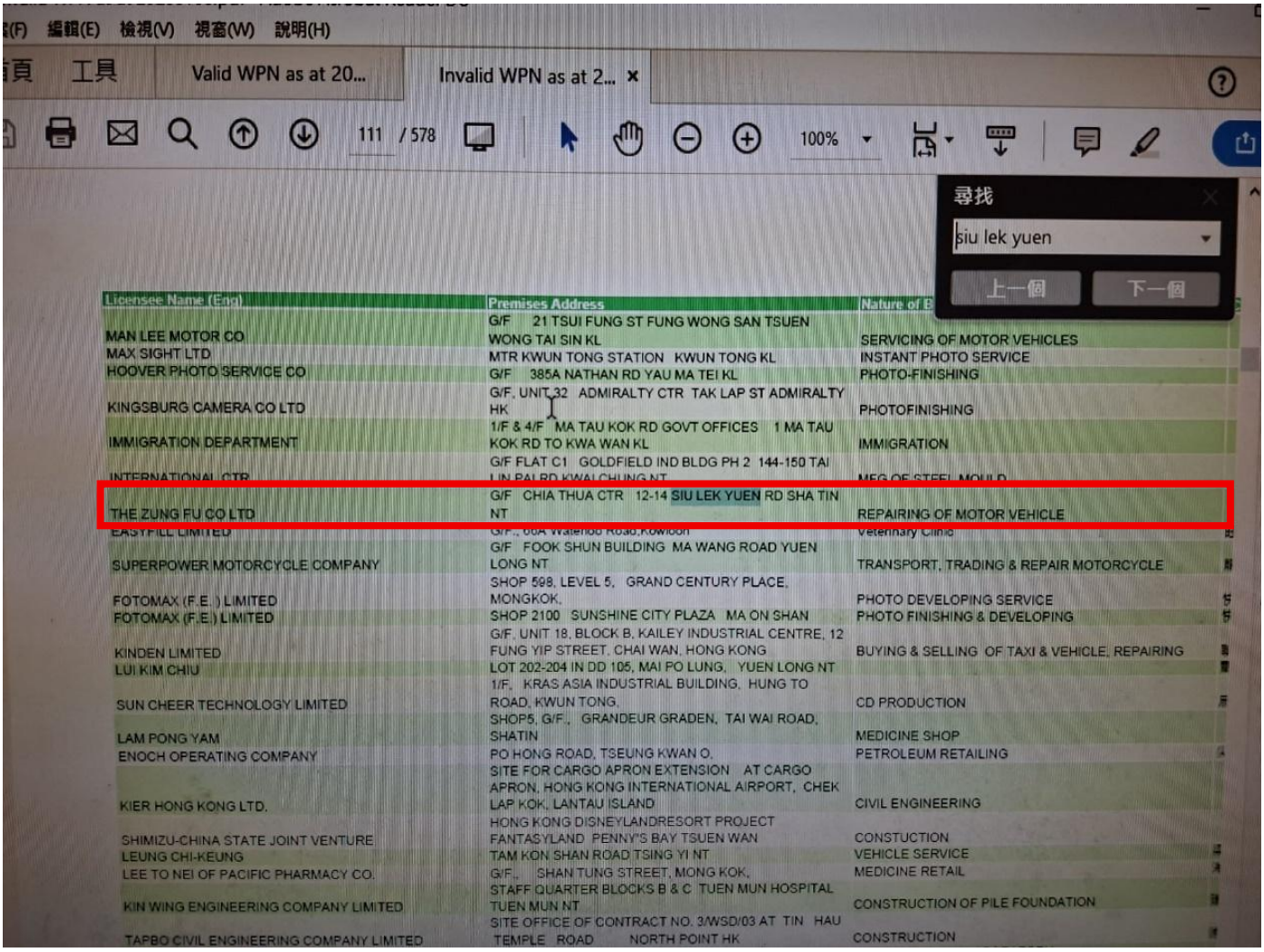
Licensee Name (Eng)	Premises Address	Nature of B
WAI KIT MOTOR SERVICES COMPANY	G/F., NO. 2, MAURINE FACTORY BUILDING, KWUN TONG ROAD, KWUN TONG,	VEHICLE REPAIRING
ON FAT LUNG ELECTRICAL & METAL COMPANY LIMITED	CLP TSUN YIP LANE A SUBSTATION, KWUN TONG ROAD / TSUN YIP LANE, KTIL 636,	METAL AND ELECTRICAL
Sanyo Electric (HK) Ltd	6/F & 10/F., Chuan Kei Factory Building, 15-23 Kin Hong Street, Kwai Chung, NT	Manufacturer (Warehouse)
ENGINUITY LTD	8/F GLORY IND BLDG 22 LEE CHUNG ST CHAI WAN HK	MANUFACTURING - METAL CLEANING
BILLION SUCCESS METAL CO.	FLAT 7, 11/F LUCIDA IND. BLDG. 43-47 WANG LUNG STREET TSUEN WAN NT	TRADING
VITA GREEN PHARMACEUTICAL (H.K.) LTD. FACTORY	UNIT 3-7 15/F OCEANIC INDUSTRIAL CENTRE 2 LEE LOK STREET AP LEI CHAU HK	PHARMACEUTICAL MANUFACTURERS
ASSOCIATED ENGINEERS, LIMITED	NORTH DISTRICT, NEW TERRITORIES, 96, 2240, F SS.1	METAL WORK AND ENGINE OVERHAUL
CHINA STATE CONSTRUCTION ENGINEERING (HONG KONG) LIMITED		
ULBRICH PRECISION METALS ASIA LIMITED	UNIT B, 2/F, CHIAPHUA INDUSTRIAL BUILDING, 8 - 10 SIU LEK YUEN ROAD, SHA TIN, NEW TERRITORIES	CONSTRUCTION
DEPARTMENT	134 QUEEN'S ROAD WEST, HONG KONG	OPERATION & MAINTENANCE
NHH COLTEC LTD.		MANUFACTURE OF COLOUR COMPOUNDED PLASTIC RESIN AND MASTERBATCH
GOVERNMENT PROPERTY AGENCY	STORE ROOM, 3/F, CANTON ROAD GOVERNMENT OFFICES, 393 CANTON ROAD, JORDAN, KOWLOON	
MING HING TAI CONSTRUCITON LIMITED	PING PAK LANE, PING SHAN, YUEN LONG, NEW TERRITORIES, 121, 108 CRP	WAREHOUSE
FOTOMAX (F.E.) LIMITED	SHOP E1, G/F, PAK ON BUILDING, NO. 105 AUSTIN ROAD, NO. 1A TAK SHING STREET, TSIM SHA TSUI, KOWLOON	PHOTO DEVELOPING SERVICE
WAN CHUNG CONSTRUCTION CO LTD	PROPOSED ADDITION OF LIFT TOWER NEAR SHING KWOK HOUSE, KWAI SHING EAST ESTATE, KWAI CHUNG, NEW TERRITORIES	CONSTRUCTION
SAM TAT MACHINERY COMPANY LIMITED	DD111 LOT 215 RP FAN KAM ROAD, PAT HEUNG YUEN LONG NT	TRADING OF CONSTRUCTION PLANT
SUN MEI GRAPHIC ARTS CO	11/F, BLK T KWUN TONG IND CTR BLK 1 472-484 KWUN TONG RD KWUN TONG KL	GRAPHIC ARTS
SUN LING AUTO SERVICE CENTRE LTD.	G/F MEI TONG IND BLDG 22 SZE SHAN ST YAU TONG KL	REPAIRING OF MOTOR VEHICLE
SHING MING AUTO SERVICE	G/F WINNER BLDG 37 TAI WAN RD HUNG HOM KL	SERVICING OF MOTOR VEHICLES
SOUTH CHINA ARTCRAFTS & GEMS CO LTD	13/F RM C-D, 15/F RM A-C TUNG CHONG FTY BLDG 653-	



