Form No. S16-I
表格第 S16-I 號

APPLICATION FOR PERMISSION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

(i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;

(ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas or Regulated Areas; and
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及

(iii) Renewal of permission for temporary use or development in rural areas or Regulated Areas
位於鄉郊地區或受規管地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

\# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a「✔」at the appropriate box 請在適當的方格內上加上「✔」號

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Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/MOS/131
	Date Received 收到日期	-4 AUG 2025

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.tpb.gov.hk/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.tpb.gov.hk/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

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1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 /☐ Mrs. 夫人 /☐ Miss 小姐 /☐ Ms. 女士 /☑ Company 公司 /☐ Organisation 機構)

Towerich Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐ Mr. 先生 /☐ Mrs. 夫人 /☐ Miss 小姐 /☐ Ms. 女士 /☑ Company 公司 /☐ Organisation 機構)

KTA Planning Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 8,000 sq.m 平方米 ☑About 約 ☑Gross floor area 總樓面面積 50,823 sq.m 平方米 ☑About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	N/A sq.m 平方米 ☐About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Ma On Shan Outline Zoning Plan No. S/MOS/28
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Residential (Group A) 12"
(f)	Current use(s) 現時用途	Occupied by Ma On Shan Horizon Suites Hotel (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

☑ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#& (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"#& (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☐ is not a "current land owner"#.
並不是「現行土地擁有人」#。

☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上（請繼續填寫第 6 部分）。

5. Statement on Owner's Consent/Notification
就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s)"#.
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」#。

(b) The applicant 申請人 –

☐ has obtained consent(s) of ..... "current land owner(s)"#.
已取得 ..... 名「現行土地擁有人」#的同意。

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has notified ..... "current land owner(s)"#
已通知 ..... 名「現行土地擁有人」#。

Details of the "current land owner(s)" # notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)#&
於_____(日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____(日/月/年)在指定報章就申請刊登一次通知&

☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)&
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

☑	Type (i) 第(i)類	Change of use within existing building or part thereof 更改現有建築物或其部分內的用途
☐	Type (ii) 第(ii)類	Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
☐	Type (iii) 第(iii)類	Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置
☐	Type (iv) 第(iv)類	Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制
☐	Type (v) 第(v)類	Use / development other than (i) to (iii) above 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one「✓」.
註 1： 可在多於一個方格內加上「✓」號
Note 2: For Development involving columbarium use, please complete the table in the Appendix.
註 2： 如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	998 sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 ..... sq.m 平方米	☐About 約	
	Non-domestic part 非住用部分 998 sq.m 平方米	☑About 約	
	Total 總計 998 sq.m 平方米	☑About 約	

(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途
		Please refer to Table 3.2 in the Supporting Planning Statement.	

(ii) For Type (ii) application 供第(ii)類申請	
(a) Operation involved 涉及工程	☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ..... m 米 ☐About 約 (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍))
(b) Intended use/development 有意進行的用途／發展	

(iii) For Type (iii) application 供第(iii)類申請	
(a) Nature and scale 性質及規模	☐ Public utility installation 公用事業設施裝置 ☐ Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度

Name/type of installation 裝置名稱／種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置／建築物／構築物的尺寸 (米) (長 x 闊 x 高)

(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(iv) For Type (iv) application 供第(iv)類申請

(a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制**並填妥於第(v)部分的擬議用途/發展及發展細節** –

☐ Plot ratio restriction 地積比率限制
From 由 ..... to 至 .....

☐ Gross floor area restriction 總樓面面積限制
From 由 .....sq. m 平方米 to 至 .....sq. m 平方米

☐ Site coverage restriction 上蓋面積限制
From 由 .....% to 至 ..... %

☐ Building height restriction 建築物高度限制
From 由 .....m 米 to 至 ..... m 米
From 由 ..... mPD 米 (主水平基準上) to 至 .....mPD 米 (主水平基準上)
From 由 ..... storeys 層 to 至 ..... storeys 層

☐ Non-building area restriction 非建築用地限制
From 由 .....m to 至 ..... m

☐ Others (please specify) 其他（請註明）
.....
.....

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	..... sq.m 平方米	☐About 約
Proposed plot ratio 擬議地積比率	.....	☐About 約
Proposed site coverage 擬議上蓋面積	..... %	☐About 約
Proposed no. of blocks 擬議座數	.....	
Proposed no. of storeys of each block 每座建築物的擬議層數	..... storeys 層	
	☐ include 包括_____storeys of basements 層地庫	
	☐ exclude 不包括_____storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	..... mPD 米(主水平基準上)	☐About 約
	..... m 米	☐About 約

☐ Domestic part 住用部分

GFA 總樓面面積 ..... sq. m 平方米 ☐About 約

number of Units 單位數目 .....

average unit size 單位平均面積 .....sq. m 平方米 ☐About 約

estimated number of residents 估計住客數目 .....

☐ Non-domestic part 非住用部分

GFA 總樓面面積

☐ eating place 食肆 ..... sq. m 平方米 ☐About 約

☐ hotel 酒店 ..... sq. m 平方米 ☐About 約
(please specify the number of rooms
請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐About 約

☐ shop and services 商店及服務行業 ..... sq. m 平方米 ☐About 約

☐ Government, institution or community facilities 政府、機構或社區設施
(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)
.....
.....
.....

☐ other(s) 其他
(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)
.....
.....
.....

☐ Open space 休憩用地 (please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

☐ public open space 公眾休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

(d) Proposed use(s) of uncovered area (if any) 露天地方（倘有）的擬議用途

.....

.....

.....

.....

.....

7. Anticipated Completion Time of the Development Proposal
擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

2028

8. Vehicular Access Arrangement of the Development Proposal
擬議發展計劃的行車通道安排

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) On Chun Street ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 7 Motorcycle Parking Spaces 電單車車位 1 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 ____ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 ____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 ____ Others (Please Specify) 其他 (請列明) ____ ____ ____ ____ ____
	No 否	☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 ____ Coach Spaces 旅遊巴車位 ____ Light Goods Vehicle Spaces 輕型貨車車位 1 Medium Goods Vehicle Spaces 中型貨車車位 ____ Heavy Goods Vehicle Spaces 重型貨車車位 1 Others (Please Specify) 其他 (請列明) ____ ____ ____ ____ ____
	No 否	☐

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.
如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☑ Please provide details 請提供詳情 Please refer to Appendix 1 of the Supporting Planning Statement attached.
	No 否	☐
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？		
On environment 對環境	Yes 會 ☐	No 不會 ☑
On traffic 對交通	Yes 會 ☐	No 不會 ☑
On water supply 對供水	Yes 會 ☐	No 不會 ☑
On drainage 對排水	Yes 會 ☐	No 不會 ☑
On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☐
_____		
_____		

Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)
請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)

.....
.....
.....
.....
.....

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the Supporting Planning Statement attached.

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion. 本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 ..... ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

KITTY WONG ..... Director .....

Name in Block Letters 姓名（請以正楷填寫） Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☐ RPP 註冊專業規劃師
Others 其他 .....

on behalf of 代表 KTA Planning Limited .....

☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 04/07/2025 ..... (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料:

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches
在龕位內最多可安放骨灰的數量 _____

Maximum number of sets of ashes that may be interred other than in niches
在非龕位的範圍內最多可安放骨灰的數量 _____

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____

Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____

Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____

Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____

Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____

Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

Total no. of niches other than single or double niches (please specify type)
除單人及雙人龕位外的其他龕位總數 (請列明類別)

_____

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____

Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____

Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____

Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____

_____

@ Ash interment capacity in relation to a columbarium means –
就靈灰安置所而言，骨灰安放容量指：
- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目;
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)
Site area 地盤面積	8,000 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 N/A sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Ma On Shan Outline Zoning Plan No. S/MOS/28
Zoning 地帶	"Residential (Group A) 12"
Applied use/ development 申請用途/發展	Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place

		sq.m 平方米	Plot Ratio 地積比率
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	998 ☑ About 約 ☐ Not more than 不多於	0.125 ☑About 約 ☐Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途	1	

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用		m 米 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途	about 41.38 (at main roof)	m 米 ☐ (Not more than 不多於)
			about 47.28 (at main roof)	mPD 米(主水平基準上) ☐ (Not more than 不多於)
			17 (including 1 level of basement and 1 level of E&M floor at R/F)	Storeys(s) 層 ☑ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積	Not more than 47 (residential) % ☐ About 約		
(v)	No. of units 單位數目	about 772		
(vi)	Open space 休憩用地	Private 私人	2,162	sq.m 平方米 ☑ Not less than 不少於
		Public 公眾		sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	8
	Private Car Parking Spaces 私家車車位	7
	Motorcycle Parking Spaces 電單車車位	1
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
	Others (Please Specify) 其他 (請列明)	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	2
	Taxi Spaces 的士車位	
	Coach Spaces 旅遊巴車位	
	Light Goods Vehicle Spaces 輕型貨車車位	1
	Medium Goods Vehicle Spaces 中型貨車位	
	Heavy Goods Vehicle Spaces 重型貨車車位	1
	Others (Please Specify) 其他 (請列明)	

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

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

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

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

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

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PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 HOI BUN ROAD, KWUN TONG
KOWLOON, HONG KONG
九龍觀塘海濱道133號
萬兆豐中心16樓K室
電話TEL (852) 3426 8451
傳真FAX (852) 3426 9737
電郵EMAIL kta@ktaplanning.com

By Hand and by Email

Our Ref: S3146/STTL461/24/008Lg

13 August 2025

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

Dear Sir/Madam,

Proposed Exhibition or Convention Hall
within the Permitted In-situ Conversion for Residential Development
cum Shop and Services/Eating Place
"Residential (Group A) 12" Zone
No. 29 On Chun Street, Ma On Shan
(Sha Tin Town Lot No. 461)
Planning Application No. A/MOS/131

Reference is made to the captioned S16 Planning Application which was submitted to the Town Planning Board on 4 July 2025.

We would like to clarify that the proposed Exhibition or Convention Hall forms part of the in-situ conversion of the existing Hotel into the Proposed Residential Development cum Shop and Services/Eating Place at the captioned Site. Hence, all relevant technical assessments have been carried out to assess the technical feasibility of the whole development covering all the components upon conversion. No adverse impact due to the Proposed Development is anticipated.

The Authorization Letter and replacement pages of Form No. S16-1 with the updated title of the Planning Application are enclosed. The softcopy of the updated supplementary information including Supporting Planning Statement together with the technical assessments will be uploaded shortly.

Should you have any queries in relation to the above and attached, please do not hesitate to contact the undersigned at [redacted]. Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Kitty Wong

cc. the Applicant & Team

Encl.: Authorization Letter and replacement pages of Form No. S.16-1

KT/PL/KW/vy

S16 PLANNING APPLICATION
APPROVED MA ON SHAN OUTLINE ZONING PLAN NO. S/MOS/28

Proposed Exhibition or Convention Hall within
the Permitted In-situ Conversion of Existing Hotel into
Residential Development cum Shop and Services/Eating Place
In "Residential (Group A) 12" Zone
No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

SUPPORTING PLANNING STATEMENT

August 2025

Applicant:
Towerich Limited

Consultancy Team:
KTA Planning Ltd.
LLA Consultancy Ltd.
Westwood Hong & Associates Ltd.

Executive Summary

The Applicant, Towerich Limited, is seeking approval from the Town Planning Board ("TPB") for the proposed 'Exhibition or Convention Hall' within the permitted in-situ conversion of the existing Hotel into the Proposed Residential Development cum Shop and Services/Eating Place at No. 29 On Chun Street, Ma On Shan ("the Site"). The Site is located within area zoned "Residential (Group A) 12" ("R(A)12") on the Approved Ma On Shan Outline Zoning Plan ("Approved OZP") No. S/MOS/28.

The Proposed Conversion includes a Residential Development with a domestic GFA of about 45,680 sq.m and a non-domestic GFA of about 5,143 sq.m. The top floor of the existing building has to be demolished due to the need to comply with the domestic site coverage requirement under the Building (Planning) Regulations. The non-domestic GFA includes an Exhibition or Convention Hall with a floor area of about 998 sq.m while the rest of it for commercial facilities, associated common area, covered carpark and driveway. The Proposed Exhibition or Convention Hall at level 1 ("L1") of the Proposed Residential Development upon conversion aims to provide a venue for the public to arrange exhibitions, conventions, conferences, receptions, trade fairs and ceremonies. The hall will be well equipped for holding exhibitions and various events.

The proposal is fully justified based on the following reasons:

- The proposed conversion from an existing Hotel into a Residential Development with an Exhibition or Convention Hall and Shop and Services/Eating Place at L1 will continue to meet the planning intention of the "R(A)" zone.
- The proposed Exhibition or Convention Hall within the Residential Development is a suitable use at the Site in terms of compatibility and accessibility.
- The approval of this Planning Application will be in support of the convention and exhibition industry on a district basis and enable the provision of this much needed Exhibition or Community Hall to the local community.
- The Proposed Conversion into a Residential Development with Exhibition or Convention Hall and commercial facilities would bring about vibrancy and vitality to the waterfront area. The proposal will open up another access from On Chun Street to the waterfront area to enhance connectivity and accessibility.
- The Proposal would help to promote social cohesion through community engagement, dialogues as well as education.
- The Residential Portion and Exhibition or Community Hall with separate access. No disturbance or nuisance to the future residents will be anticipated.
- No adverse impact onto the surrounding neighbourhood due to the Proposed Residential Development with the Exhibition or Convention Hall is anticipated.

With the justifications presented above, we sincerely request the TPB to give favourable consideration to this Planning Application.

行政摘要

申請人 Towerich Limited，擬就《城市規劃條例》第 16 條向城市規劃委員會(下稱「城規會」) 申請在馬鞍山鞍駿街 29 號准許之酒店改建住宅和商店及服務行業/食肆發展內作展覽或會議廳用途。。申請地點位於由現時在馬鞍山分區計劃大綱核准圖（下稱「大綱核准圖」）編號 S/MOS/28 上劃為「住宅（甲類）12」地帶內。

擬議改建的住宅發展，住用樓面面積約 45,680 平方米及非住用樓面面積約 5,143 平方米。由於需要符合《建築物（規劃）規例》所規定的住用建築物上蓋面積百分率的要求，現有建築物的最頂層必須拆除。而非住用樓面面積包含一個約 998 平方米的展覽或會議廳，其餘非住用樓面面積則用作商業設施、公用地方、有蓋停車場及車路。位於擬議改建住宅發展一樓的展覽或會議廳將為公眾提供一個舉辦展覽、會議、招待會、商貿展覽和儀式的場所。大廳將配備齊全，可舉辦各類展覽和活動。

擬議改建建議理據充份如下：

- 擬議酒店改建作包含展覽或會議廳及商店及服務行業/食肆的住宅發展將繼續符合「住宅(甲類)」地帶的規劃意向。
- 在土地相容性和可達性方面，在住宅發展內提供展覽或會議廳很合適。
- 批准這規劃申請將能夠在地區性層面上配合會展服務業發展，並為當地社區提供需要的展覽或會議設施。
- 擬議改建作包含展覽或會議廳的住宅發展，輔以商業設施，將為海濱帶來活力和生氣。發展方案包括開放一條從鞍駿街通往海濱的通道，以加强通達性和可達性。
- 擬議的展覽或會議廳能促進社區參與、對話和教育，增加社會凝聚力。
- 住宅及展覽或會議廳會設有獨立的出入口，不會對將來住客帶來滋擾。
- 擬議包含展覽或會議廳的住宅發展發展不會對周邊環境帶來不良影響。

基於上述理據，希望是次申請能獲得城規會支持。

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S16 Planning Application
Approved Ma On Shan Outline Zoning Plan No. S/MOS/28

Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place In "Residential (Group A) 12" Zone No. 29 On Chun Street, Ma On Shan

Supporting Planning Statement

1. INTRODUCTION

1.1 Purpose

1.1.1 This Application is prepared and submitted on behalf of Towerich Limited ("the Applicant") to seek approval from the Town Planning Board ("TPB") under section 16 of the Town Planning Ordinance for the proposed Exhibition/Convention Hall within the permitted in-situ conversion of existing Hotel into the Proposed Residential Development cum Shop and Services/Eating Place at No. 29 On Chun Street, Ma On Shan ("the Site"). The Site is located within area zoned "Residential (Group A) 12" ("R(A)12") on the Approved Ma On Shan Outline Zoning Plan ("Approved OZP") No. S/MOS/28. This Supporting Planning Statement is to provide the TPB with necessary information to facilitate consideration of this Planning Application.

1.2 Report Structure

1.2.1 Following this introductory section, the site and planning context will be briefly set out in Section 2. The proposed in-situ conversion scheme is explained in Section 3 followed by planning justifications for the application in Section 4. Section 5 concludes and summarizes this Supporting Planning Statement.

2. SITE AND PLANNING CONTEXT

2.1 Site Location and Existing Condition

2.1.1 The Site is located at No. 29 On Chun Street, Ma On Shan and fronts onto Tolo Harbour. It is bounded by On Chun Street to its southeast, a sitting-out area to its northeast, Ma On Shan promenade to its northwest and a temporary open-air carpark to its southwest. The existing vehicular access is via On Chun Street. The Site has a site area of about 8,000 m^2 (**Figures 2.1** refers).

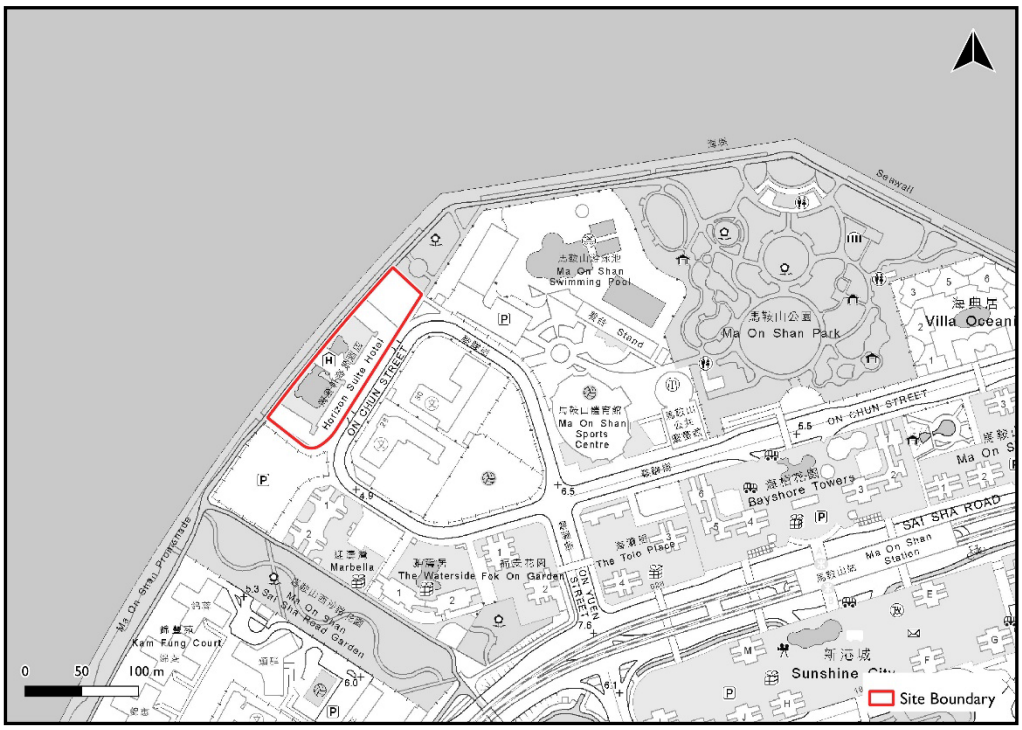

Figure 2.1 Site Location Plan

2.2 Existing Condition

2.2.1 The Site is currently occupied by the 18-storey (including 1-level of basement and 1-level of E&M floor on roof-top) Ma On Shan Horizon Suites Hotel. A set of Building Plans was approved by the Building Authority on 30 June 2023 for the in-situ conversion of existing building into residential development with about 772 nos. of units and retail/ dining facilities at L1.