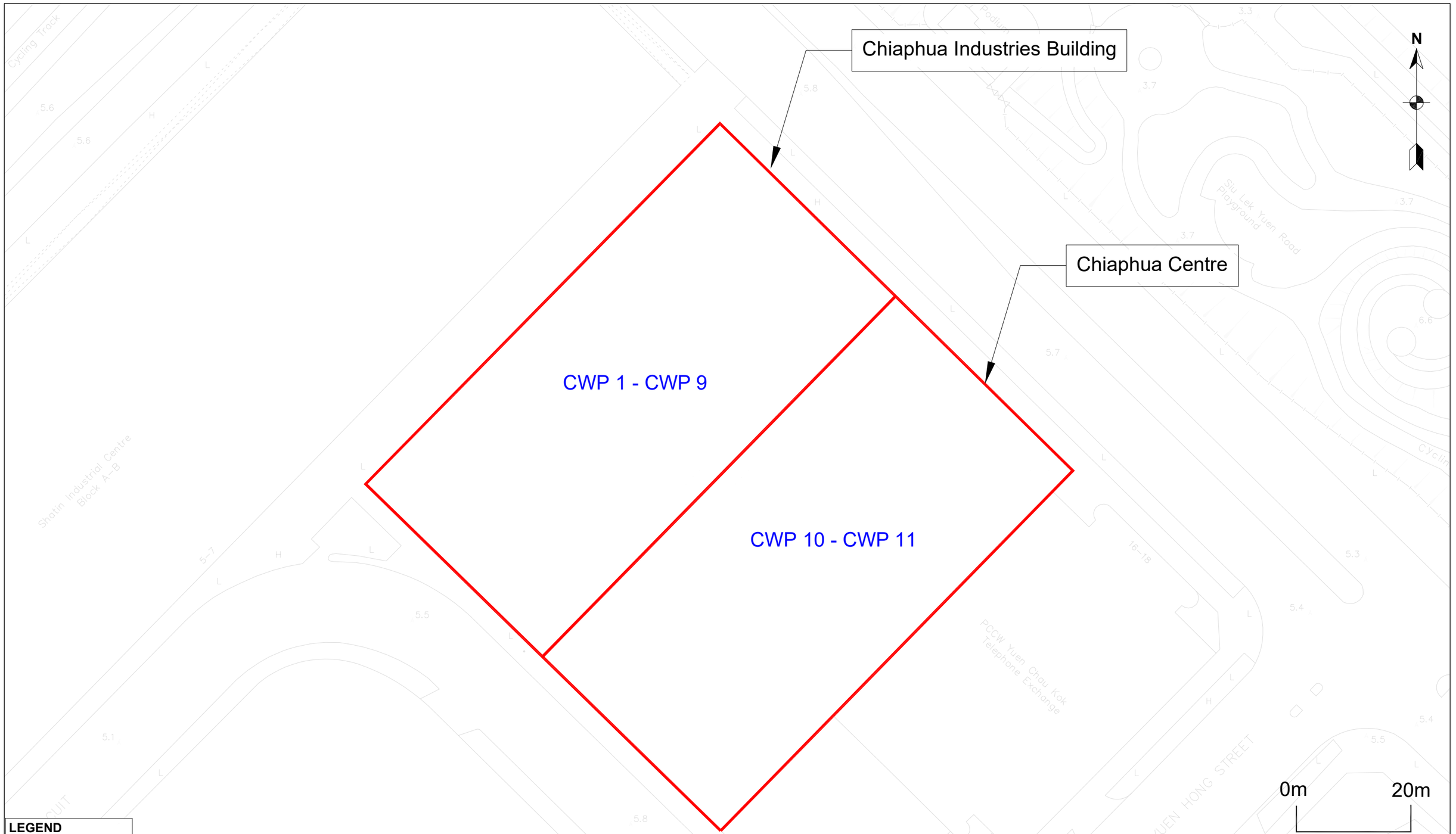
CHEONG FAI PRINTING & DYEING FTY LTD	12/F CHEUNG FAI IND BLDG 133 WAI YIP ST KWUN TONG KL	BLEACHING AND D
CHAPMEI PLASTIC TOYS MFY LTD	1/F CHEUNG HING IND BLDG 23 TAI YIP ST KWUN TONG KL	MFG OF PLASTIC T
CHIU KWONG PRINTING PRESS	G/F FLAT 20 A,B,C SAN PO KONG FTY EST BLK 3 KING FUK ST SAN PO KONG KL	PRINTING
LEADER LASER GRAPHIC ARTS CO	9/F, FLAT D FULLY IND BLDG 6 TSUN YIP LANE KWUN TONG KL	GRAPHIC ARTS
LING CHI MEDICINE CO (H.K.) LTD	1/F, FLAT C,D,E KIU HING MANSION 14 KING'S ROAD NORTH POINT HK	MFG OF PHARMACEUTICAL
LICK KEUNG MOTOR-CYCLE CO	G/F SHOP D4A 18 HOI TAI STREET QUARRY BAY HK	MAINTENANCE OF MOTOR CYCLE
PINNEBERG LTD	1-3/F (MAN HING EXP & GODOWN CO LTD) CHUAN KEI FACTORY BLDG 15-23 KIN KONG ST KWAI CHUNG NT	IMPORTER & EXPORTER AND GENERAL TRADING
CLP POWER HONG KONG LIMITED	TSEUNG KWAN O 400KV SUBSTATION AT T.K.O.T.L.84, WING LAI ROAD, TSEUNG KWAN O, KOWLOON., SAI KUNG, NEW TERRITORIES	SPENT DIESEL OIL
TYSAN FOUNDATION LIMITED	EASTERN HARBOUR CROSSING PHASE 5, YAU TONG, KWUN TONG, KOWLOON	FOUNDATION ENGINEERING
CLP POWER HONG KONG LIMITED	LEE ON SUBSTATION, AREA 108,MA ON SHAN, STTL 515,, LEE ON SUBSTATION, AREA 108, MA ON SHAN, STTL 515, SHA TIN, NEW TERRITORIES	ELECTRICITY UNDERTAKING
HIP HING CONSTRUCTION CO., LTD	TIN SHUI WAI AREA 106 PHASE 2 NT	CONSTRUCTION
DICKSON CONSTRUCTION COMPANY LIMITED	Y.L.T.L. NO. 225 FUNG NIN ROAD YUEN LONG NT	CONSTRUCTION
SERCO GUARDIAN (F.M.) LTD.	AIRPORT TUNNEL ADMIN BLDG EAST PORTAL KOWLOON CITY KL	OPERATION & MAINTENANCE OF E & M PLANT & EQUIPMENT
SANG KEE MOTOR CAR DECOMPOSITION	LOT 553-556 WANG TOI SHAN, FAN KAM ROAD PAT HEUNG NT	TRADING OF CAR AND SPARE PARTS
SUPERFINE PROOFING CO LTD	21/F FLAT A MELBOURNE IND BLDG 16 WESTLANDS RD QUARRY BAY HK	PRINTING
CAPITAL FINANCIAL PRESS LIMITED	RM 1405 14/F GLOUCESTER TOWER THE LANDMARK 11 PEDDER ST HK	PRINTING SERVICES
HUTCHISON TELECOMMUNICATION (HONG KONG) LIMITED	G/F DD LOT NO. 343 39 TIN LIU VILLAGE MA WAN NT	TELEPHONE WAREHOUSE
KWAN YUK SUN	LOT 516, TING KOK ROAD TAI PO NT	MOTOR VEHICLES REPAIRING
GENTLE RECORD & PHOTO FINISHING CO	G/F SHOP 12 TAK SHUN BLDG 442-448 MA TAU WAI RD TO KWA WAN KL	PHOTOFINISHING
QUITE YAM ELECTRO-OPTICAL PRODUCTS DEVELOPMENT LTD	UNIT B, 1/F., KOON WAH MIRROR GROUP BUILDING 2 YUEN SHUN CIRCUIT, SHATIN NT	CD-R MANUFACTURER - DYE COATING
MICRO-OPTICOM GROUP LIMITED	FLAT B, 2/F., CHIAPHUA INDUSTRIES BUILDING, 8-10 SIU LEK YUEN ROAD, SHATIN, NT	MANUFACTURE OF CD-ROM AND OPTICAL DISC