2.3 Surrounding Land Use Context

2.3.1 The Site is located in a predominately residential neighbourhood embraced by a number of "G/IC" and "Open Space" ("O") zones (**Figure 2.2** refers). To its immediate west and northwest is the Ma On Shan Promenade and a sitting-out area with linkage to Ma On Shan Park in an "O" zone. To the further northeast is a large "G/IC" zone where Ma On Shan Swimming Pool, Ma On Shan Sports Centre and Ma On Shan Public Library are located. To its east and southeast across from On Chun Street is another "G/IC" zone where two schools Hong Kong Taoist Association Shun Yeung Primary School and Po Leung Kuk

Riverain Primary School are located. To its southwest is a temporary open-air carpark situated at a "G/IC" zone. To the further southeast is a "R(A)" zone occupied by various residential developments including Marbella, The Waterside and Fuk On Garden. To its further south is Ma On Shan Sai Sha Road Garden located in another "O" zone. Adjacent to it is another "R(A)" zone where Kam Fung Court, Chung On Estate, Chung On Shopping Centre and Multi-storey Carpark and CUHK FAA Chan Chun Ha Secondary School are located.

2.4 Statutory Planning Context

2.4.1 The Site falls within area zoned "R(A)12" on the Approved Ma On Shan OZP ("Approved OZP") No. S/MOS/28 (**Figure 2.2** refers). According to the Statutory Notes of the Approved OZP, the zone is intended primarily "*for high-density residential developments*". It is also stated that "*commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building*". 'Exhibition or Convention Hall' is a column 2 use which requires permission from the TPB.

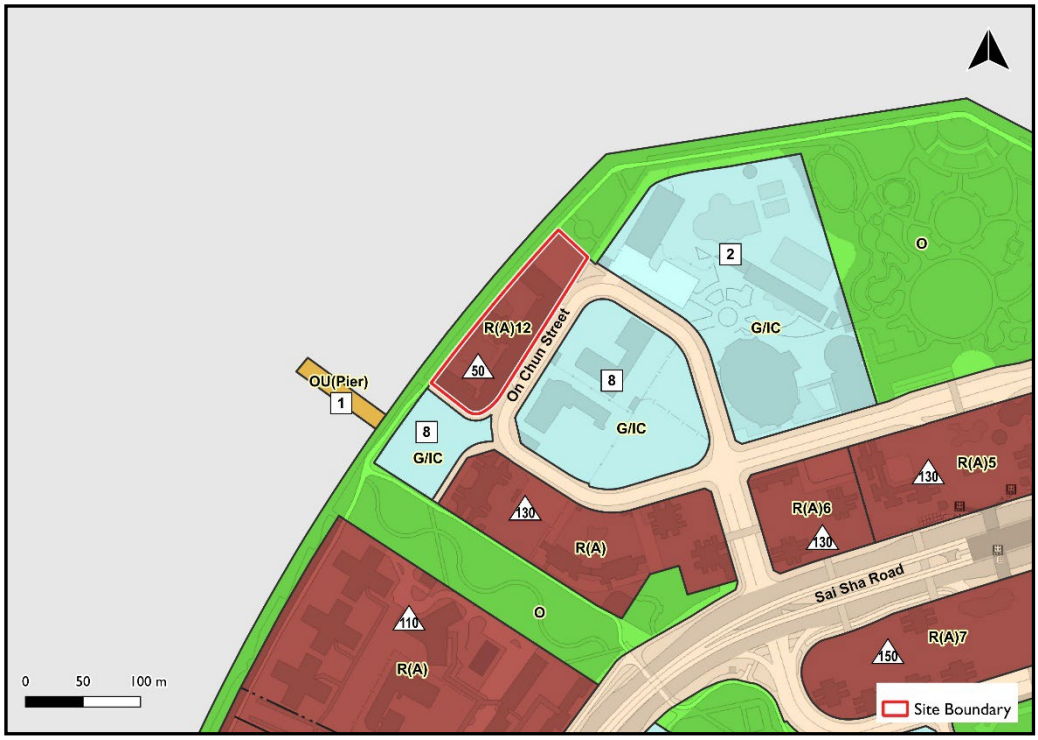

Figure 2.2 Zoning Context Plan (Extracted from Approved OZP No. S/MOS/28)

2.5 Accessibility

2.5.1 The Site is well served by public transport that provides good connection to various parts of Hong Kong. Various bus and mini-bus routes are running along On Chun Street and Sai Sha Road. MTR Ma On Shan Station is about 600m away from the Site and convenient access is provided via pedestrian footpath and footbridge linkages.

3. THE PROPOSED SCHEME

3.1 The Scheme

3.1.1 The Schematic drawings for the proposed Exhibition or Convention Hall within the permitted in-situ conversion of existing Hotel into the Proposed Residential Development cum Shop and Services/Eating Place have been devised and are presented in **Appendix 1** of this Supporting Planning Statement. The Level 1 ("L1") floor comprises the Exhibition or Convention Hall of about 998 sq.m with supporting retail/dining facilities. The top floor of the existing building has to be demolished due to the need to comply with the domestic site coverage requirement under the Building (Planning) Regulations. As a result, the development bulk is in fact reduced and there is a reduction in number of units of the existing hotel i.e. 831 as compared to the current proposed 772 nos. of residential units (i.e. an reduction of 59 nos. of units). The whole development is targeted to be completed in 2028.

L1 Layout

3.1.2 The proposed Exhibition or Convention Hall at L1 aims to provide a venue for the public to arrange exhibitions, conventions, conferences, receptions, trade fairs and ceremonies. The hall will be well equipped with exhibition lightings, audio-visual system, multimedia projector, projection screen, display panels, ceremonial platform and furniture for holding exhibitions and various events. Movable panels will be provided to partition the hall to cater for holding different events at the same time or exhibition of different themes. Access to the Exhibition or Convention Hall is provided at On Chun Street, pedestrian footpath at the southwestern side and also via the shop entrance at the northeastern side of the Site.

3.1.3 Retail and dining facilities will be provided in support of the proposed Exhibition or Convention Hall. These facilities are proposed along the waterfront promenade as well as On Chun Street frontage to enhance the vitality and vibrancy of the area, in particularly the waterfront. Besides, bicycle parking spaces will be provided at the northeastern portion of the Site to provide parking facilities for cyclists to park their bicycles before visiting the retail/dining facilities at the Site. At present, the cycling track fronting the Site is without a proper pedestrian footpath. To enhance pedestrian safety and connectivity, a pedestrian walkway is provided at the open carpark/bicycle parking area linking On Chun Street which will open up another pedestrian/cyclist access with the waterfront promenade/cycling track in the north.

3.1.4 Ancillary carparking spaces, loading and unloading bays and driveway will also be provided at L1 floor.

Basement Floor (B/F) Layout

3.1.5 Carparking spaces and Electrical and Mechanical ("E&M") facilities are provided at B/F.

Mezzanine Floor ("M/F") and Level 2 ("L2") Layout

3.1.6 Residential units are provided at M/F while the swimming pool and residential units will be provided at L2.

Levels 3 ("L3") – 17 ("L17") Layout (excluding L4, L13 and L14)

3.1.7 Residential units will be provided from L3 to L17 (excluding L4 and L14).

Roof Floor

3.1.8 E&M facilities and open space for future residents are provided at R/F.

3.1.9 The key development parameters of Proposed Development and Proposed Floor Uses before and after conversion are presented in **Table 3.1** and **Table 3.2** below respectively:

Table 3.1 Key Development Data

Overall Development	
Site Area (about)	8,000 m^2
Maximum Plot Ratio (about) ▪ Domestic ▪ Non-domestic	6.353 5.71 0.643
Total GFA (about) ▪ Domestic ▪ Non-domestic ▪ Exhibition/Convention Hall ▪ Commercial Facilities and Associated Common Area ▪ Covered Carpark & Driveway[1]	50,823 m^2 45,680 m^2 5,143 m^2 998 m^2 3,067 m^2 1,078m^2
Site Coverage (residential)	Not more than 47%
No. of Storeys (about)	17 (including 1-level of basement and 1-level of E&M floor on R/F)
No. of Blocks	1
No. of Units (about)	772
Average Unit Size (about)	59.17 m^2
Building Height at Main Roof (about)	47.28mPD
Actual Building Height at Main Roof (about)	41.38m
Note: 1. Above-ground ancillary residential carparking spaces and driveway has been accountable for 50% of the GFA.	

Table 3.2 Proposed Uses of Different Floors

Floor	Current Uses	Proposed Uses
B/F	Carpark, Hotel Back-of-House ("BOH") Facilities and E&M Facilities	Carpark and E&M Facilities
L1	Hotel lobby, Shop and Services/Eating Place, Hotel BOH Facilities, E&M Facilities and Loading/Unloading Area	Exhibition / Convention Hall, Shop and Services/Eating Place, Residential Lift Lobby, Carpark (covered and uncovered), Loading/Unloading Area and E&M Facilities
M/F	Hotel rooms, Gymnasium, Hotel BOH Facilities and E&M Facilities	Residential units, Gymnasium (Commercial Facilities) and E&M Facilities
L2	Hotel Rooms, Swimming Pool, Hotel BOH Facilities and E&M Facilities	Residential Units, Swimming Pool and E&M Facilities
L3 – L17 (L4 omitted)	Hotel Rooms, Hotel BOH Facilities and E&M Facilities	Residential Units and E&M Facilities
L18	Hotel Rooms, Hotel BOH Facilities and E&M Facilities	N/A
R/F	E&M Facilities	E&M Facilities and Private Open Space

3.2 Access Arrangement and Transportation Provision

3.2.1 Vehicular access to the Proposed Development will be via the existing run-in/out at On Chun Street. It is proposed to provide 181 nos. of carparking spaces (148 nos. for residents, 5 nos. for visitors, 21 nos. for retail use and 7 nos. for Exhibition/Convention Hall), 12 nos. of motorcycle parking spaces and 120 nos. of bicycle parking spaces. 7 nos. of loading and unloading bays will be provided at L1. The internal transport facilities will be provided at B/F and L1. To maximize the provision of parking spaces, double decked mechanical carparking spaces will be adopted at L1 open carpark area.

4. PLANNING MERITS AND JUSTIFICATIONS

4.1 Continue to Meet the Planning Intention of the "Residential (Group A)" Zone

4.1.1 The Site is located in area zoned "R(A)12" for high-density residential developments with commercial uses on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. The proposed conversion scheme includes the change from a Hotel into a Residential Development with Exhibition or Convention Hall and commercial facilities at L1. Though 'Flat' and 'Shop and Services' / 'Eating Place' are always permitted, the whole development would include an Exhibition or Convention Hall which is a column 2 use on the Statutory Notes of the "R(A)" zone. Such use, complementing by other supporting commercial facilities (i.e. shop and services/eating place) within the Proposed Residential Development, would continue to conform to the planning intention of "R(A)" zone.

4.2 Suitability of the Proposed Exhibition or Convention Hall at the Site

Compatibility

4.2.1 The proposed Exhibition or Convention Hall located at L1 is considered compatible with other commercial uses (i.e. Shop and Services and Eating Places) within the Proposed Residential Development. The proposed Exhibition or Convention Hall is also considered not incompatible with the adjacent land uses including predominately residential developments and other G/IC uses in the vicinity.

Accessibility

4.2.2 Pedestrians can gain access to the MTR Ma On Shan Station within 10-minute walk via comprehensive pedestrian footpath and footbridges from the Site. The Site is also well served by various public transport modes including bus and mini-bus routes running along On Chun Street and Sai Sha Road.

4.3 Providing the Much Needed Exhibition or Convention Space in Ma On Shan

4.3.1 The proposed Exhibition or Convention Hall at L1 aims to provide a venue for the public to arrange various events including exhibitions, conventions, conferences, receptions, trade fairs and ceremonies. The hall will be well equipped with various facilities for holding exhibitions and events. The convention and exhibition ("C&E") industry is returning to 70 to 80 percent of the pre-pandemic levels. It is announced in the 2023 Policy Address that the Government would continue to expand C&E facilities in Hong Kong to meet the foreseeable demand. Hence, the proposed Exhibition or Convention Hall would be in support of the C&E industry on a district basis.

4.3.2 At present, around 212,400 residents are residing in Ma On Shan area. The

area is served by only one community centre (i.e. Heng On Estate Community Centre) and one community hall (i.e. Lee On Community Hall) managed by the Home Affairs Department ("HAD"). According to the booking records of HAD, community halls are often fully booked two months in advance. As there are demands for venues for holding exhibitions and events in Ma On Shan, the proposed Exhibition or Convention Hall with a spacious setting would help to complement and meet the demand for the much-needed facilities in the community.

4.4 Promotion of Social Cohesion

4.4.1 The provision of Exhibition or Convention venue would offer a gathering place for the local residents/community for conducting various activities and events within the district. The provision of the well-equipped facilities at the Site would offer a convenient venue with good linkage between the waterfront and the inner Ma On Shan area for holding different events all year round. It would in turn help to promote social cohesion through community engagement, dialogues as well as education.

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4.5 The Proposal Would Bring About Vibrancy and Enhance Connectivity to the Waterfront Area

4.5.1 The Applicant has devised a well-thought-out design for the L1 layout of the Proposed Residential Development with enhanced disposition of retail/dining facilities to complement the proposed Exhibition or Convention Hall. The retail/dining frontage within the Site is deliberately planned along the waterfront to promote a vibrant and welcoming waterfront environment.

4.5.2 A pedestrian walkway is provided at the open carpark area linking up On Chun Street with the waterfront promenade/cycling track to enhance connectivity and accessibility. This will open up another access in the north for both the pedestrians as well as cyclists. Bicycle parking spaces will be provided at the open carpark area to provide convenient parking facilities for cyclists to park their bicycles before entering the Proposed Development. Visitors can then gain access to the proposed Exhibition or Convention Hall via the proposed shop along the waterfront to enhance accessibility under a safe and weather-proof walking environment. The Proposed Development comprising Residential Development with an Exhibition or Convention Hall and the complement of commercial facilities would bring about vibrancy and vitality to the waterfront area.

4.6 No Nuisance to Future Residents

4.6.1 The proposed Exhibition or Convention Hall is located at the non-domestic portion / commercial portion of the Proposed Development with separate access and means of escape for residential development. No disturbance or nuisance to the future residents will be anticipated.

Appendix 1

Architectural Drawings

CARPARK SCHEDULE:

RESIDENTIAL C/P	:148 Nos.
RESIDENTIAL VISITOR	: 5 Nos.
COMMERCIAL C/P	: 21 Nos
EXHIBITION/CONVENTION HALL C/P	: 7 Nos.
TOTAL	:181 Nos
Motorcycle	: 12 Nos
Bicycle	:120 Nos