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MORTON INTERNATIONAL PTE LTD | ROAD TSING YI NT | CHEMICAL
WING KWONG LITHOGRAPHING CO LTD | 5/F. CHUNG ON INDUSTRIAL BUILDING 28 LEE CHUNG STREET CHAI WAN HK | PRINTING
COLORPIX LTD | FLAT 5A, G/F SIU SAI WAN SHOPPING CTR SIU SAI WAN EST CHAI WAN HK | PHOTOFINI
ABLE ENGINEERING COMPANY LIMITED | SAN HUI MARKET, KAI MAN PATH, TUEN MUN, NEW TERRITORIES | CONSTRUC
QUALITY HEALTHCARE MEDICAL CENTRE LIMITED | UNIT 1605-09, 16/F, ADMIRALTY CENTRE, TOWER I, 18 HARCOURT ROAD, ADMIRALTY, HONG KONG | MEDICAL CENTRE
ADP GRAPHIC COMMUNICATIONS ASIA LIMITED | UNIT 1, 17/FTAK KING IND BLDG27LEE CHUNG STREET CHAIWAN HK | TYPESETTING
BARBICAN CONSTRUCTION COMPANY LIMITED | KCRC CONTRACT NO. 1/ICP/2003 SLOPE IMPROV WK AT KCR UNIV STATION SOUTH (KCRC SLOPE NO. U14.3) SHA TIN NT | CONTRACTOR (SLOPE IMPROVEMENT WORK)
WHITFORD LIMITED | 22/F., OTERPRISE SQUARE, NATHAN ROAD, TSIM SHA TSUI, KL | SALES
KING OF WAX PROFESSIONAL CAR CARE | G/F HANG HAU VILLAGE TSEUNG KWAN O NT | MAINTENANCE OF MOTOR VEHICLES
GREEN CITY ENVIRONMENTAL CONSULTANTS LIMITED | G/F HO PUI TSUEN KWOK SHUI ROAD TSUEN WAN NT | MOTORS SERVICE
TYSAN FOUNDATION LIMITED | KING'S ROAD NORTH POINT HK | FOUNDATION ENGINEERING
CHUN WO CONSTRUCTION AND ENGINEERING COMPANY LIMITED | SITE AT WESTERN WHOLESALE FOOD MARKET, FUNG MAT ROAD, HK | BUILDING CONSTRUCTION
J. P. PRINTING PRESS LIMITED | BLOCK C-D, 6/F, EAST SUN INDUSTRIAL CENTRE, SHING YIP STREET, KWUN TONG, KL | PRINTING
CHUNG CHING DISPENSARY LTD | G/F 50-52 TAI PO ROAD SHAMSHUIPO KL | DISPENSARY
TERRAFORM-FGS LIMITED | SITE AT CAUSEWAY BAY TYPHOON SHELTER CAUSEWAY BAY HK | GROUND INVESTIGATION SPECIALIST
EXPRESS ENGINEERING COMPANY | HING NING RD KWAI CHUNG NT | AIR COND. ENG.
ON FAT LUNG ELECTRICAL & METAL COMPANY LIMITED | CLP TUEN MUN SUBSTATION CASTLE PEAK ROAD, TUEN HING ROAD, TUEN MUN, NT | ELECTRICAL & METAL
DAH MEI LABEL LIMITED | RM. 206 BLK 1 NAN FUNG IND. CITY TIN HAU ROAD TUEN MUN NT | LABEL FTY.
DAH MEI LABEL LIMITED | RM 301-308 BLK 5 3/F NAN FUNG IND. CITY TIN HAU ROAD TUEN MUN NT | LABEL FTY.
WAH FAI CONSTRUCTION & ENGINEERING COMPANY LIMITED
MDA TECHNOLOGY LIMITED | FLAT A, 2/F., CHIAPHUA INDUSTRIAL BLDG., SIU LEK YUEN RD., SHATIN, | COMPACT DISK MANUFACTURING
LTD. | SUBSTATION KWAI FUK ROAD, KWAI CHUNG NT | REMOVAL OF TRANSFORMER