No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

BASEMENT FLOOR

Scale : 1:500

Application Site Boundary

Residential

Commercial

Exhibition / Convention Hall

Covered Carpark & Driveway

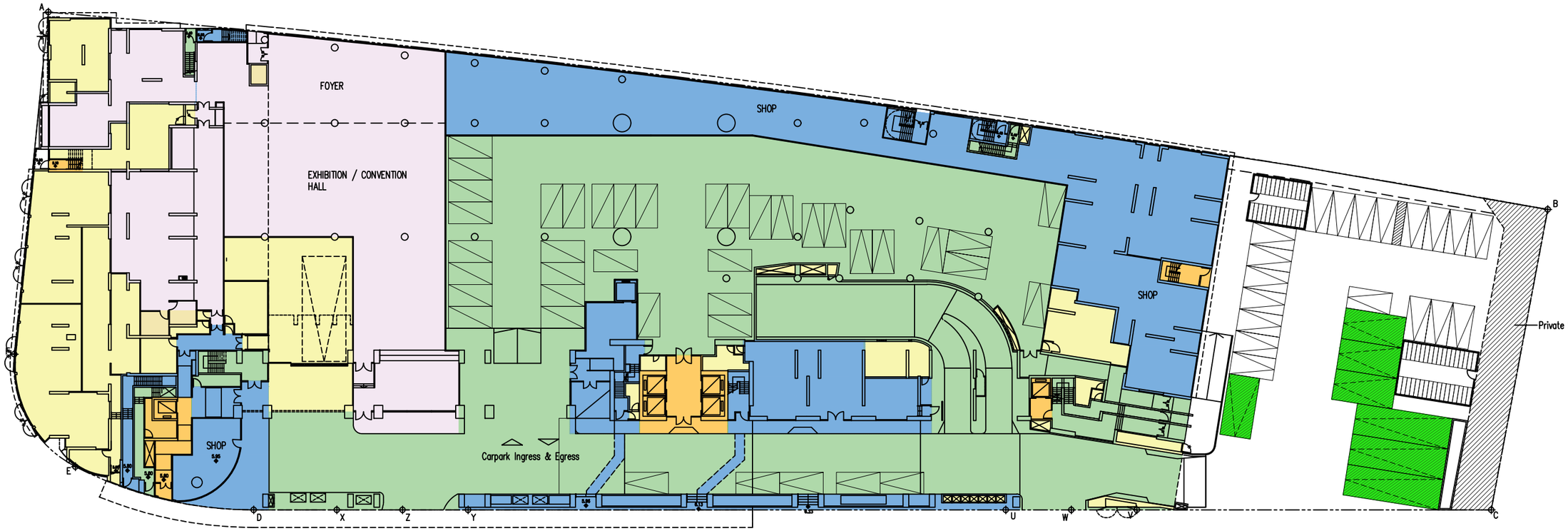
E&M

Double Decked Mechanical Car Parking

Car Parking Space

Double Decked Bicycle Parking

Loading / Unloading Bay



No.29 On Chun Street, Ma On Shan (STTL 461)
S16 Planning Application

PROPOSED SCHEME

L1 FLOOR
Scale : 1:500

Application Site Boundary

Residential

Commercial

E&M

No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

MEZZ FLOOR

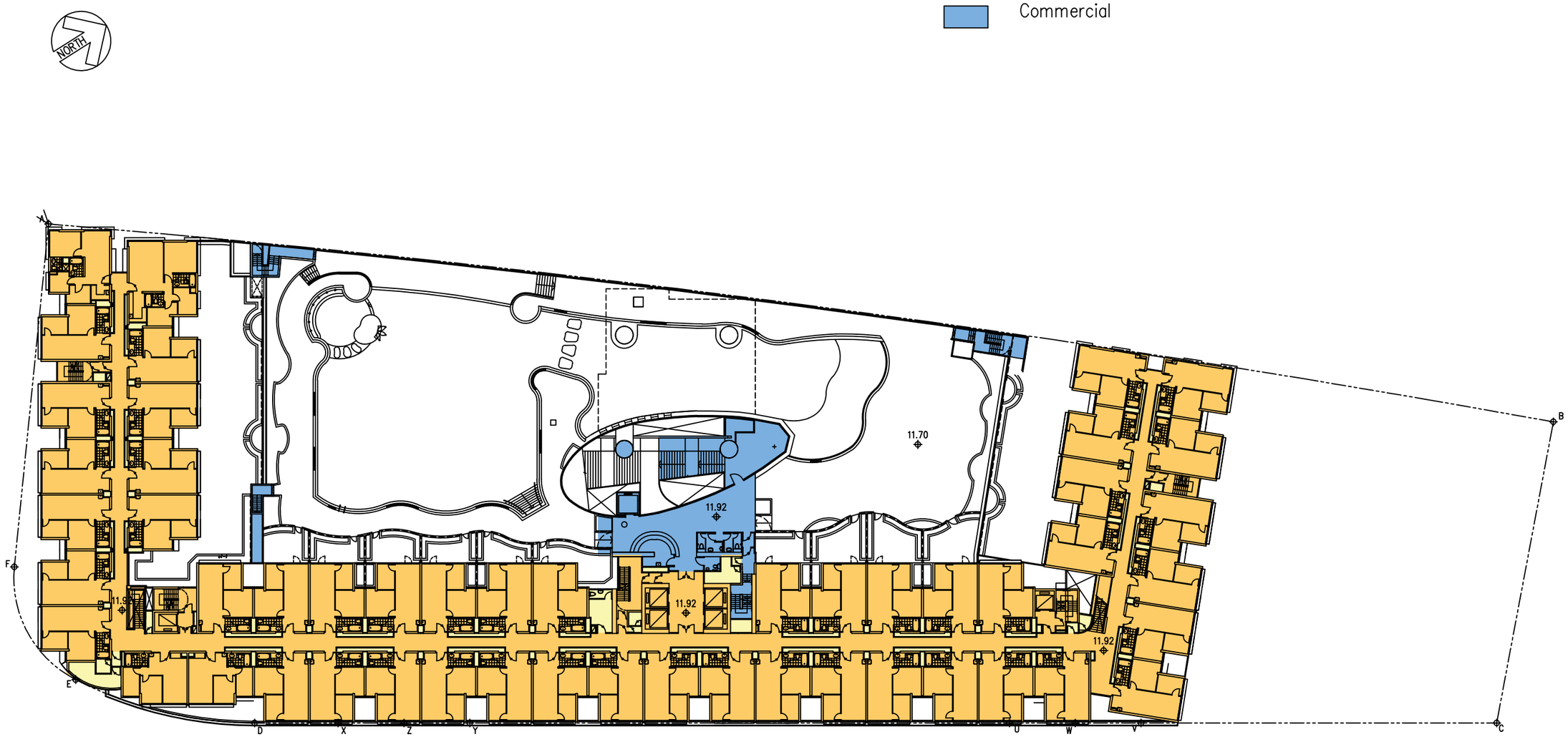
Scale : 1:500

Application Site Boundary

Residential

Commercial

E&M



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

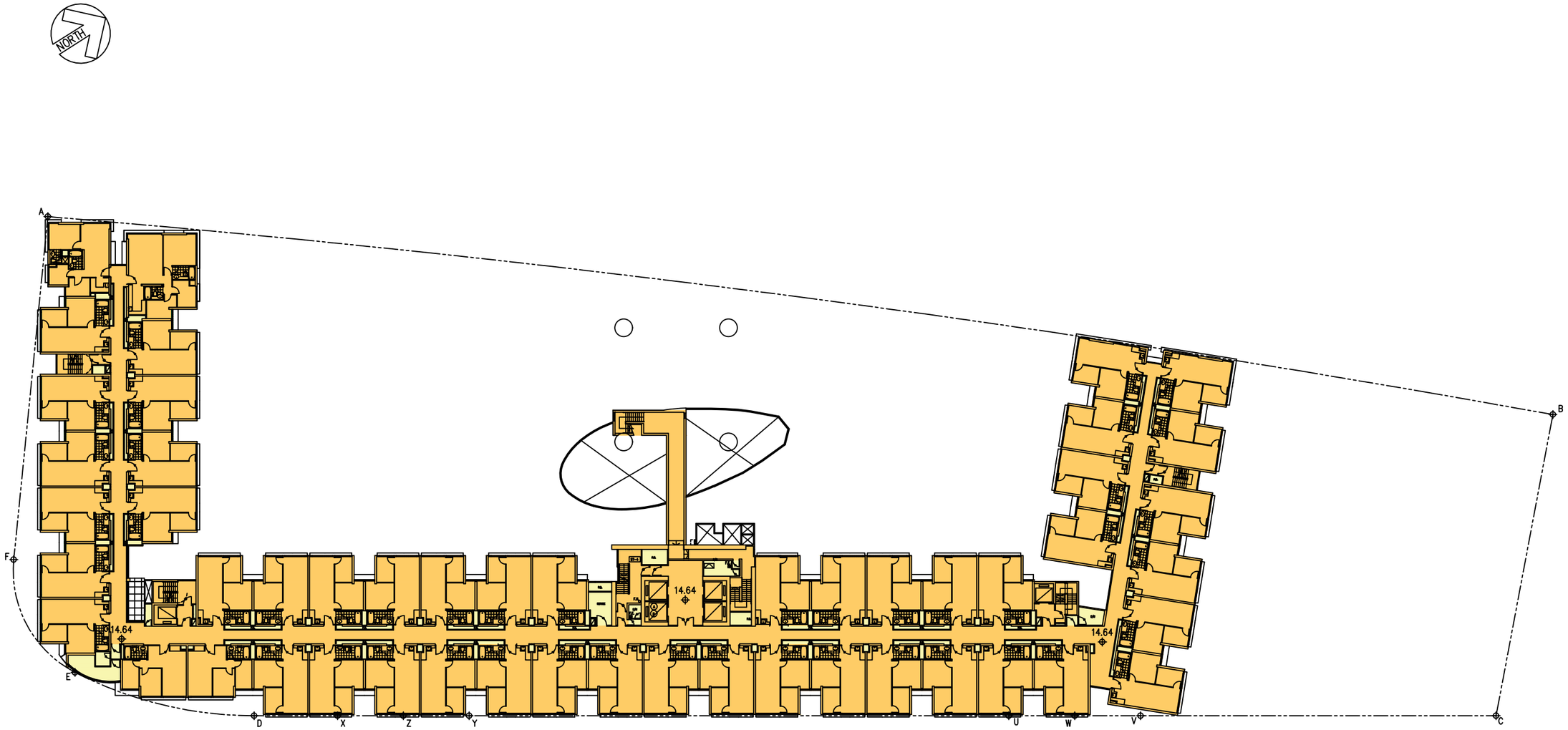
L2 FLOOR

Scale : 1:500

Application Site Boundary

Residential

E&M



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

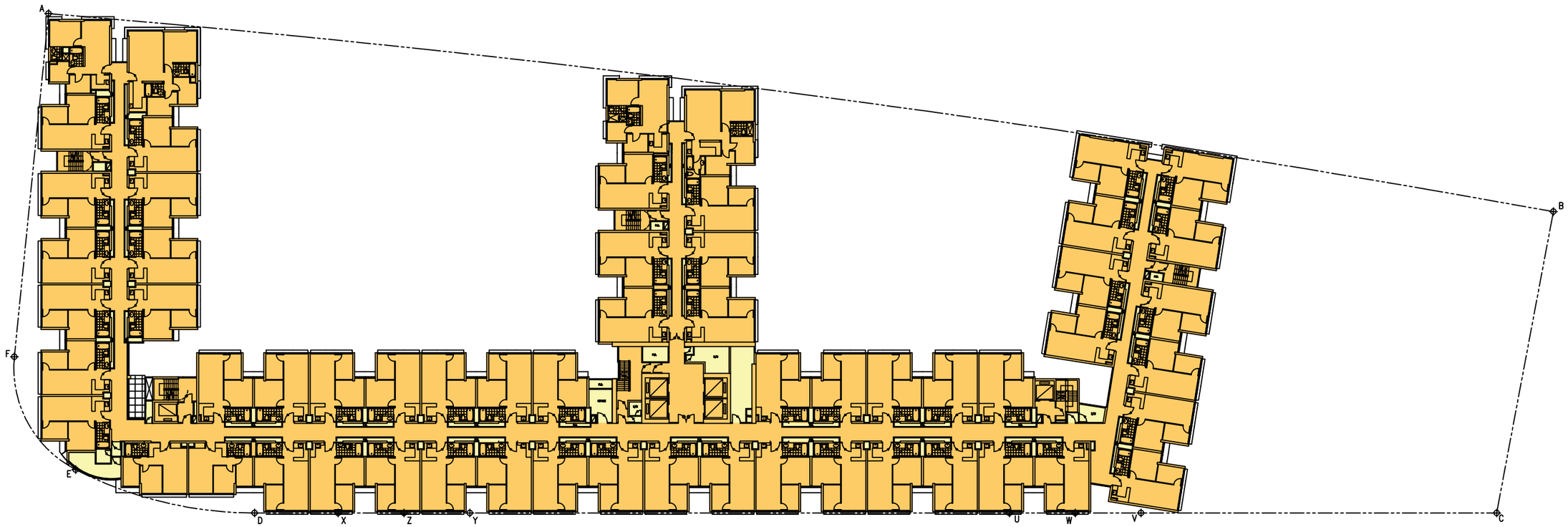
L3 FLOOR

Scale : 1:500

Application Site Boundary

Residential

E&M



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

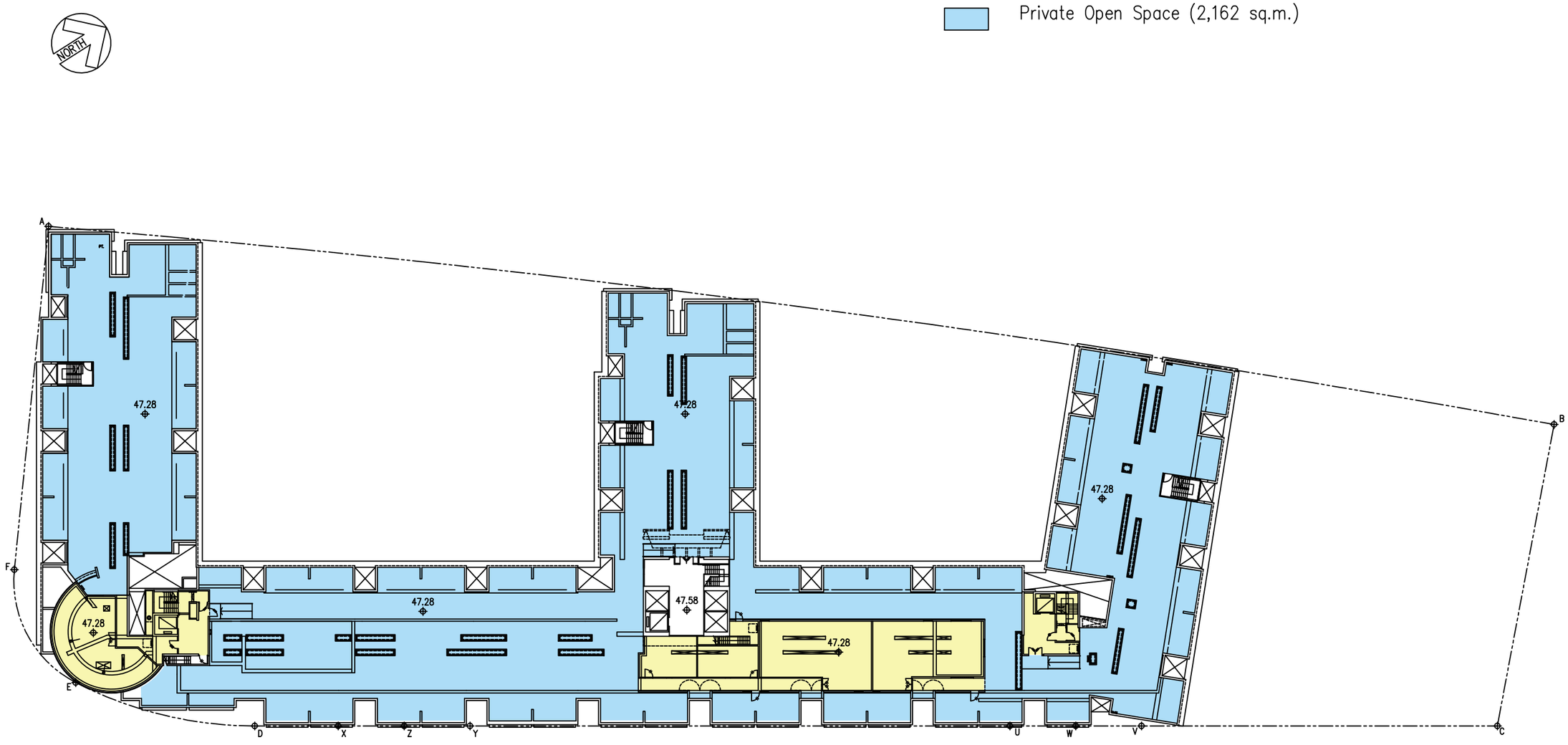
TYPICAL FLOOR (L5~L17)

Scale : 1:500

Application Site Boundary

E&M

Private Open Space (2,162 sq.m.)



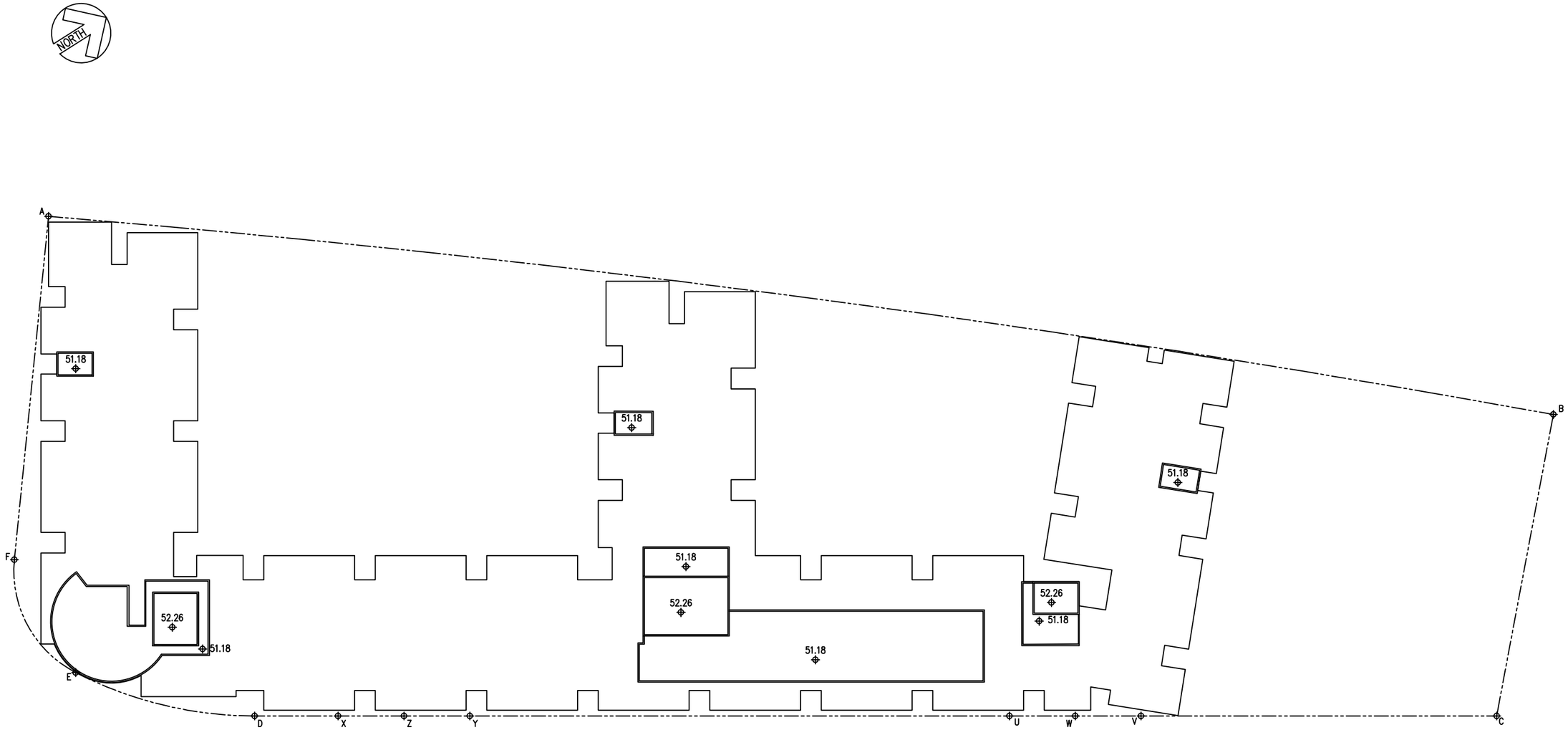
No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

ROOF FLOOR

Scale : 1:500



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

TOP ROOF FLOOR

Scale : 1:500

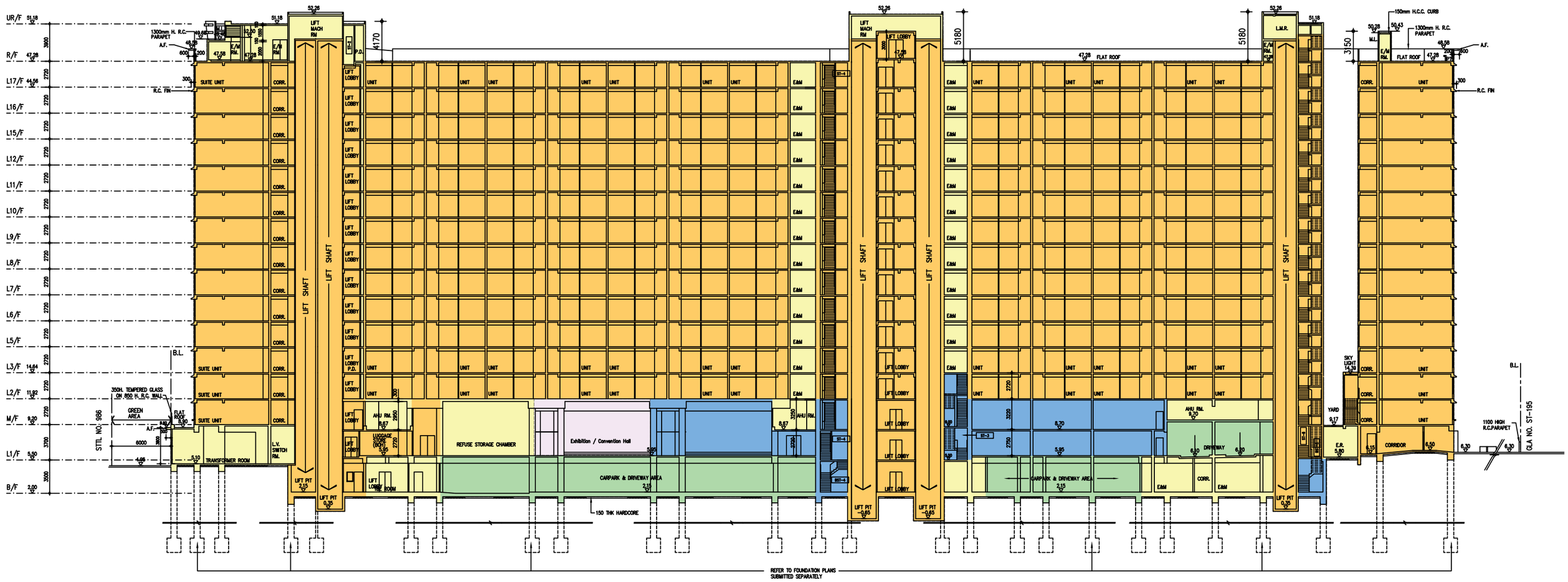
Residential GFA

Commercial GFA

Carpark & Driveway Area

Exhibition / Convention Hall

E&M Area



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

SECTION

Scale : 1:500

Appendix 2

Traffic Impact Assessment

Document Status Control Record

Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

Traffic Impact Assessment Report

Originating Organisation: LLA Consultancy Limited Unit 610, 6/F, Island Place Tower, 510 King's Road, North Point, Hong Kong	Prepared by: SKL	SKL	Date: 12 August 2025
	Approved by: SLN		Date: 12 August 2025
	Revision No.:		Date of Issue: 12 August 2025

1 INTRODUCTION

1.1 Background

1.1.1 The owner of the Site at No. 29 On Chun Street, Ma On Shan (hereafter, referred as "the Site") proposes to develop the Site with 772 nos. of residential flats with commercial facilities and an Exhibition/Convention Hall (hereafter, referred as "the proposed development").

1.1.2 For this proposal, it is necessary to seek S16 approval from the Town Planning Board for the proposed Exhibition/Convention Hall at L1 under the Approved Ma On Shan Outline Zoning Plan ("Approved OZP") No. S/MOS/28. The location of the Site is shown in **Figure 1.1**.

1.1.3 LLA Consultancy Limited was commissioned to undertake a traffic impact assessment study to assess the potential traffic impact on the adjacent road networks generated by the proposed development. This report presents the findings of the study.

1.2 Study Objectives

1.2.1 The objectives of this study can be summarised as follows:

- to review the existing traffic conditions in vicinity of the Site;
- to estimate the volume of traffic that will be induced by the proposed development;
- to assess the future traffic situation of the surrounding network in vicinity of the Site;
- to appraise the potential vehicular and pedestrian traffic impact of the proposed development;
- to recommend the transport facilities provisions in the proposed development.

2 THE PROPOSED DEVELOPMENT

2.1 The Development Site

2.1.1 As shown in **Figure 1.1**, the existing 18-storey (including basement) hotel, namely Horizon Suite, is located at No. 29 On Chun Street, Ma On Shan, Shatin. The existing hotel has a single frontage at On Chun Street at the south-eastern side.

2.1.2 At present, a run-in and a run-out are located at On Chun Street and there are internal parking and loading/unloading facilities provided at the L1 floor (street level) and basement floor of the existing hotel.

2.2 Proposed Development Content

2.2.1 **Table 2.1** summarizes the key development parameters of the proposed development.

Table 2.1 Key Development Parameters

Parameters	Existing Hotel	Proposed Development
Site Area	8,000 m^2	
Number of Hotel Rooms	831	-
Number of Residential Flats	-	772
Average Flat Size between 40 – 70 m^2	-	722
Average Flat Size between 70 – 100 m^2	-	50
GFA for Commercial Facilities [a]	4,776 m^2	3,067 m^2
GFA for Exhibition/Convention Hall [b]	-	998 m^2 (1)
Sub-Total [a] + [b]	4,776 m^2	4,065m^2

Note: (1) The capacity of the proposed exhibition/convention hall is 500 persons, including 450 visitors and 50 staff.

2.2.2 It should be noted that an exhibition or convention hall is incorporated in the proposed development to meet the possible demand in the community. At present, around 212,400 residents are residing in Ma On Shan area. The area is served by only one community centre (i.e. Heng On Estate Community Centre) and one community hall (i.e. Lee On Community Hall) managed by the Home Affairs Department ("HAD"). According to the booking records of the HAD, community halls are often fully booked two months in advance. As there are demands for venues for holding exhibitions and events in Ma On Shan, the proposed Exhibition or Convention Hall with a spacious setting would help to complement the existing available facilities.

3 EXISTING TRAFFIC SITUATION

3.1 Existing Traffic Conditions

3.1.1 The existing hotel has a single frontage at On Chun Street in which the run-in and the run-out located. The section of On Chun Street adjacent to the existing hotel, is a one-way circulating local road connecting to On Yuen Street.

3.1.2 On Yuen Street is a dual carriageway connecting to Sai Sha Road. At both ends of On Yuen Road are signalised junctions with On Chun Street and Sai Sha Road, respectively.

3.1.3 Sai Sha Road is a district distributor and is the major road running through the centre of Ma On Shan area in north-south direction. The section of Sai Sha Road, between On Yuen Road and Sui Tai Road, carried an Average Annual Daily Traffic (AADT) of 26,640 vehicles in 2022.

3.2 Traffic Count Survey

3.2.1 In order to examine the traffic situation of the local road network, traffic count surveys were carried out on 4 September 2024 (Wednesday) during AM and PM peak periods at the following key junctions in the vicinity of the Site. The locations of the surveyed junctions and the Area of Influence are presented in **Figure 3.1.**

- On Chun Street / On Yuen Street
- On Yuen Street / Sai Sha Road
- Sai Sha Road / Hang Hong Street

3.2.2 The identified AM and PM peak hours are 07:30 – 08:30 and 18:30 – 19:30, respectively. The recorded peak hour traffic flows are presented in **Figure 3.2**.

3.3 Junction Capacity Assessment

3.3.1 Junction capacity assessment was carried out to reveal the existing performance of the key junctions. The assessment results are tabulated in **Table 3.2** and the detailed calculation sheets are presented in **Appendix A**.

Table 3.2 Existing Junction Performance

No.	Junction	Type/ Capacity Index(1)	AM Peak	PM Peak
J1	On Chun Street / On Yuen Street	Signalized/RC	70%	92%
J2	On Yuen Street / Sai Sha Road	Signalized/RC	25%	24%
J3	Sai Sha Road / Hang Hong Street	Signalized/RC	44%	72%

Note: (1) RC = Reserve capacity for signalized junction.

3.3.2 It can be seen from **Table 3.2** that all assessed junctions in vicinity of the Site are operating satisfactorily during both AM and PM peak hours.

3.4 Existing Public Transport Facilities

3.4.1 Public transport provision in this area is abundant with MTR, bus and minibus services. MTR Ma On Shan Station is located at 600m walking distance. Furthermore, there are many buses and green minibuses running along On Chun Street and Sai Sha Road. The Site, therefore, is highly accessible by public transport facilities. **Table 3.3** shows the existing bus/minibus routes serving in vicinity of the Site. The public transport facilities are presented in **Figure 3.3**.

Table 3.3 Existing Public Transport Routes

Mode	Route No.	Origin-Destination	Frequency (min)
Bus	33R(1)	Tsuen Wan (Discovery Park) – Pak Tam Chung	60
	40X	Wu Kai Sha Station – Kwai Chung Estate	9 – 25
	74R(1)	Tai Po (Tai Wo) – Pak Tam Chung	60
	85M(2)	Kam Ying Court – Wong Tai Sin	15 – 25
	85X	Ma On Shan Town Centre – Hung Hom (Hung Luen Road)	12 – 30
	86C	Lee On – Cheung Sha Wan	20 – 30
	86K	Kam Ying Court – Shatin Station	11 – 25
	86S(3)	Kam Ying Court – Shatin Station	9 trips per day
	87D	Kam Ying Court – Hung Hom Station	8 – 20
	87K(2)	University Station – Kam Ying Court	6 – 12
	87P(3)	Lee On – Chung On	3 trips per day
	89D	Wu Kai Sha Station – Lam Tin Station	6 – 25
	89P(3)	Ma On Shan Town Centre – Lam Tin Station	5 – 10
	89S(2)	Yuen Chau Kok – Wu Kai Sha Station	20 – 30
	97	Wu Kai Sha Station – Hong Sing Garden	2 trips per day
	99	Hung On – Sai Kung	15 – 30
	99R(1)	University Station – Sai Kung North (Sai Kung Police Station)	60
	274(3)	Sheung Shui (Tai Ping) – Wu Kai Sha Station	2 trips per day
	274P(3)	Wu Kai Sha Station – Tai Po Industrial Estate	18 trips per day
	286C(3)	Lee On – Cheung Sha Wan (Hoi Tat Estate)	9 – 30
	286M(2)	Ma On Shan Town Centre – Diamond Hill Station	4 trips per day
	287D(3)	Hung Hom Station – Kam Ying Court	2 trips per day
	581	Ma On Shan Town Centre – Sai Sha and Shap Sze Heung	30
	680	Lee On – Admiralty Station (East)	12 – 30
	680P(3)	Wu Kai Sha Station – Admiralty Station (East)	3 trips per day
	680X(3)	Wu Kai Sha Station – Central (Macau Ferry)	8 trips per day
	681	Central (Hong Kong Station) – Ma On Shan Town Centre	9 – 30
	682	Ma On Shan (Wu Kai Sha Station) – Chai Wan (East)	10 – 30

Mode	Route No.	Origin-Destination	Frequency (min)
	682A(3)	Nai Chung – Chai Wan (East)	5 trips per day
	682P(3)	Wu Kai Sha Station – Chai Wan (East)	3 trips per day
	980X(3)	Wu Kai Sha Station – Wan Chai (Fleming Road)	18 trips per day
	988(3)	Nai Chung – Chai Wan (East)	7 trips per day
	A41P	Wu Kai Sha Station – Airport (Ground Transportation Centre)	20 – 40
	N42(4)	Yiu On Bus Terminus – Tung Chung Station	3 trips per day
	N281(4)	Kam Ying Court – Hung Hom Station	25 – 30
	N287(4)	Tsim Sha Tsui East (Mody Road) – Wu Kai Sha Station	3 trips per day
	N680(4)	Central (Macau Ferry) – Kam Ying Court	20 – 30
	NA40(4)	Wu Kai Sha Station – HZMB Hong Kong Port	7 trips per day
GMB	26	The Education University of Hong Kong – Bayshore Towers, Ma On Shan	6 – 9
	803	Hin Keng – Lee On	5 – 15
	805S(4)	Kam Ying Court – Mong Kok	5 – 12
	807A	University Station – Ma On Shan Station (Bayshore Towers, Sai Sha Road)	6 – 20
	807B	Ma On Shan Station (Bayshore Towers Public Transport Interchange) – Wong Chuk Wan	12 – 15
	807C	University Station – Ma On Shan Station (Bayshore Towers Public Transport Interchange)	6 – 20
	807K	University Station – Tseng Tau	6 – 15
	808	Kam Ying Court – Prince of Wales Hospital	6 – 8
	810	Shatin Town Central – Ma On Shan (Villa Athena)	6 – 15
	810A	White Head – Sha Tin Central	30
	811S(2)	Sui Wo Court – Yiu On (Hang Hong Street)	20 – 30

Note: (1) Route operates during Sundays and Holidays only.
(2) Circular route.
(3) Route operates during morning and/or afternoon peak only.
(4) Overnight service.

3.5 Pedestrian Connectivity

3.5.1 The pedestrian route from the proposed development to Ma On Shan MTR Station and the nearest Public Transport Interchange is shown in **Figure 3.3**. On site observation along the route is not busy.

3.6 Existing Footpath Capacity Assessment

3.6.1 It is anticipated that most of the pedestrians to be generated and attracted by the proposed development will use the public transport services in its vicinity, i.e. MTR Ma On Shan Station The pedestrians to be generated by the proposed development are anticipated to access the public transport services on foot via the local footpath system as shown in **Figure 3.4**.

3.6.2 An assessment of the level-of-service (**LOS**) was conducted for the foregoing footpath sections to appraise their existing performances. **Table 3.4** is an extract of the definition of pedestrian walkway LOS according to the Highway Capacity Manual.

Table 3.4 Description of Level-of-service

LOS	Flow (ped/m/min)	Description
A	≤16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16-23	Sufficient space is provided for pedestrians to freely select their walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	23-33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional stream. Where reverse direction or crossing movement exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	33-49	Freedom to select individual walking speeds and bypass other pedestrians is restricted. Where crossing or reverse flow movements exist, the probability of conflicts is high and its avoidance requires changes of speeds and position. The LOS provides reasonable fluid flow; however, considerable friction and interactions between pedestrians are likely to occur.
E	49-75	Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow.
F	>75	Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross- and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams.

Notes: (1) source: Highway Capacity Manual 2000 published by the US Transportation Research Board
(2) ped/m/min = pedestrians per metre per minute

3.6.3 Based on the pedestrian movements data collected during AM an PM peak periods on 13 January 2025 and 3 March 2025 the LOS of the footways in accommodating the existing pedestrian movements have been assessed and the results of the assessment are summarised in **Table 3.5**.

Table 3.5 Existing Capacity Analysis of the Concerned Footpaths

Ref.	Location	Actual Width (m)	Effective Width (m)(1)	Peak Hour flow (ped/hr)		Flow Rate(2) ped/m/min [LOS]	
				AM	PM	AM	PM
P1	Eastern footpath of On Chun Street	3.9	2.9	51	48	0.3 [A]	0.3 [A]
P2	Southern footpath of On Chun Street	3.9	2.9	453	401	2.6 [A]	2.3 [A]
P3	Southern footpath of On Chun Street (near The Waterside)	2.7	1.7	597	693	5.9 [A]	6.8 [A]
P4	Eastern footpath of On Yuen Street	3.7	2.7	523	370	3.2 [A]	2.3 [A]
P5	Northern footpath of Sai Sha Road	3.4	2.4	388	553	2.7 [A]	3.8 [A]

Notes: (1) A clearance zone of 0.5m on side with obstruction was adopted.
(2) For LOS "C" or above, flow volumes should be less than 33 ped/m/min.

3.6.4 The results of the assessment have indicated that the existing footpath conditions are satisfactory in both AM and PM Peak hours with LOS "A" according to the Highway Capacity Manual.

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

4.1.1 It is anticipated that the proposed development can be operated by 2028. To consider 3 years after the planned completion of the proposed development, a design year of 2031 will be adopted in this study.

4.2 Planned/Committed Developments

4.2.1 To estimate the future traffic flows, updated information is being obtained from available information regarding the planned and approved developments in the vicinity of the study area and the details of these developments are given in **Table 4.1**.

Table 4.1 Planned / Committed Developments

Ref.	Development	Proposed Use	Content	Anticipated Completion Year
1	STTL 600 – CDA(1) (1)	Student Hostel	2,236 units	2025
2	STTL 611 – R(C)3	Private Housing	160 units	2022
3	Sai Sha Development (2)	Private Housing	9,700 units	2025/2030
		Commercial	12,077 m^2 GFA	
		Recreation & Sport Centre	17,500 m^2 GFA	
		Social Welfare	5,560 m^2 GFA	
4	Proposed School Development at Various Lots and Adjoining Government Land in DD167, Nai Chung (3)	School	29 classrooms	2025
5	Cheung Muk Tau Tsuen West Housing Development Site 1 (4)	Public Residential	1,660 units	2029/2030
		Retail	1,550 m^2 GFA	
		Kindergarten	7 classrooms	
		Child Care Centre	100 places	
6	Cheung Muk Tau East Housing Development Site 2 (4)	Public Residential	1,820 units	2029/2030
		Retail	1,700 m^2 GFA	
		Day Care Centre for the Elderly (DE)	80 places	
		RCHE	150 places	
7	Cheung Muk Tau Holiday Centre Expansion	RCHE	200 places	2026
8	Public Housing Development at Ma On Shan Tsuen	Public Housing	2,700 units	2029/2030
9	Kam Chun Court	Public Housing	2,079 units	2023
10	Kam Pak Court	Public Housing	1,900 units	2024/2025

Notes: (1) Reference was made to Planning Application No. A/MOS/96, the proposed development will have a total of 2,236 units (2,168 hostel units and 68 overnight staff accommodation units).
(2) Reference was made to the TIA report of Planning Application No. A/NE-SSH/142.
(3) Reference was made to the gist of Planning Application No. A/MOS/125.
(4) Reference was made to the planning brief published by the Planning Department in April 2023.

4.2.2 Reference was also made to the latest set of traffic generation and attraction rates published by TD for the estimation of the traffic generated by these developments. The traffic generation /attraction by these adjacent developments are taken into account in the following assessment.

4.3 Development Traffic Generation

Traffic Generation of Existing Hotel

4.3.1 A trip generation survey at the existing hotel was carried out previously on 4 September 2024 (Wednesday). Based on the survey result, the recorded traffic generation are presented in **Table 4.2**.