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Director of Drainage Services Department | Stonecutters Island Sewage Treatment Works, Ngong Shing Road, Stonecutters Island, Sham Shui Po. | Sewage Tre
NEW LIFE CYCLE COMPANY LIMITED | SHOPS C & D, G/F., TAI YICK BUILDING, 117 IVY STREET, TAI KOK TSUI, KOWLOON | RECYCLIN
BANYAN SERVICES ASSOCIATION HOME FOR THE ELDERLY | FLAT A-D, 1/F., RIGHT TIME BUILDING, 21-27 PLAYING FIELD ROAD, MONG KOK, KOWLOON | HOMES FO
Wing Fat Building Construction Limited | Construction site at 54 Chung Hom Kok Road, Hong Kong | Constructior
CHEVALIER-CHINA RAILWAY JOINT VENTURE | Construction Site at Chung Ling Path, Tuen Mun Area 3A, Tuen Mun, New Territories | Building Con
NHJK Holding Corporation Limited | Unit 701-703 and 705, Building 6W, 6 Science Park West Avenue, Hong Kong Science Park, Shatin, N.T. | R&D Laboratory
Tobacco and Alcohol Control Office, Department of Health | 7/F and 8/F, ADP Pentagon Centre, 98 Texaco Road, Tsuen Wan, N.T. | Enforcement of Cap. 371
Hop Lee Builders Company Limited | Construction site at 31-33 King's Road, 18-20 Ngan Mok Street, North Point, Hong Kong | Construction
NEW LIFE PSYCHIATRIC REHABILITATION ASSOCIATION | NO. 188 PO KONG VILLAGE ROAD, WONG TAI SIN, KOWLOON | RECYCLING WASTE COLLECTOR
VALUE CARE ELDERLY CENTER | G/F., (PORTION), 26 FIR STREET & 1/F., FUK HING BUILDING, 20-26 FIR STREET, TAI KOK TSUI, KOWLOON | HOMES FOR THE AGED
Fung Hop Shing Hardware Company Limited | DD117 Lot 1315S.A, 1315S.B, 1316S.A, 1316S.B and 1457,Tai Tong Shan Road, Yuen Long | 回收、倉儲及五金
REC Engineering Company Limited | Ho Dao College, (Sponsored by Sik Sik Yuen)(55), 11 Hung Shun Road, Yuen Long, NT | Engineering Work
ACTION 2000 LIMITED | ROOM 1416-17, 14/F., PRINCE'S BUILDING, 10 CHATER ROAD, CENTRAL, HONG KONG | MEDICAL & HEALTH
Centre for Regenerative Medicine and Health, Hong Kong Institute of Science & Innovation, Chinese Academy of Sciences Limited | Unit 503, 505, 5/F., 15 Science Park West Avenue, Hong Kong Science Park, Shatin, N.T. | Research and Development for the betterment of human health
WING LOK CONSTRUCTION & ENGINEERING CO LTD. | 127 Caine Road, Sai Ying Pun, HK | DEMOLITION CONTRACTOR
BE HEALTH SPECIALIST LIMITED | SHOPS 102A, 103A, 103E & 105A, 1/F., STAR HOUSE, 3 SALISBURY ROAD, TSIM SHA TSUI, KOWLOON | CLINICS
TAC (HK) LIMITED | Flat 1-2, G/F, Block A, Sha Tin Industrial Centre, 5-7 Yuen Shun Circuit, Shatin, N.T. | 汽車維修及護法
YS Dental Clinic (Fourth Branch) Ltd | Shop J, G/F, Shun Hing Building, 6A Smithfield, HK | Dental Clinic
Saki Company Limited | 1/F, 23A Mei Wan Street, Tsuen Wan, NT | I & E
TES-AMM (H.K.) LIMITED | DD117 Lot 1477S.A ss.1(North), 1477S.B ss.2 S.A, Yuen | 4/F, Chiaphua Centre, 12-14 Siu Lek Yuen Road, Shatin, NT | Asset Remarketing Equipment Deployment
The Peaceful Elderly Home Limited | NEW TERRITORIES | Elderly home