Table 4.2 Recorded Traffic Generation of the Existing Hotel

Type	Unit/Content	AM Peak Hour			PM Peak Hour		
		Gen.	Att.	2-way	Gen.	Att.	2-way
Surveyed Traffic Generation of the Existing Building							
Hotel	831 rooms	55	40	95	30	38	68
Retail	4,776m^2	3	4	7	6	8	14
Total		**58**	**44**	**102**	**36**	**46**	**82**

Traffic Generation of Residential and Retail Component of the Proposed Development

4.3.2 Based on the proposed development parameters as listed in **Section 2.2**, the traffic generated and attracted by the residential and retail component of proposed development is estimated and presented in **Table 4.3**.

Table 4.3 Traffic Generation of the Residential and Retail Components of the Proposed Development

Type		Unit/Content	AM Peak Hour			PM Peak Hour		
			Gen.	Att.	2-way	Gen.	Att.	2-way
Adopted Trip Rates								
Private Housing – 60m^2 (1)		pcu/hr/flat	0.0718	0.0425	-	0.0286	0.0370	-
Private Housing – 100m^2 (1)		pcu/hr/flat	0.1887	0.0942	-	0.0862	0.1214	-
Retail (1)		pcu/hr/100m^2	0.2296	0.2434	-	0.3100	0.3563	-
Traffic Generation of the Proposed Development								
Residential	40-70 m^2	722 flats	52	31	83	21	27	48
	70-100 m^2	50 flats	10	5	15	5	7	12
Retail		3,067 m^2	8	8	16	10	11	21
Sub-Total			**70**	**44**	**114**	**36**	**45**	**81**

Notes: Gen. – Generation; Att. – Attraction.
(1) Mean trip rates for private housing and retail use are adopted from the TPDM.

Traffic Generation of Exhibition/Convention Hall Component of the Proposed Development

4.3.3 Having considered the exhibition/convention hall aims to provide a venue for the public to arrange various events including exhibitions, conventions, conferences, receptions, trade fairs and ceremonies on a district basis, it is anticipated the visitors will travel to/from the Exhibition or Convention Hall on foot or by public transport facilities. For conservative assessment purpose, a nominal one-way trip of 10 pcu/hr will be adopted.

Additional Traffic Generation of the Proposed Development

4.3.4 Based on the above, the proposed development will generate a two-way traffic of 134 pcu/hour and 101 pcu/hour during AM peak hour and PM peak hour, respectively. As compared with the existing hotel in **Table 4.2**, the net change in development traffic is shown in **Table 4.4**.

Table 4.4 Net Change in Development Traffic Generation

Use	AM Peak Hour			PM Peak Hour		
	Gen.	Att.	Total	Gen.	Att.	Total
Existing Hotel **(A)**	58	44	102	36	46	82
Proposed Development **(B)**	**80**	**54**	**134**	**46**	**55**	**101**
Net Change **(B) – (A)**	**22**	**10**	**32**	**10**	**9**	**19**

4.3.5 As shown in **Table 4.4**, the proposed development would generate 32 pcu/hr and 19 pcu/hr additional traffic during AM peak hour and PM peak hour, respectively. The change in development traffic flows are assigned onto the road network based on the observed traffic pattern for assessment. The estimated distribution pattern of the development traffic is shown in **Figure 4.1**.

4.4 Traffic Forecast

4.4.1 In order to establish the traffic growth rate in the vicinity of the Site, reference was made to the 2019 to 2023 Annual Traffic Census Reports published by Transport Department, reporting on the AADT at the counting stations in the territory. The details of the counting stations in the study area and the corresponding counts are shown in **Table 4.5**.

Table 4.5 Annual Traffic Census Data

Stn. No.	Road Section			AADT[(1)]					Avg. Growth%
	Road	From	To	2019	2020	2021	2022	2023	
5275	On Chiu Street	On Chun Street	Sai Sha Road	10,280	9890 (-3.8%)	10360 (4.8%)	9900 (-4.4%)	9030 (-8.8%)	-3.2%
5281	Sai Sha Road	On Chiu Street	On Yuen Street	12,560	12080 (-3.8%)	12650 (4.7%)	12100 (-4.3%)	14840 (22.6%)	4.3%
5683	Sai Sha Road	On Yuen Street	Sui Tai Road	23,270	24950 (7.2%)	27860 (11.7%)	26640 (-4.4%)	26670 (0.1%)	3.5%
5883	On Yuen Street	Sai Sha Road	On Chun Street	11,510	11070 (-3.8%)	12520 (13.1%)	10570 (-15.6%)	10580 (0.1%)	-2.1%
6072	On Chun Street	On Chiu Street	On Yuen Street	6,940	6680 (-3.7%)	6990 (4.6%)	6160 (-11.9%)	6000 (-2.6%)	-3.6%
6078	On Luk Street	Sai Sha Road	On Shing Street	12,780	12290 (-3.8%)	12870 (4.7%)	11380 (-11.6%)	11660 (2.5%)	-2.3%
Total				**77,340**	**76960 (-0.5%)**	**83250 (8.2%)**	**76750 (-7.8%)**	**78780 (2.6%)**	**+0.5%**

Note: (1) Figures in bracket indicated the % increase between two years.

4.4.2 **Table 4.5** showed that the recorded average annual growth rate of the concerned counting stations is +0.5% between years 2019 to 2023.

4.4.3 Reference was also made to the 2019 based Territorial Population and Employment Data Matrix (TPEDM) published by the Planning Department. The population and employment data of year 2019 and 2031 are summarized in **Table 4.6**.

Table 4.6 TPEDM – Ma On Shan District

Year	Population	Employment	Total
2019	219,950	34,100	254,050
2031	229,800	35,100	264,900
		Average Annual Growth Rate	**0.35%**

4.4.4 As shown in **Table 4.6**, the average annual growth rate of Ma On Shan district is +0.35% between the years 2019 to 2031 and will be adopted for the subsequent traffic forecasting. Having considered the rates derived from ATC and TPEDM data, to be conservative, the largest growth rate of +0.5% will be adopted for the subsequent traffic forecasting.

4.5 2031 Reference and Design Flows

4.5.1 The 2031 Reference Flows, i.e. the traffic flows in the vicinity without the proposed development, were estimated based on the following equation.

2031 Reference Flows = 2024 Existing Flows x $(1 + 0.5\%)^7$ +Traffic Flows Generated by Planned/committed Developments

4.5.2 The 2031 Design Flows, i.e. the traffic flows in the local road network with the traffic generated by the proposed development, were estimated based on the following equation:

2031 Design Flows = 2031 Reference Flows + Change in Traffic Flows Generated by the Proposed Development

4.5.3 The 2031 Reference and Design Flows are shown in **Figures 4.2** and **4.3**, respectively.

4.6 Junction Capacity Assessment

4.6.1 Junction capacity analysis was carried out for the assessment year 2031. The assessment results are shown in **Table 4.7** and the detailed calculation sheets are presented in **Appendix B**.

Table 4.7 2031 Junction Capacity Assessment

No.	Junction	Type/Capacity Index(1)	2031 Reference		2031 Design	
			AM	PM	AM	PM
J1	On Chun Street / On Yuen Street	Signalized/RC	65%	85%	60%	81%
J2	On Yuen Street / Sai Sha Road	Signalized/RC	21%	16%	19%	15%
J3	Sai Sha Road / Hang Hong Street	Signalized/RC	33%	61%	32%	60%

Note: (1) RC = Reserve capacity for signalised junction.

4.7 As shown in **Table 4.7**, all junctions will operate satisfactorily in both 2031 Reference and Design scenarios. Therefore, the proposed development will not induce adverse traffic impact on junctions in the vicinity.

4.8 Pedestrian Traffic Generation

4.8.1 In order to identify the sufficiency of pedestrian facilities and public transport services, additional passenger generated by the proposed development should be estimated. As there are no pedestrian trip rates established in TPDM, two methodologies were introduced to estimate the pedestrian generation and attraction based on design population (for residential component) and in-house pedestrian trip generation surveys conducted at buildings with similar uses (for residential and retail components). The methodology that results in larger number would be adopted for conservative assessment purpose.

Estimated Pedestrian Trip Rates based on Design Population

4.8.2 The overall population of the residential component of the proposed development is 2,162.

4.8.3 Reference has been made to the published "Travel Characteristics Survey (TCS) 2011 Final Report". According to the Report, the daily mechanized trip rate per population is 1.83 trips (two-way) and the morning and evening peak hour accounted for about 12% of the daily trips for the two-way trips. It is assumed that 90% of the trips are in outbound direction in the AM peak hour. Based on the above, the estimated outbound and inbound trips in AM peak hour are about 428 persons/hr (i.e. 2,162 x 1.83 x 0.12 x 0.9) and 48 persons/hr (i.e. 2,162 x 1.83 x 0.12 x 0.1), respectively. The outbound and inbound trips are swapped for PM peak hour, which about 48 persons/hr (i.e. 2,162 x 1.83 x 0.12 x 0.1) would be generated and 428 persons/hr (i.e. 2,162 x 1.83 x 0.12 x 0.9) would be attracted by the proposed development.

4.8.4 The derived pedestrian generation and attraction trip rates during AM peak would be 0.55 persons/hr/unit (i.e. 428 / 772) and 0.06 persons/hr/unit (i.e. 48 / 772). The derived pedestrian generation and attraction trip rates during PM peak would be 0.06 persons/hr/unit (i.e. 48 / 772) and 0.55 persons/hr/unit (i.e. 428 / 772).

Estimated Pedestrian Trip Rates based on Trip Generation Survey

4.8.5 The pedestrian trip generation surveys were conducted on 8 December 2023 (Friday) to collect data for deriving the pedestrian trip rates for each type of development. The survey result and the derived trip rates are presented in **Table 4.8**.

Table 4.8 Pedestrian Trip Rates from Surveyed Buildings

Building (Type of Building)	Address	Unit/ Content	AM Peak Hour			PM Peak Hour		
			Gen.	Att.	2-way	Gen.	Att.	2-way
Pedestrian Generation – Residential (persons/hr)								
The Met. Bliss	15 Hang Kwong Street	364 units	292	81	373	62	182	244
The Entrance	1 Lok Wo Sha Lane	148 units	114	18	132	20	67	87
Pedestrian Generation – Retail (persons/hr)								
Marbella Mall	23 On Chun Street	Around 5,200 m^2	83	125	208	300	312	612
Derived Trip Rates for Residential (persons /hr/unit)								
The Met. Bliss			0.80	0.22	–	0.17	0.50	–
The Entrance			0.77	0.12	–	0.14	0.45	–
Largest Trip Rates (1)			**0.80**	**0.22**	**–**	**0.17**	**0.50**	**–**
Derived Trip Rates for Retail (persons /hr/100 m^2)								
Marbella Mall			**1.60**	**2.40**	**–**	**5.77**	**6.00**	**–**

Note: Gen. – Generation; Att. – Attraction.

(1) The largest rates are adopted for conservative assessment purpose.

4.8.6 By considering the pedestrian trip rates above, the additional pedestrian generation and attraction of the proposed development are also estimated and tabulated in **Table 4.9**.

Table 4.9 Estimated Pedestrian Traffic Generation of the Proposed Development

Use	Unit/ Content	AM Peak			PM Peak		
		Gen.	Att.	Total	Gen.	Att.	Total
Adopted Pedestrian Trip Rates (1)							
Residential (1)	persons/hr /units	0.80	0.22	–	0.17	0.50	–
Retail (2)	persons/hr /100 m^2	1.60	2.40	–	5.77	6.00	–
Estimated Pedestrian Generation of the Proposed Development							
Residential	772 units	618	170	788	132	386	518
Retail	3,067 m^2	50	74	124	177	185	362
Exhibition / Convention Hall (3)	998 m^2	0	500	500	500	0	500
Total		**668**	**744**	**1,412**	**809**	**571**	**1,380**

Notes: Gen. – Generation; Att. – Attraction.

(1) The pedestrian trip rates derived based on pedestrian survey are larger than that based on design population and therefore are adopted for conservative assessment purpose.

(2) The pedestrian trip rates derived in **Table 4.8** are adopted.

(3) Generally, staff will arrive earlier than the visitors to set up the exhibition hall and they will not arrive at the hall in the same hour. However, for conservative assessment purpose, it is assumed all visitors and staff will be attracted to the proposed development in the same hour.

4.8.7 The proposed development is estimated to generate 2-way pedestrian flows of 1,412 and 1,380 persons/ hour during AM and PM peak hours respectively.

4.8.8 In order to establish the mode of transport for the proposed development, reference was made to the 2021 Population Census as shown in **Table 4.10**. Since few mode of transports, such as ferry/vessel is not available in close proximity, company bus/van and school bus are not guarantee to be available, etc, they are excluded from the mode of transports for the proposed development. Their users will be distributed to the available mode of transports on a pro-rata basis.

Table 4.10 Estimated Modal Split for the Proposed Development

Mode	Number of Persons			Percentage	Adjusted Modal Split
	Work [a]	Study [b]	Total [a] + [b]		
MTR (Local line)	106,720	33,518	140,238	39.88%	43.28%
Bus	75,614	17,166	92,780	26.38%	28.63%
On foot only	18,460	25,218	43,678	12.42%	13.48%
Private car / Passenger van	20,746	6,363	27,109	7.71%	8.37%
Public light bus	11,989	5,755	17,744	5.05%	5.48%
Company bus / van	6,758	--	6758	1.92%	N.A. (2)
School Bus	--	14,361	14,361	4.08%	N.A. (2)
Taxi	2,021	439	2,460	0.70%	0.76%
Residential coach service	2,054	781	2,835	0.81%	N.A. (2)
Ferry / Vessel	154	47	201	0.06%	N.A. (2)
Others	3,262	266	3,528	1.00%	N.A. (2)
Total	247,778	103,914	351,692	100.00%	**100%**

Notes: (1) Source: Table B203 and Table C204 of Shatin District in 2021 Population Census.

(2) The transport mode is not applicable to the proposed development. Their users will be distributed to the available mode of transports on a pro-rata basis.

4.8.9 In **Table 4.10**, the adjusted modal split of MTR users for the proposed development is 43.28%. It should be noted that this figure is derived by making reference to the overall Shatin District. In fact, the proposed development site is located at 600m walking distance away from the Ma On Shan MTR Station, the percentage of the MTR users should be significantly more than 43.28% because the number includes remote developments in the Shatin District.

4.8.10 In the subsequent analysis, the pedestrian generation and attraction based on the above adjusted different mode of transports are estimated and presented in AM and PM hour is estimated in **Table 4.11**.

Table 4.11 Estimated Pedestrian Generation and Attraction Based on Different Mode of Transports during AM and PM Peak Hour

Mode of Transport	Adjusted Modal Split	Estimated Peak Hour Pedestrian Flows (persons / hr)					
		AM Peak Hour			PM Peak Hour		
		Gen.	Att.	Total	Gen.	Att.	Total
MTR Station	43.28%	289	322	611	350	248	598
Bus	28.63%	191	213	404	232	163	395
On foot only	13.48%	90	100	190	109	77	186
Private car / Passenger van	8.37%	56	62	118	68	48	116
Public light bus	5.48%	37	41	78	44	31	75
Taxi	0.76%	5	6	11	6	4	10
Total	**100.00%**	**668**	**744**	**1,412**	**809**	**571**	**1,380**

Note: Gen. – Generation; Att. – Attraction.

4.9 Reference and Design Pedestrian Flows

4.9.1 The 2031 Reference Pedestrian Flows, i.e. the pedestrian flows in the local road without the proposed development, were estimated based on the following equation.

2031 Reference Pedestrian Flows = 2025 Existing Pedestrian Flows x $(1 + 0.5\%)^6$ +

4.9.2 The 2031 Design Pedestrian Flows, i.e. the pedestrian flows in the local road network with the proposed development, were estimated based on the following equation:

2031 Design Pedestrian Flows = 2031 Reference Flows + Additional Pedestrians Induced by the proposed development

4.10 Footpath Capacity Assessment

4.10.1 Capacity analysis of the concerned footpath was carried out for the assessment year 2031. The pedestrians generated and attracted by the proposed development that anticipated to travel to/from MTR Ma On Shan Station will use the routings shown in **Figure 3.4**. However, for conservative assessment purposes, all pedestrians are assumed to use the routing at the south of the Site only. The assessment results are shown in **Table 4.12**.

Table 4.12 Year 2031 Capacity Analysis of the Concerned Footpaths

Ref.	Location	Actual Width (m)	Effective Width (m)(1)	Peak Hour flow (ped/hr)		Flow Rate(2) ped/m/min [LOS]	
				AM	PM	AM	PM
2031 Reference Scenario							
P1	Eastern footpath of On Chun Street	3.9	2.9	53	49	0.3 [A]	0.3 [A]
P2	Southern footpath of On Chun Street	3.9	2.9	467	413	2.7 [A]	2.4 [A]
P3	Southern footpath of On Chun Street (near The Waterside)	2.7	1.7	615	714	6.0 [A]	7.0 [A]
P4	Eastern footpath of On Yuen Street	3.7	2.7	539	381	3.3 [A]	2.4 [A]
P5	Northern footpath of Sai Sha Road	3.4	2.4	400	570	2.8 [A]	4.0 [A]
2031 Design Scenario							
P1	Eastern footpath of On Chun Street	3.9	2.9	53	49	0.3 [A]	0.3 [A]
P2	Southern footpath of On Chun Street (near The Tolo Place)	3.9	2.9	467	413	2.7 [A]	2.4 [A]
P3	Southern footpath of On Chun Street (near The Waterside)	2.7	1.7	1,898	1,968	18.6 [B]	19.3 [B]
P4	Eastern footpath of On Yuen Street	3.7	2.7	1,632	1,449	10.1 [A]	8.9 [A]
P5	Northern footpath of Sai Sha Road	3.4	2.4	1,493	1,638	10.4 [A]	11.4 [A]

Notes: (1) A clearance zone of 0.5m on side with obstruction was adopted.
(2) For LOS "C" or above, flow volumes should be less than 33 ped/m/min.

4.10.2 **Table 4.12** shows that the condition of the concerned footpaths will be satisfactory after accommodating the pedestrians generated and attracted by the proposed development in both AM and PM Peak hours with LOS "C" or above.

4.11 Public Transport Assessment – Railway Patronage Capacity

4.11.1 In order to ensure sufficient railway capacity will be able to accommodate for the proposed development, an assessment was conducted to review the rail patronage capacity. Since railway services in AM are generally busier than that in PM, AM peak hour is considered more than critical in conducting railway capacity assessment, the AM scenario is used for analysis purpose.

4.11.2 As shown in **Table 4.11**, 1,412 persons will be induced by the proposed development and 611 persons are anticipated to use railway services during AM peak hour. Taking into consideration the proposed development site is located at 600m walking distance away from the Ma On Shan MTR Station, a conservative assessment is carried out to assume ALL pedestrian traffic generated by the proposed development using the railway services, which 668 persons/hour will be generated from and 744 persons/hour will be attracted to the proposed development.