Licensee Name (Eng)	Premises Address	Nature of B
MAN LEE MOTOR CO	G/F 21 TSUI FUNG ST FUNG WONG SAN TSUEN WONG TAI SIN KL	SERVICING OF MOTOR VEHICLES
MAX SIGHT LTD	MTR KWUN TONG STATION KWUN TONG KL	INSTANT PHOTO SERVICE
HOOVER PHOTO SERVICE CO	G/F 385A NATHAN RD YAU MA TEI KL	PHOTO-FINISHING
KINGSBURG CAMERA CO LTD	G/F, UNIT 32 ADMIRALTY CTR TAK LAP ST ADMIRALTY HK	PHOTOFINISHING
IMMIGRATION DEPARTMENT	1/F & 4/F MA TAU KOK RD GOVT OFFICES 1 MA TAU KOK RD TO KWA WAN KL	IMMIGRATION
INTERNATIONAL CTR	G/F FLAT C1 GOLDFIELD IND BLDG PH 2 144-150 TAI LIN PAI RD KWAI CHUNG NT	MFG OF STEEL MOULD
THE ZUNG FU CO LTD	G/F CHIA THUA CTR 12-14 SIU LEK YUEN RD SHA TIN NT	REPAIRING OF MOTOR VEHICLE
EASYFILE LIMITED	G/F., 66A Waterloo Road,Kowloon	Veterinary Clinic
SUPERPOWER MOTORCYCLE COMPANY	G/F FOOK SHUN BUILDING MA WANG ROAD YUEN LONG NT	TRANSPORT, TRADING & REPAIR MOTORCYCLE
FOTOMAX (F.E.) LIMITED	SHOP 598, LEVEL 5, GRAND CENTURY PLACE, MONGKOK,	PHOTO DEVELOPING SERVICE
FOTOMAX (F.E.) LIMITED	SHOP 2100 SUNSHINE CITY PLAZA MA ON SHAN	PHOTO FINISHING & DEVELOPING
KINDEN LIMITED	G/F, UNIT 18, BLOCK B, KAILEY INDUSTRIAL CENTRE, 12 FUNG YIP STREET, CHAI WAN, HONG KONG	BUYING & SELLING OF TAXI & VEHICLE; REPAIRING
LUI KIM CHIU	LOT 202-204 IN DD 105, MAI PO LUNG, YUEN LONG NT	
SUN CHEER TECHNOLOGY LIMITED	1/F, KRAS ASIA INDUSTRIAL BUILDING, HUNG TO ROAD, KWUN TONG,	CD PRODUCTION
LAM PONG YAM	SHOP5, G/F., GRANDEUR GRADEN, TAI WAI ROAD, SHATIN	MEDICINE SHOP
ENOCH OPERATING COMPANY	PO HONG ROAD, TSEUNG KWAN O,	PETROLEUM RETAILING
KIER HONG KONG LTD.	SITE FOR CARGO APRON EXTENSION AT CARGO APRON, HONG KONG INTERNATIONAL AIRPORT, CHEK LAP KOK, LANTAU ISLAND	CIVIL ENGINEERING
SHIMIZU-CHINA STATE JOINT VENTURE	HONG KONG DISNEYLANDRESORT PROJECT FANTASYLAND PENNY'S BAY TSUEN WAN	CONSTUCTION
LEUNG CHI-KEUNG	TAM KON SHAN ROAD TSING YI NT	VEHICLE SERVICE
LEE TO NEI OF PACIFIC PHARMACY CO.	G/F., SHAN TUNG STREET, MONG KOK,	MEDICINE RETAIL
KIN WING ENGINEERING COMPANY LIMITED	STAFF QUARTER BLOCKS B & C TUEN MUN HOSPITAL TUEN MUN NT	CONSTRUCTION OF PILE FOUNDATION
TAPBO CIVIL ENGINEERING COMPANY LIMITED	SITE OFFICE OF CONTRACT NO. 3/WSD/03 AT TIN HAU TEMPLE ROAD NORTH POINT HK	CONSTRUCTION