4.11.3 According to the Legislative Council Paper FCRI(2022-23)18 published in April 2023, the existing morning peak hour loading factor of Tuen Ma Line at critical section (Tsuen Wan West to Mei Foo) in 2022 is 61%, which the passenger demand and capacity (based on 6 passengers per square meter) are 34,700 persons/hour and 58,800 persons /hour, respectively.

4.11.4 In 2031, the passenger demand is projected to be increased to approximately 36,300 persons /hour. The 2031 railway capacity performance is then evaluated by considering the 2031 passenger demand and the additional passengers to be induced by the proposed development. The results are tabulated in **Table 4.13**.

Table 4.13 2031 Railway Capacity Performance

Items	Capacity (persons /hour /direction)	Reference Scenario (see Note 1)	Design Scenarios (see Notes 1, 2 and 3)
2031 Projected Morning Peak Hour Passenger Demand (persons/hour)	-	36,300	36,968 [+668]
Loading factor - Existing Peak Hour Capacity	58,800	62%	63%

Note 1: 2031 Reference Scenario = 2022 morning peak hour passenger demand x $(1+0.5\%)^9$

Note 2: 2031 Design Scenario = 2031 Reference Scenario + Additional passenger demand induced by the Proposed Development.

Note 3: Figures in square brackets indicate the increase in passengers due to the proposed development.

4.11.5 From **Table 4.13**, after accommodating the additional passengers induced by the proposed development, the 2031 morning peak hour loading factor of Tuen Ma Line at critical sections, based on existing peak hour capacity, will be 63% (6 passengers per square meter).

4.11.6 It should be noted that the increase in passenger during the morning peak hour at Tuen Ma Line due to the proposed development, are only 668 persons. The increase in passengers only constitute 1.8% of the passenger demand of Tuen Ma Line, which are considered insignificant.

5 PROVISION OF TRANSPORT FACILITIES

5.1 Access Arrangement

5.1.1 The proposed vehicular access of the proposed development will follow the location of the existing hotel at On Chun Street.

5.2 HKPSG Requirements in Car Parking and Loading/Unloading Provisions

5.2.1 Because of the change in development parameters the requirements of car parking and loading/unloading facilities should be reviewed, taking into consideration of the latest Hong Kong Planning Standards and Guidelines (HKPSG) requirements. The car parking and loading/unloading facilities for the proposed development as required under the HKPSG are listed in **Table 5.1**.

5.2.2 As discussed in Sections 2.2 and 4.3.3, the exhibition or convention hall is incorporated in the proposed development to meet the possible demand in the local community, it is anticipated that the visitors will travel to/from the Exhibition or Convention Hall on foot or by public transport facilities. However, for conservative purpose, the car parking and loading/unloading provision rate for retail use is adopted for the proposed Exhibition or Convention Hall.

Table 5.1 Car Parking and Loading/Unloading Facilities Provisions

Component	HKPSG Requirements[1]					Required Nos.	Proposed Nos.
A. Residential – Total 772 flats							
Car Parking Space	Parking Requirements = GPS x R1 x R2 x R3 where GPS = 1 space per 4 to 7 units						
	Unit Size	No. of Unit	R1	R2	R3		
	$40m^2$ < FS ≤ $70m^2$	722	1.2	0.75	1.0	93 – 163	
	$70m^2$ < FS ≤ $100m^2$	50	2.4	0.75	1.0	13 – 23	
					Sub-total	**106 – 186**	**148 (GPS equivalent to 1 space 5 units)**
Visitor parking Space	For private residential developments with more than 75 units per block should include 1-5 visitor spaces per block					1 – 5	5
Loading/ Unloading Bay	Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block					1	1
Motorcycle Parking Space	1 motorcycle parking space per 100-150 flats					6 – 8	8
Bicycle Parking Space	1 space for every 15 flats with flat size < $70m^2$					49	120 (See Section 5.2.3)

Component	HKPSG Requirements(1)	Required Nos.	Proposed Nos.
B. Retail – 3,067 m^2			
Car Parking Space	1 car space per 150 – 300m^2	11 – 21	21
Loading/ Unloading Bay	1 goods vehicle bay for every 800 – 1,200m^2	3 – 4	4
Motorcycle Parking Space	5 – 10% of the total provision for private cars	1 – 3	3
C. Exhibition/Convention Hall – 998 m^2 (Maximum Capacity 500 persons)			
Car Parking Space	1 car space per 150 – 300m^2 (See Note 1)	4 – 7	7
Loading/ Unloading Bay	1 goods vehicle bay for every 800 – 1,200m^2 (See Note 1)	1 – 2	2
Motorcycle Parking Space	5 – 10% of the total provision for private cars (See Note 1)	1	1

Note: (1) The provision rates for retail use are adopted.

5.2.3 For bicycle parking provision, having considered the proposed development is close to the Ma On Shan Promenade and the Ma On Shan MTR Station, to encourage people to adopt green and active transport modes, it is proposed to provide a total of 120 bicycle parking spaces for the entire proposed development.

5.2.4 From **Table 5.1**, it is recommended that 181 nos. of car parking spaces (148 nos. for residents, 5 nos. for visitors, 21 nos. for retail use and 7 nos. for exhibition/convention hall use), 7 nos. of loading/unloading bays, 12 nos. of motorcycle parking space and 120 nos. of bicycle parking spaces shall be provided to meet the HKPSG requirements. **Table 5.2** lists out the dimensions required for each type of spaces. The proposed car park layout plan is enclosed in **Appendix C**.

Table 5.2 Summary of Overall Transport Facilities Provisions

Facilities	Dimensions	Proposed Provision			
		Residential	Retail	Exhibition /Convention Hall	Total
Car Parking Space	2.5m (W) x 5.0m (L) x 2.4m (H)	150	20	6	**176**
Disabled Car Parking Space	3.5m (W) x 5.0m (L) x 2.4m (H)	3	1	1	**5**
Motorcycle Parking Space	1.0m (W) x 2.4m (L) x 2.4m (H)	8	3	1	**12**
Loading/Unloading Bay		1	4 (1)	2 (1)	**7**
LGV	3.5m (W) x 7.0m (L) x 3.6m (H)	0	3	1	**4**
HGV	3.5m (W) x 11.0m (L) x 4.7m (H)	1	1	1	**3**
Bicycle Parking Space	-	120			**120**

Note: (1) Goods vehicle provision is divided into 65% LGV and 35% HGV as per HKPSG requirement

5.2.5 The development proposal will follow the existing building footprint and building form. In the layout design, the carparking area in the basement will be maximized to accommodate more parking spaces for residential use to achieve the high-end of the HKPSG requirement as far as possible and there is no extra space to accommodate a Public Vehicle Park. However, there are 28 nos. of car parking spaces provided for the commercial use and exhibition/convention hall use and these spaces can be opened for public use as hourly parking.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 The owner of the Site at No. 29 On Chun Street, Ma On Shan intends to develop 772 residential flats with commercial facilities and an Exhibition/Convention Hall.

6.1.2 Traffic count survey was conducted to establish the current traffic conditions at the concerned junctions during AM and PM peak periods on 4 September 2024 (Wednesday). Based on the existing traffic flows with the adjustment factors, the junction assessments show that all junctions are operating satisfactorily during the existing AM and PM peak hours.

6.1.3 As compare with the existing hotel, the proposed development would generate 32 pcu/hr additional traffic during AM peak hour and 19 pcu/hr additional traffic during PM peak hour. By assigning the development traffic to the 2031 Reference Flows, the 2031 Design Flows were obtained.

6.1.4 The junction capacity assessment shows that all junctions will operate satisfactorily for both the Reference and Design Scenarios.

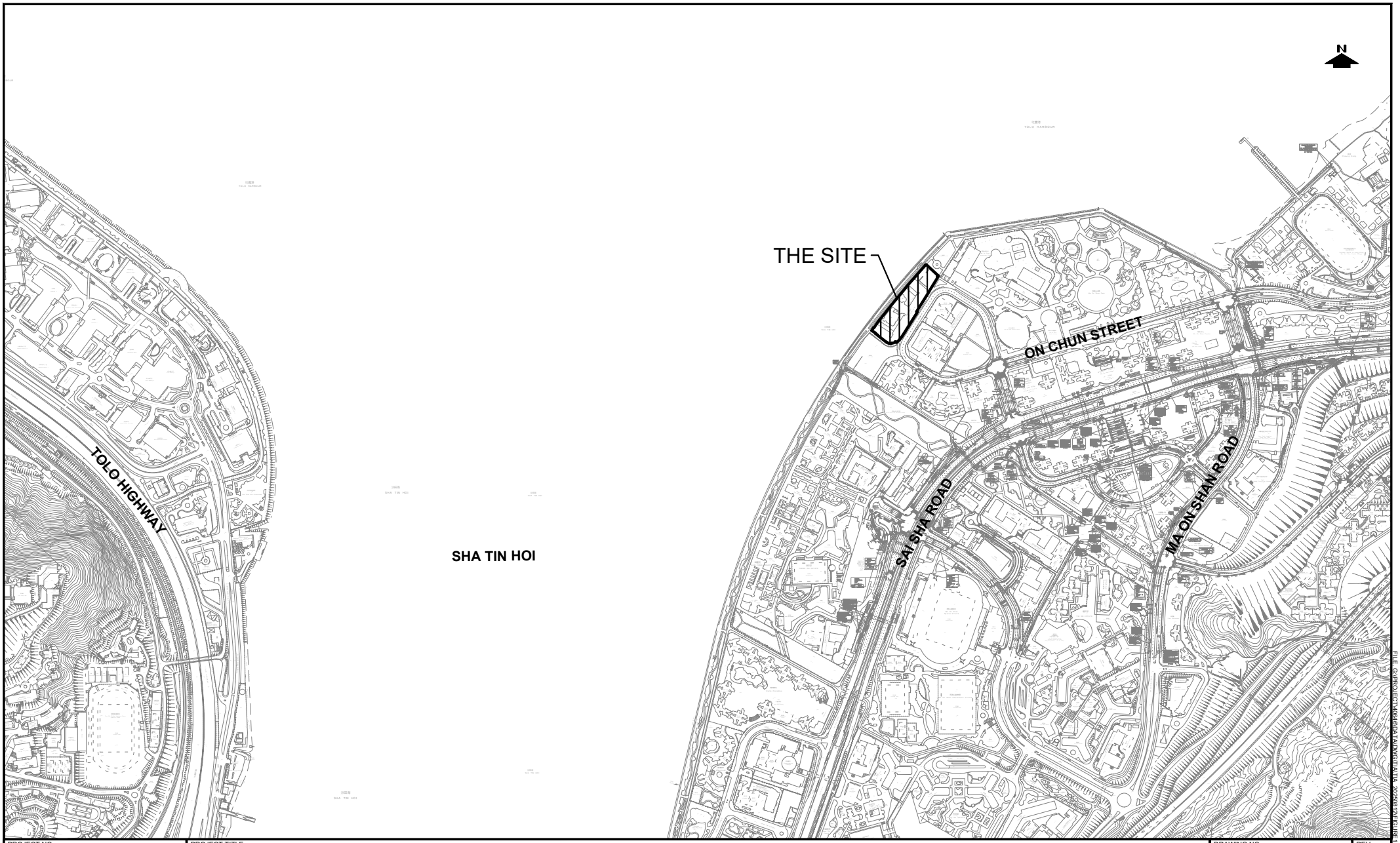
6.1.5 Footpath capacity assessment was carried out for the assessment year 2031. The condition of the concerned footpaths will be satisfactory after accommodating the pedestrians generated and attracted by the proposed development in both AM and PM Peak hours with LOS "C" or above.

6.1.6 Public transport assessment was also conducted for the future year. With the existing railway services, the public transport demand of proposed development can be fully accommodated.

6.1.7 The proposed development will provide 181 nos. of car parking spaces (148 nos. for residents, 5 nos. for visitors, 21 nos. for retail use and 7 nos. for exhibition/convention hall use), 7 nos. of loading/unloading bays, 12 nos. of motorcycle parking space and 120 nos. of bicycle parking spaces to meet the HKPSG requirements.

6.2 Conclusion

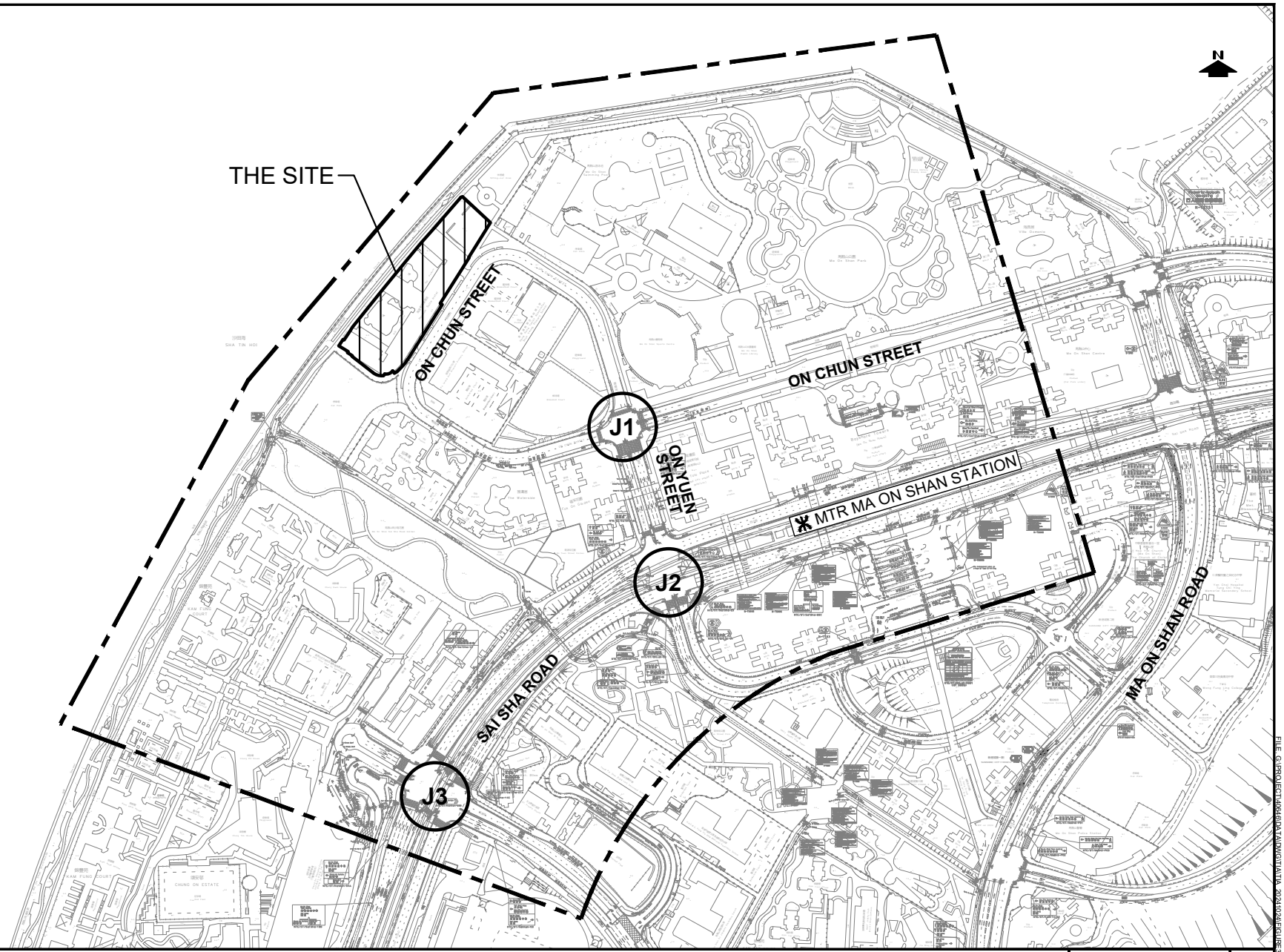
6.2.1 Based on the findings of the traffic impact assessment, it can be concluded that the proposed development will not induce adverse traffic impact onto the adjacent road network and shall be acceptable in traffic viewpoint.