URBAN GREEN

Proposed Amendment to the Draft Sha Tin Outline Zoning Plan No. S/ST/39 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Location of Chemical Waste Producers

Appendix C3

Rev. 0

Appendix C4

Site Walkover Checklist & Photo records

Site Walkover Checklist (Chiaphua Centre)

GENERAL SITE DETAILS

SITE OWNER/CLIENT Chiaphua Industries Limited

PROPERTY ADDRESS Hong Kong, Sha Tin, Siu Lek Yuen Road, 12-14

PERSON CONDUCTION THE QUESTIONNAIRE

NAME Mr. Yan Lee

POSITION Urban Green Consultants Limited

AUTHORIZED OWNER/CLIENT REPRESENTATION (IF APPLICABLE)

NAME NA

POSITION NA

TELEPHONE NA

SITE ACTIVITIES

Briefly describe activities carried out on site, including types of products/ chemicals/ materials handled. **Obtain a flow schematic if possible.**

(Please see the last page of Site Walkover Checklist.)

Number of employees: 10 Full-time: 10

Part-time: -

Temporary/Seasonal: -

Maximum no. of people on site at any time: -

Typical hours of operation: (per week) 48

Number of shifts: -

Days per week: 7

Weeks per year: 52

Scheduled/ expected date of service discontinuance: -

Detail the main sources of energy at the site:

Gas ~~Yes~~/No

Electricity Yes/~~No~~

Coal ~~Yes~~/No

Oil ~~Yes~~/No

Other ~~Yes~~/No

SITE DESCRIPTION

This section is intended to gather information on site setting and environmental receptors on, adjacent or close to the site.

What is the total site area: approximately 3834 m^2

Please list all current and previous owners/occupiers if possible.

Chiaphua Industries Limited

Is a site plan available? If yes, please attach. ~~Yes~~/No

Are there any other parties on site as tenants or sub-tenants? Yes/~~No~~

If yes, identify those parties: e.g. The Green Olive Limited and Rainbow Creative Arts Limited, Tung Yuen (Enamelled Wire) Co., Ltd., Rainbow Creative Arts Limited.

Describe surrounding land use (residential, industrial, rural, etc.) and identify neighbouring facilities and types of industry.

Northeast: Shek Mun Estate

South: KMB Bus Depot

Southeast: PCCW Yuen Chau Kok Telephone Exchange

West: Chiaphua Industries Building

Describe the topography of the area (flat terrain, rolling hills, mountains, by a large body of water, vegetation, etc.).

Flat terrain

State the size and location of the nearest residential communities.

- Shek Mun Estate (approx. 172m from the site boundary)
- City One Shatin(approx. 164m from the site boundary)
- Prima Villa (approx. 327m from the site boundary)

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?

NA

Questionnaire with Existing/Previous Site Owner or Occupier

		Yes/No	Notes
1.	What are the main activities/operations at the above address?	-	Storage, Office
2.	How long have you been occupying the site?	-	40 Years
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy.)	Yes	It was Sea before reclamation.
4.	Prior to your occupancy, who occupied the site?	-	It was Sea before reclamation.
5.	What were the main activities/operations during their occupancy?	-	It was Sea before reclamation.
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	No	-
7.	Have any polluting activities been carried out in the vicinity of the site in the past?	No	-
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	No	-

		Yes/No	Notes
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?	No	-
10.	Do you have any registered hazardous installations as defined under relevant ordinance? (If yes, please provide details.)	No	-
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	No	-
	• What are the contents of these tanks?	-	-
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	No	-
13.	Has the facility produced a separate hazardous substance inventory?	No	-
14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If, yes, please provide details.)	No	-
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags. Silos, cisterns, vaults and cylinders)?	-	Truck
16.	Do you have any underground storage tanks? (If yes, please provide details.)	No	-
	• How many underground storage tanks do you have on site?	-	-
	• What are the tanks constructed of?	-	-
	• What are the contents of these tanks?	-	-
	• Are the pipelines above or below ground?	-	-
	• If the pipelines are below ground, has any leak and integrity testing been performed?	-	-
	• Have there been any spills associated with these tanks?	-	-
17.	Are there any disused underground storage tanks?	No	-
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	-	No underground storage tank

		Yes/No	Notes
19.	How are the wastes disposed of?	-	General waste would be disposed to public general waste bin
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	No	-
21.	Have any spills occurred on site? (If yes, please provide details.)	No	-
	• When did the spill occur?	-	-
	• What were the substances spilled?	-	-
	• What was the quantity of material spilled?	-	-
	• Did you notify the relevant departments of the spill?	-	-
	• What were the actions taken to clean up the spill?	-	-
	• What were the areas affected?	-	-
22.	Do you have any records of major renovation of your site or rearrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	No	-
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	No	-
24.	Are there any known contaminations on site? (If yes, please provide details.)	No	-
25.	Has the site ever been remediated? (If yes, please provide details.)	No	-

Observations

		Yes/No	Notes
1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	No	-
2.	What are the conditions of the bund walls and floors?	-	Good
3.	Are any surface water drains located near to drum storage and unloading areas?	No	-
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	No	-
5.	Is there a storage site for the wastes?	No	-
6.	Is there an on-site landfill?	No	-
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	No	-
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	No	-
9.	Are there any potential off-site sources of contamination?	No	-
10.	Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?	-	No information
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	No	-
12.	Any noticeable odours during site walkover?	No	-
13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	No	-

Site Walkover Checklist (Chiaphua Industries Building)

GENERAL SITE DETAILS

SITE OWNER/CLIENT Chiaphua Industries Limited

PROPERTY ADDRESS Hong Kong, Sha Tin, Siu Lek Yuen Road, 8-10

PERSON CONDUCTION THE QUESTIONNAIRE

NAME Mr. Yan Lee

POSITION Urban Green Consultants Limited

AUTHORIZED OWNER/CLIENT REPRESENTATION (IF APPLICABLE)

NAME NA

POSITION NA

TELEPHONE NA

SITE ACTIVITIES

Briefly describe activities carried out on site, including types of products/ chemicals/ materials handled. **Obtain a flow schematic if possible.**

(Please see the last page of Site Walkover Checklist.)

Number of employees: 10 Full-time: 10

Part-time: -

Temporary/Seasonal: -

Maximum no. of people on site at any time: -

Typical hours of operation: (per week) 48

Number of shifts: -

Days per week: 7

Weeks per year: 52

Scheduled/ expected date of service discontinuance: -

Detail the main sources of energy at the site:

Gas ~~Yes~~/No

Electricity Yes/~~No~~

Coal ~~Yes~~/No

Oil ~~Yes~~/No

Other ~~Yes~~/No

SITE DESCRIPTION

This section is intended to gather information on site setting and environmental receptors on, adjacent or close to the site.

What is the total site area: approximately 3,834 m^2

Please list all current and previous owners/occupiers if possible.

Chiaphua Industries Limited

Is a site plan available? If yes, please attach. ~~Yes~~/No

Are there any other parties on site as tenants or sub-tenants? Yes/~~No~~

If yes, identify those parties: e.g. XH Supply Chain Management (Hong Kong) Limited, Germagic Biochemical technogy, Dor Man Grocery&Food Limited, Shop 248 Limited, Achery Gathering Company.

Describe surrounding land use (residential, industrial, rural, etc.) and identify neighbouring facilities and types of industry.

Northeast: Chiaphua Centre

South: KMB Bus Depot

Southeast: PCCW Yuen Chau Kok Telephone Exchange

West: Sha Tin Industrial Centre

Describe the topography of the area (flat terrain, rolling hills, mountains, by a large body of water, vegetation, etc.).

Flat terrain

State the size and location of the nearest residential communities.

- Shek Mun Estate (approx. 172m from the site boundary)
- City One Shatin(approx. 164m from the site boundary)
- Prima Villa (approx. 327m from the site boundary)

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?

NA

Questionnaire with Existing/Previous Site Owner or Occupier

		Yes/No	Notes
1.	What are the main activities/operations at the above address?	-	Storage, Office
2.	How long have you been occupying the site?	-	40 Years
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy.)	Yes	It was Sea before reclamation.
4.	Prior to your occupancy, who occupied the site?	-	It was Sea before reclamation.
5.	What were the main activities/operations during their occupancy?	-	It was Sea before reclamation.
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	No	-
7.	Have any polluting activities been carried out in the vicinity of the site in the past?	No	-
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	No	-

		Yes/No	Notes
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?	No	-
10.	Do you have any registered hazardous installations as defined under relevant ordinance? (If yes, please provide details.)	No	-
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	No	-
	• What are the contents of these tanks?	-	-
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	No	-
13.	Has the facility produced a separate hazardous substance inventory?	No	-
14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If, yes, please provide details.)	No	-
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags. Silos, cisterns, vaults and cylinders)?	-	Truck
16.	Do you have any underground storage tanks? (If yes, please provide details.)	No	-
	• How many underground storage tanks do you have on site?	-	-
	• What are the tanks constructed of?	-	-
	• What are the contents of these tanks?	-	-
	• Are the pipelines above or below ground?	-	-
	• If the pipelines are below ground, has any leak and integrity testing been performed?	-	-
	• Have there been any spills associated with these tanks?	-	-
17.	Are there any disused underground storage tanks?	No	-
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	-	No underground storage tank

		Yes/No	Notes
19.	How are the wastes disposed of?	-	General waste would be disposed to public general waste bin
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	No	-
21.	Have any spills occurred on site? (If yes, please provide details.)	No	-
	• When did the spill occur?	-	-
	• What were the substances spilled?	-	-
	• What was the quantity of material spilled?	-	-
	• Did you notify the relevant departments of the spill?	-	-
	• What were the actions taken to clean up the spill?	-	-
	• What were the areas affected?	-	-
22.	Do you have any records of major renovation of your site or rearrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	No	-
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	No	-
24.	Are there any known contaminations on site? (If yes, please provide details.)	No	-
25.	Has the site ever been remediated? (If yes, please provide details.)	No	-

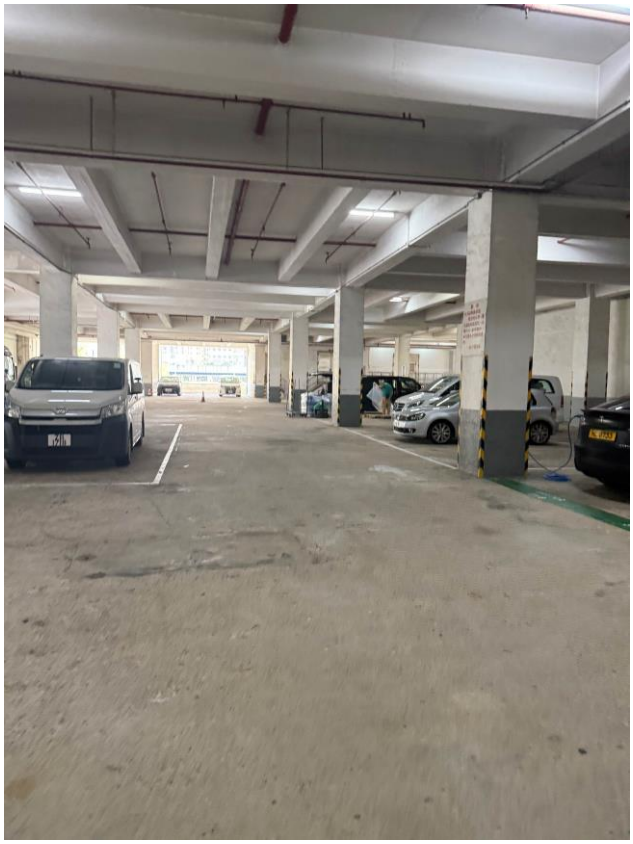
Observations

		Yes/No	Notes
1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	No	-
2.	What are the conditions of the bund walls and floors?	-	Good
3.	Are any surface water drains located near to drum storage and unloading areas?	No	-
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	No	-
5.	Is there a storage site for the wastes?	No	-
6.	Is there an on-site landfill?	No	-
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	No	-
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	Yes	Oil stain were observed in the generator room.
9.	Are there any potential off-site sources of contamination?	No	-
10.	Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?	-	No information
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	No	-
12.	Any noticeable odours during site walkover?	No	-
13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	Yes	An Oil fuel tank is observed in the generator room on 1/F. However, it is used as a standby generator.

Photo-documentation of Site Inspection

	
Photographic Record: (P01) Generator Room on G/F of Chiaphua Centre	Photographic Record: (P02) Generator Room on G/F of Chiaphua Centre
	
Photographic Record: (P03) Generator Room on 1/F of Chiaphua Industries Building	Photographic Record: (P04) Generator Room on 1/F of Chiaphua Industries Building

Photo-documentation of Site Inspection



Photographic Record: (P05)

Carpark on 1/F of Chiaphua Centre



Photographic Record: (P06)

Carpark on 1/F of Chiaphua Centre



Photographic Record: (P07)

Tenant List of Chiaphua Centre



Photographic Record: (P08)

Tenant List of Chiaphua Industrial Building



Proposed Amendment to the Draft Sha Tin Outline Zoning Plan No. S/ST/39 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Index Plan of Photographic Records on G/F

URBAN GREEN

Appendix C4

Rev. 0



LEGEND

- Proposed Redevelopment
- P01 Photo ID
- Direction of Photos Taken

URBAN GREEN

Proposed Amendment to the Draft Sha Tin Outline Zoning Plan No. S/ST/39 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Index Plan of Photographic Records on 1/F

Appendix C4

Rev. 0

Appendix C5

List of Main Activities/Operation in the Proposed Redevelopment & Existing G/F Layout Plan

Main activities/operation (such as nature of business) of each tenant in each floor

Chiaphua Industries Building

Floor	Units	Nature of business
G/F	Whole Floor	Food storage & logistic for fast food restaurant
1/F	Compressor room	Building material storage & logistic
	Stoage B	Wine storage
2/F	Unit A	Office
	Unit B	Data centre
3/F	Whole Floor	Vacant
4/F	Unit A	Food storage & logistic for restaurant
	Unit B	Stationary storage & logistic
	Unit C	Disinfectant manufacturing
5/F	Unit A	Hygiene products storage & logistic
	Unit B	Document storage
	Unit C	Archery showroom

Chiaphua Centre

Floor	Units	Nature of business
G/F	Whole Floor	Food storage & logistic for fast food restaurant
1/F	Carpark	NA
2/F	Whole Floor	Supply & logistic of rice & oil
3/F	Whole Floor	Supply & logistic of rice & oil
4/F	Whole Floor	Data centre testing
5/F	Unit 1 & 2	Office & Food storage & logistic
	Unit 4 & 5	Office of tutorial class



LEGEND

- Rezoning Site
- P01 Photo ID
- Direction of Photos Taken

URBAN GREEN

Proposed Amendment to the Approved Sha Tin Outline Zoning Plan No. S/ST/40 from "Industrial (1)" zone to "Residential (Group A)10" zone at Nos. 8-14 Siu Lek Yuen Road, Sha Tin, New Territories (STTL Nos. 196 and 276)

Existing G/F Layout Plan

Appendix C5

Rev. 0