PROJECT NO. 40646	PROJECT TITLE PROPOSED EXHIBITION OR CONVENTION HALL WITHIN THE PERMITTED IN-SITU CONVERSION OF EXISTING HOTEL INTO RESIDENTIAL DEVELOPMENT CUM SHOP AND SERVICES/EATING PLACE IN "RESIDENTIAL (GROUP A) 12" ZONE, NO. 29 ON CHUN STREET, MA ON SHAN (SHA TIN TOWN LOT NO. 461)	DRAWING NO. FIGURE 1.1	REV. ·
DESIGNED SLN / DATE OCT 2024	DRAWING TITLE LOCATION PLAN	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:10000			
CHECKED SLN			

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20250812\FIGURE1.1.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20250812\FIGURE1.1.DWG PLOT SCALE : 1 = 1



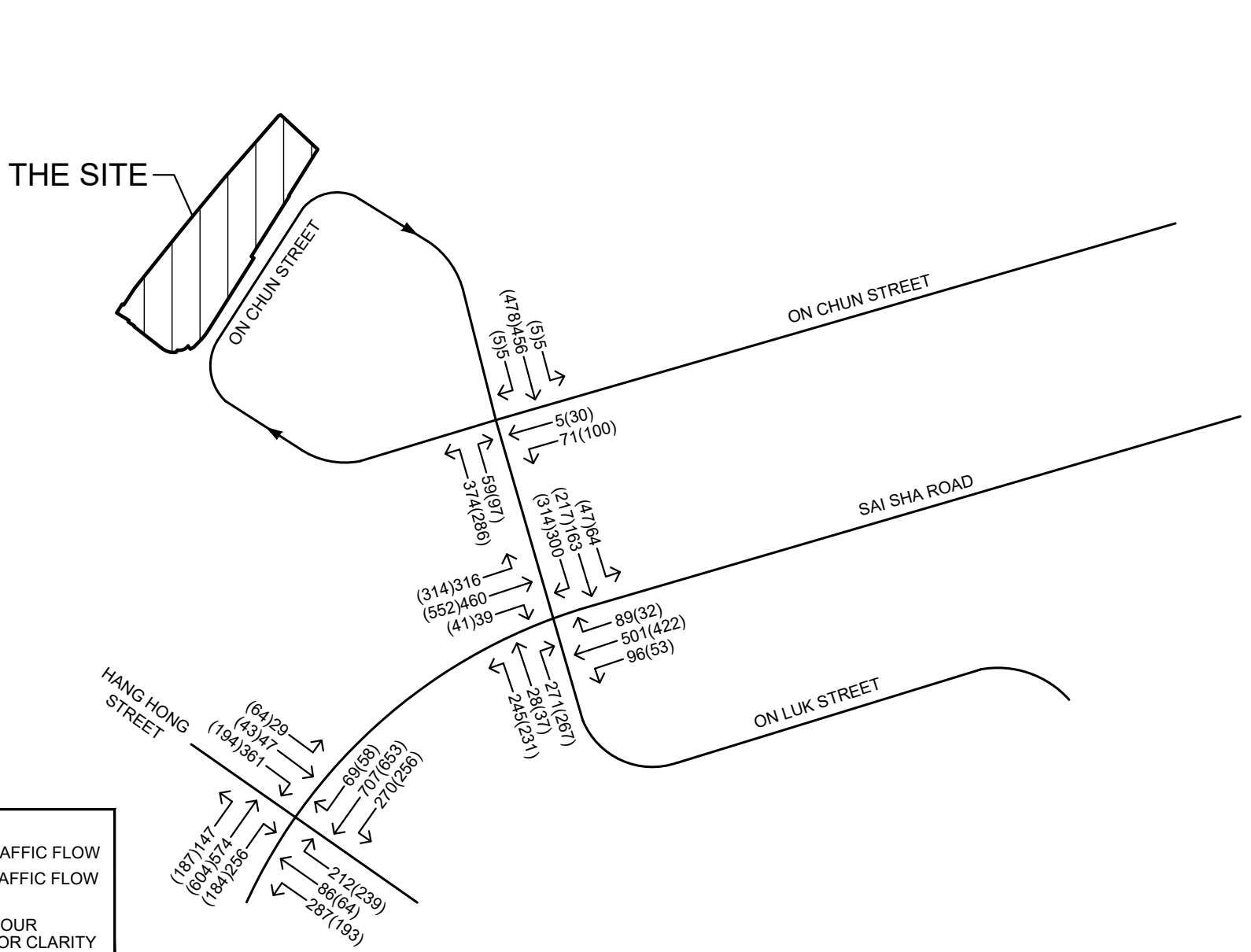
LEGEND:

- THE SITE
- J1 SURVEYED JUNCTIONS
- AREA OF INFLUENCE

PROJECT NO. 40646	PROJECT TITLE PROPOSED EXHIBITION OR CONVENTION HALL WITHIN THE PERMITTED IN-SITU CONVERSION OF EXISTING HOTEL INTO RESIDENTIAL DEVELOPMENT CUM SHOP AND SERVICES/EATING PLACE IN "RESIDENTIAL (GROUP A) 12" ZONE, NO. 29 ON CHUN STREET, MA ON SHAN (SHA TIN TOWN LOT NO. 461)	DRAWING NO. FIGURE 3.1	REV. ·
DESIGNED SLN / DATE OCT 2024	DRAWING TITLE LOCATION OF SURVEYED JUNCTIONS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:5000			
CHECKED SLN			

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20241024\FIGURE3.1.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20241024\FIGURE3.1.DWG PLOT SCALE : 1 = 1



LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOW

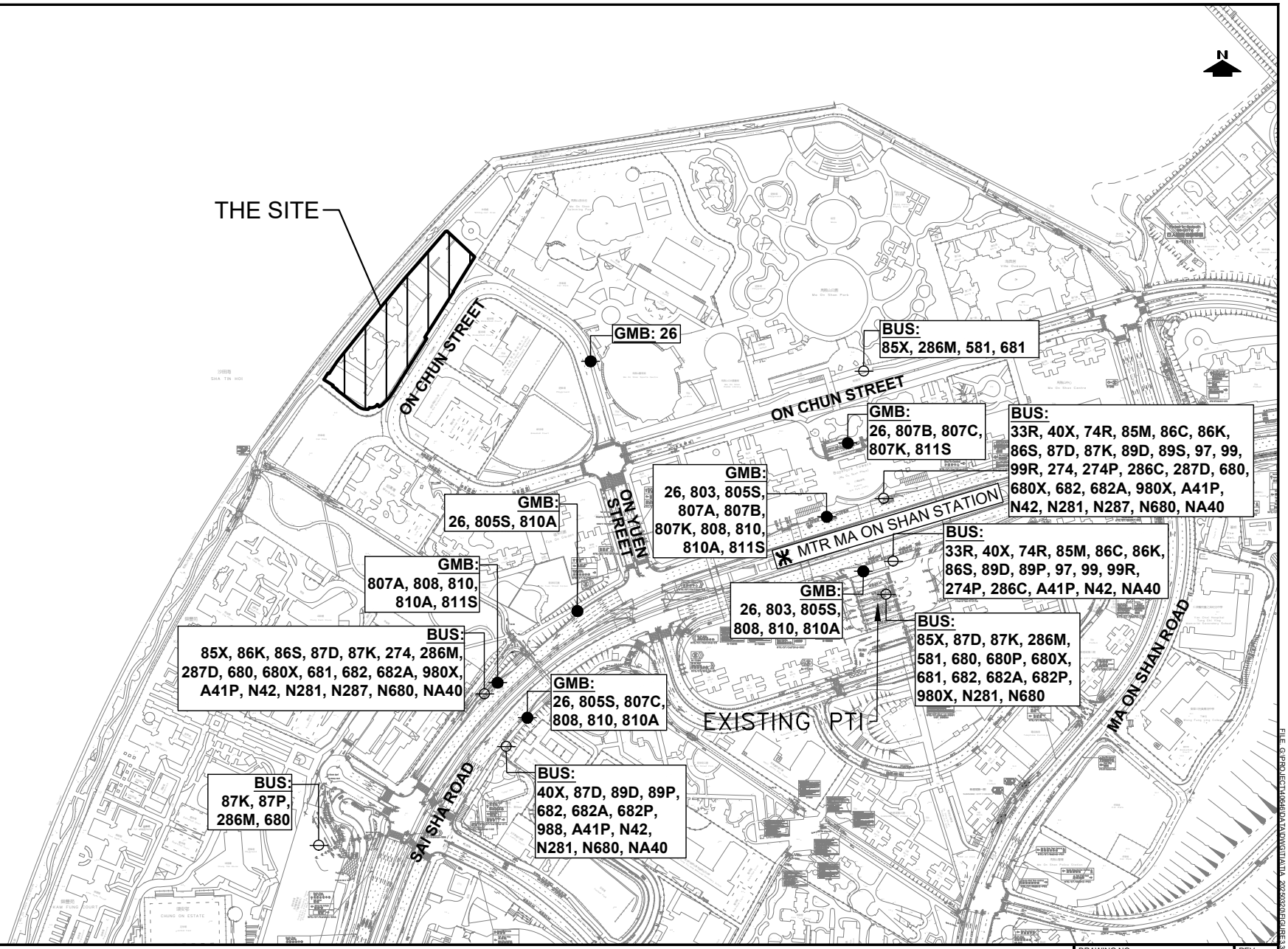
↖ AM PEAK HOUR TRAFFIC FLOW

NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

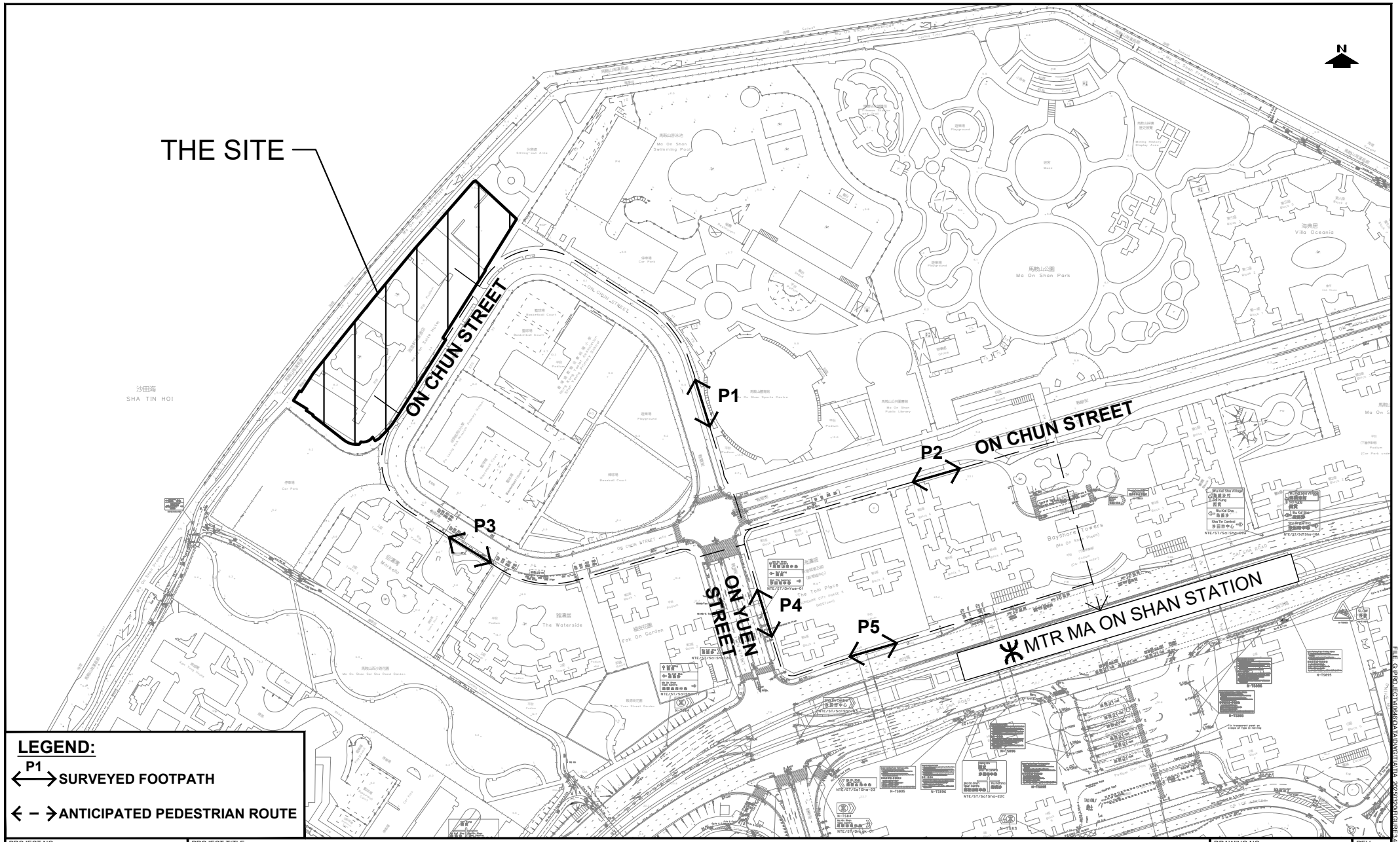
PROJECT NO. 40646	PROJECT TITLE **PROPOSED EXHIBITION OR CONVENTION HALL WITHIN THE PERMITTED IN-SITU CONVERSION OF EXISTING HOTEL INTO RESIDENTIAL DEVELOPMENT CUM SHOP AND SERVICES/EATING PLACE IN "RESIDENTIAL (GROUP A) 12" ZONE, NO. 29 ON CHUN STREET, MA ON SHAN (SHA TIN TOWN LOT NO. 461)**	DRAWING NO. **FIGURE 3.2**	REV. ·
DESIGNED SLN / DRAWN CLL / CHECKED SLN	DATE OCT 2024 / SCALE N.T.S	DRAWING TITLE **2024 EXISTING TRAFFIC FLOWS**	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20241024\FIGURE3.2.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40646	PROJECT TITLE PROPOSED EXHIBITION OR CONVENTION HALL WITHIN THE PERMITTED IN-SITU CONVERSION OF EXISTING HOTEL INTO RESIDENTIAL DEVELOPMENT CUM SHOP AND SERVICES/EATING PLACE IN "RESIDENTIAL (GROUP A) 12" ZONE, NO. 29 ON CHUN STREET, MA ON SHAN (SHA TIN TOWN LOT NO. 461)	DRAWING NO. FIGURE 3.3	REV. A
DESIGNED SLN / DATE MAR 2025	DRAWING TITLE PUBLIC TRANSPORT FACILITIES	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:5000			
CHECKED SLN			

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20250320\FIGURE3.3A.DWG PLOT SCALE : 1 = 1



LEGEND:

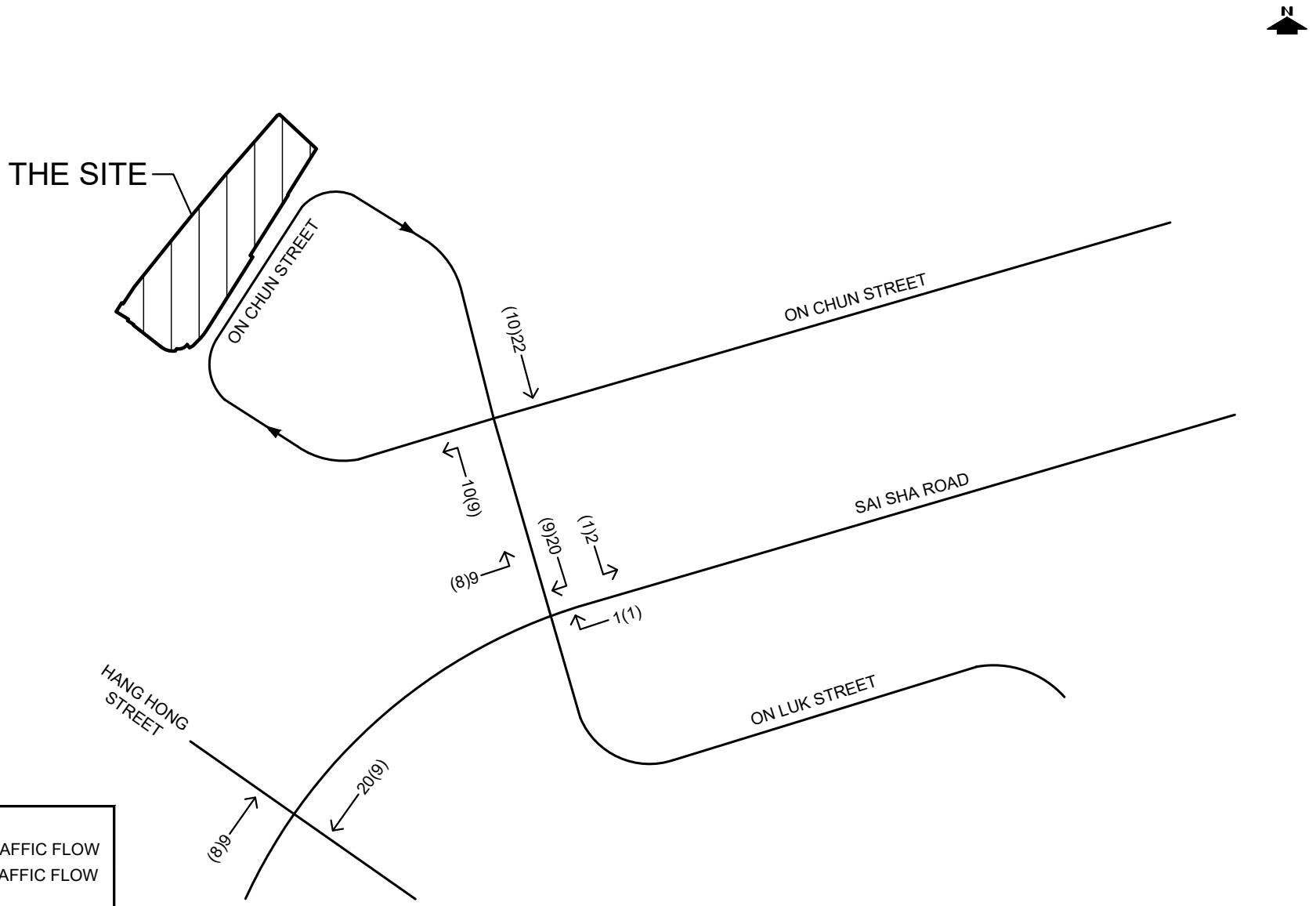
P1 ⟷ SURVEYED FOOTPATH

⟵ – ⟶ ANTICIPATED PEDESTRIAN ROUTE

PROJECT NO. 40646	PROJECT TITLE PROPOSED EXHIBITION OR CONVENTION HALL WITHIN THE PERMITTED IN-SITU CONVERSION OF EXISTING HOTEL INTO RESIDENTIAL DEVELOPMENT CUM SHOP AND SERVICES/EATING PLACE IN "RESIDENTIAL (GROUP A) 12" ZONE, NO. 29 ON CHUN STREET, MA ON SHAN (SHA TIN TOWN LOT NO. 461)	DRAWING NO. FIGURE 3.4	REV. A
DESIGNED SLN / DRAWN CLL / CHECKED SLN	DATE MAR 2025 / SCALE 1:3000	DRAWING TITLE ANTICIPATED PEDESTRIAN ROUTE AND LOCATION OF SURVEYED FOOTPATHS	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20250320\FIGURE3.4A.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20250320\FIGURE3.4A.DWG PLOT SCALE : 1 = 1



LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOW

↑ AM PEAK HOUR TRAFFIC FLOW

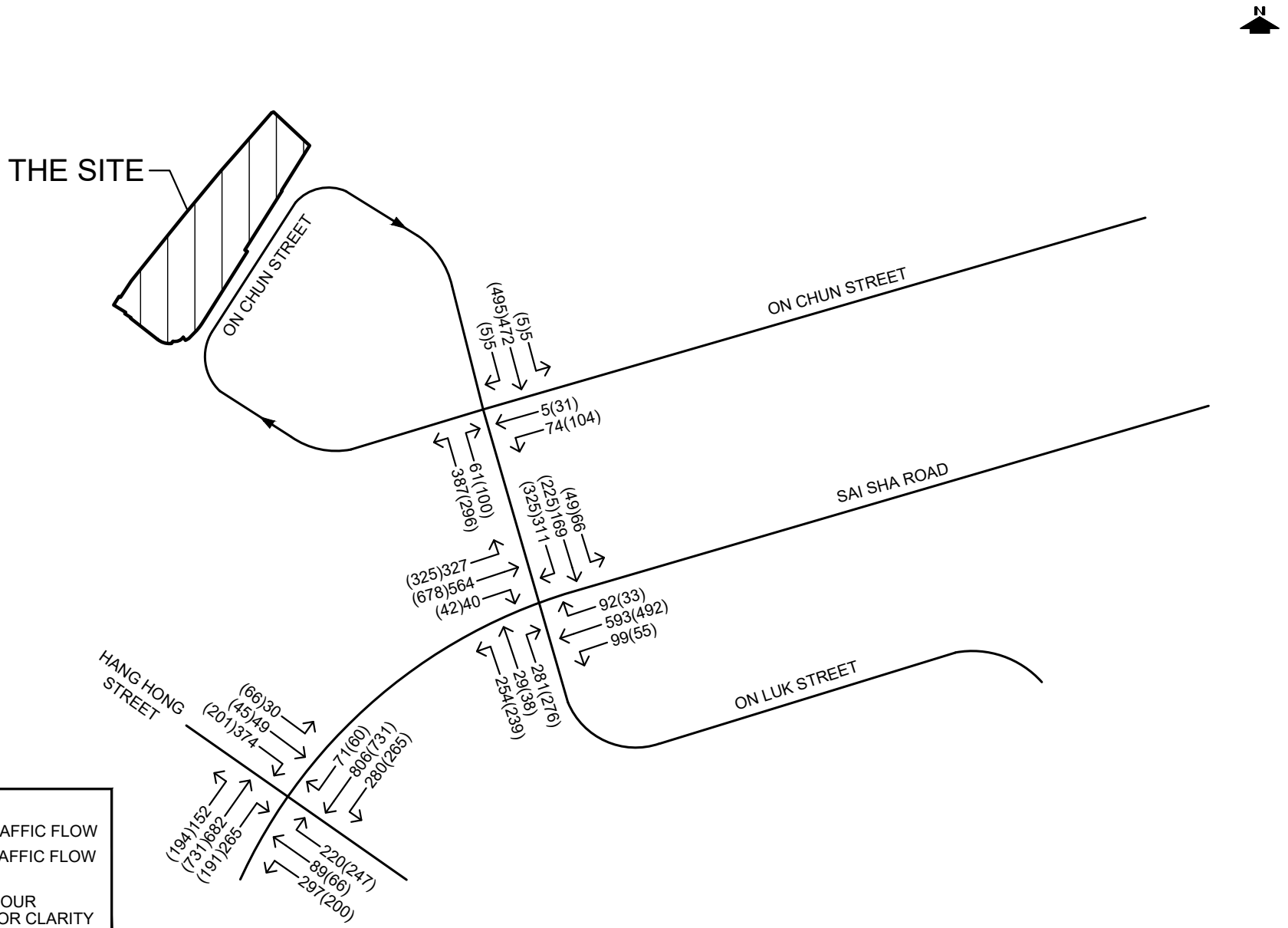
NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

PROJECT NO. 40646	PROJECT TITLE **PROPOSED EXHIBITION OR CONVENTION HALL WITHIN THE PERMITTED IN-SITU CONVERSION OF EXISTING HOTEL INTO RESIDENTIAL DEVELOPMENT CUM SHOP AND SERVICES/EATING PLACE IN "RESIDENTIAL (GROUP A) 12" ZONE, NO. 29 ON CHUN STREET, MA ON SHAN (SHA TIN TOWN LOT NO. 461)**	DRAWING NO. **FIGURE 4.1**	REV. **C**
DESIGNED **SLN** / DRAWN **CLL** / CHECKED **SLN**	DATE **MAY 2025** / SCALE **N.T.S**	DRAWING TITLE **ADDITIONAL DEVELOPMENT TRAFFIC FLOWS**	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20250528\FIGURE4.1C.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20250528\FIGURE4.1C.DWG PLOT SCALE : 1 = 1



LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOW

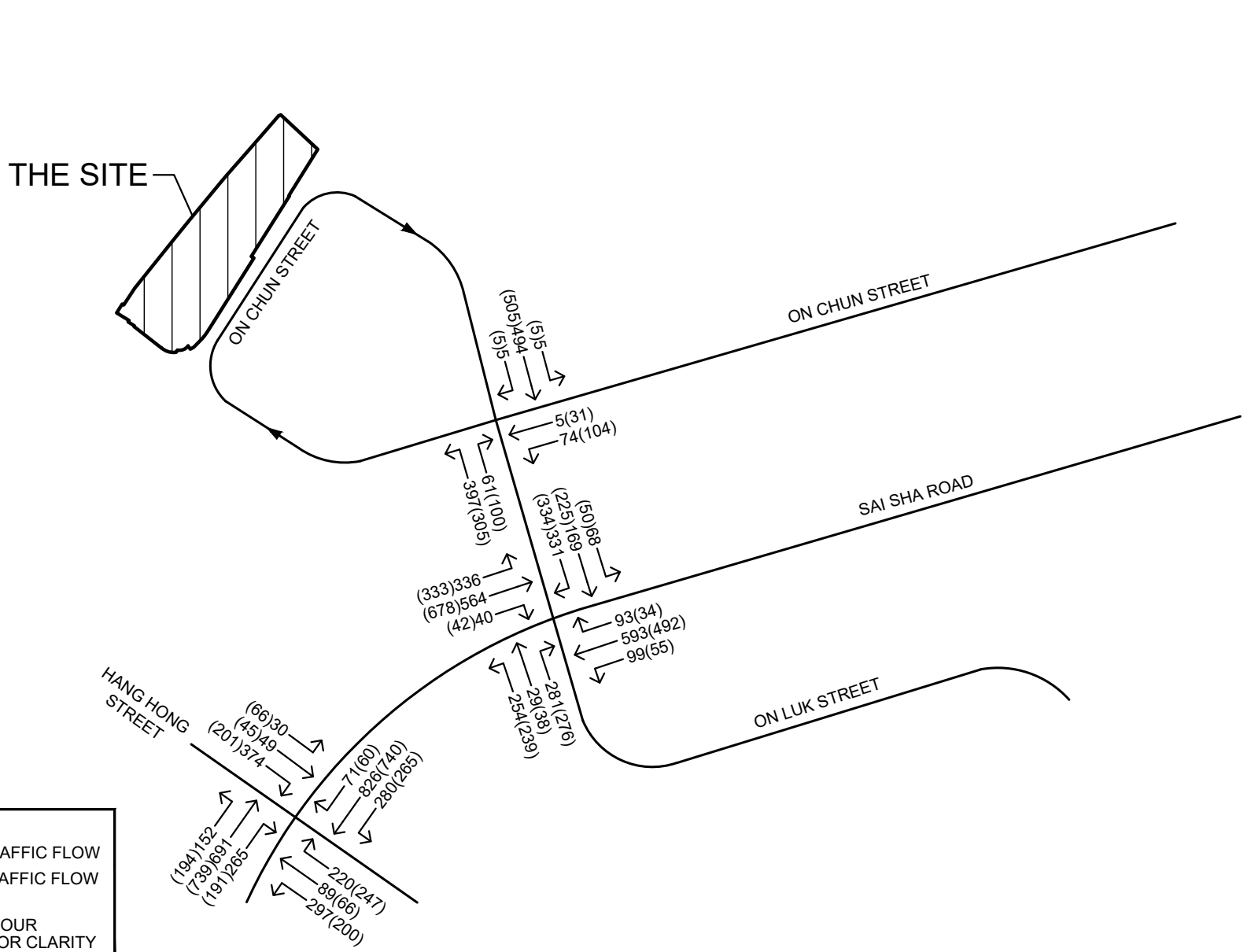
↖ AM PEAK HOUR TRAFFIC FLOW

NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

PROJECT NO. 40646	PROJECT TITLE **PROPOSED EXHIBITION OR CONVENTION HALL WITHIN THE PERMITTED IN-SITU CONVERSION OF EXISTING HOTEL INTO RESIDENTIAL DEVELOPMENT CUM SHOP AND SERVICES/EATING PLACE IN "RESIDENTIAL (GROUP A) 12" ZONE, NO. 29 ON CHUN STREET, MA ON SHAN (SHA TIN TOWN LOT NO. 461)**	DRAWING NO. **FIGURE 4.2**	REV. **A**
DESIGNED **SLN** / DRAWN **CLL** / CHECKED **SLN**	DATE **JAN 2025** / SCALE **N.T.S**	DRAWING TITLE **2031 REFERENCE TRAFFIC FLOWS**	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20250116\FIGURE4.2A.DWG PLOT SCALE : 1 = 1



LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOW

↖ AM PEAK HOUR TRAFFIC FLOW

NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

PROJECT NO. 40646	PROJECT TITLE **PROPOSED EXHIBITION OR CONVENTION HALL WITHIN THE PERMITTED IN-SITU CONVERSION OF EXISTING HOTEL INTO RESIDENTIAL DEVELOPMENT CUM SHOP AND SERVICES/EATING PLACE IN "RESIDENTIAL (GROUP A) 12" ZONE, NO. 29 ON CHUN STREET, MA ON SHAN (SHA TIN TOWN LOT NO. 461)**	DRAWING NO. **FIGURE 4.3**	REV. **C**
DESIGNED **SLN** / DRAWN **CLL** / CHECKED **SLN**	DATE **MAY 2025** / SCALE **N.T.S**	DRAWING TITLE **2031 DESIGN TRAFFIC FLOWS**	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40646\DATA\DWG\TIA\TIA_20250528\FIGURE4.3C.DWG PLOT SCALE : 1 = 1

Appendix A

Junction Capacity Assessments - Existing Scenario

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Prepared By:		SKL	Aug-25
Checked By:		SLN	Aug-25
Reviewed By:		SLN	Aug-25

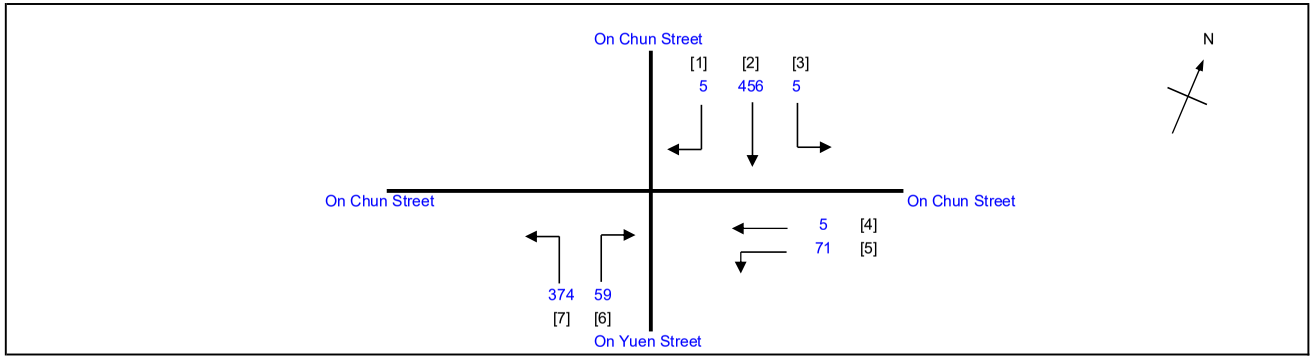
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J1 On Chun Street / On Yuen Street

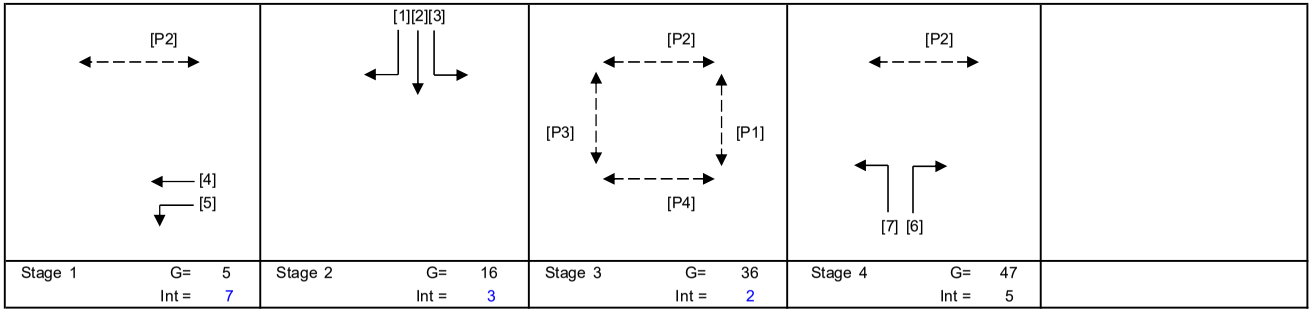
2024 Existing AM

PROJECT NO.: 40646

FILENAME : J1_OCS_OYS.xlsx



No. of stages per cycle		N =	4
Cycle time		C =	121 sec
Sum(y)		Y =	0.305
Loss time		L =	51 sec
Total Flow		=	975 pcu
Co	= (1.5*L+5)/(1-Y)	=	117.4 sec
Cm	= L/(1-Y)	=	73.4 sec
Yult		=	0.518
R.C.ult	= (Yult-Y)/Y*100%	=	69.4 %
Cp	= 0.9*L/(0.9-Y)	=	77.2 sec
Ymax	= 1-L/C	=	0.579
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	=	**70 %**



Stage 1	G= 5	Int = 7
Stage 2	G= 16	Int = 3
Stage 3	G= 36	Int = 2
Stage 4	G= 47	Int = 5

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	10	5	23	10
P2	1,3,4	5	18	3	81	18
P3	3	5	12	8	18	12
P4	3	11	12	7	19	12

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							14					
4,5	1	3.30	1	15			2085	36	5		41	0.88	1917							1917	0.021	0.021	1	5	6	0.528	6	75
5	1	3.30	1	10		N	1945	35			35	1.00	1691							1691	0.021			5	6	0.528	6	79
1,2	2	5.50	1	30		N	2165		160	5	165	0.03	2162							2162	0.076	0.076		17	17	0.528	24	49
2	2	3.30	1				2085		158		158	0.00	2085							2085	0.076			17	17	0.528	24	49
2,3	2	2.80	1	15		N	1895	5	138		143	0.03	1888							1888	0.076			17	17	0.528	24	50
6	4	3.65	1	20			2120			59	59	1.00	1972							1972	0.030			7	48	0.528	12	66
7	4	3.65	1	15		N	1980	374			374	1.00	1800							1800	0.208	0.208		48	48	0.528	42	28
PED	3																						36					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Prepared By:		SKL	Aug-25
Checked By:		SLN	Aug-25
Reviewed By:		SLN	Aug-25

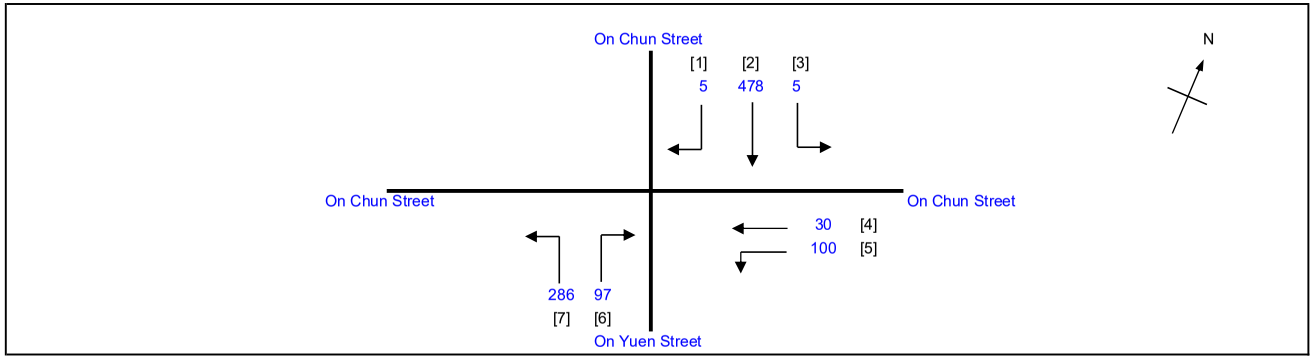
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J1 On Chun Street / On Yuen Street

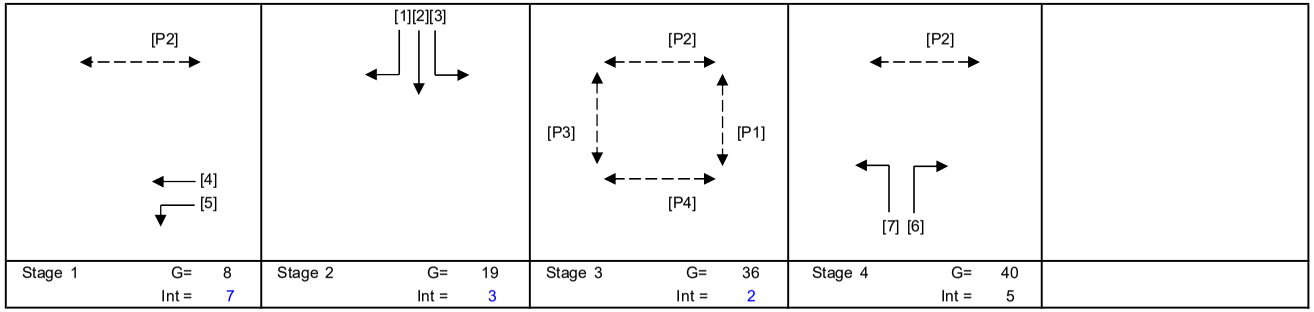
2024 Existing PM

PROJECT NO.: 40646

FILENAME : J1_OCS_OYS.xlsx



No. of stages per cycle	N =	4
Cycle time	C =	120 sec
Sum(y)	Y =	0.274
Loss time	L =	50 sec
Total Flow	=	1001 pcu
Co = (1.5*L+5)/(1-Y)	=	110.2 sec
Cm = L/(1-Y)	=	68.9 sec
Yult	=	0.525
R.C.ult = (Yult-Y)/Y*100%	=	91.6 %
Cp = 0.9*L/(0.9-Y)	=	71.9 sec
Ymax = 1-L/C	=	0.583
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**92 %**



Stage 1	G= 8	Int = 7
Stage 2	G= 19	Int = 3
Stage 3	G= 36	Int = 2
Stage 4	G= 40	Int = 5

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	10	5	23	10
P2	1,3,4	5	18	3	77	18
P3	3	5	12	8	18	12
P4	3	11	12	7	19	12

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							14					
4,5	1	3.30	1	15			2085	40	30		70	0.57	1972							1972	0.035	0.035		9	9	0.470	12	57
5	1	3.30	1	10		N	1945	60			60	1.00	1691							1691	0.035			9	9	0.470	6	59
1,2	2	5.50	1	30		N	2165		167	5	172	0.03	2162							2162	0.080			20	20	0.470	24	44
2	2	3.30	1				2085		166		166	0.00	2085							2085	0.080	0.080		20	20	0.470	24	45
2,3	2	2.80	1	15		N	1895	5	145		150	0.03	1889							1889	0.079			20	20	0.470	24	45
6	4	3.65	1	20			2120			97	97	1.00	1972							1972	0.049			13	41	0.470	12	52
7	4	3.65	1	15		N	1980	286			286	1.00	1800							1800	0.159	0.159		41	41	0.470	36	30
PED	3																						36					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
Reviewed By:	SLN	Aug-25

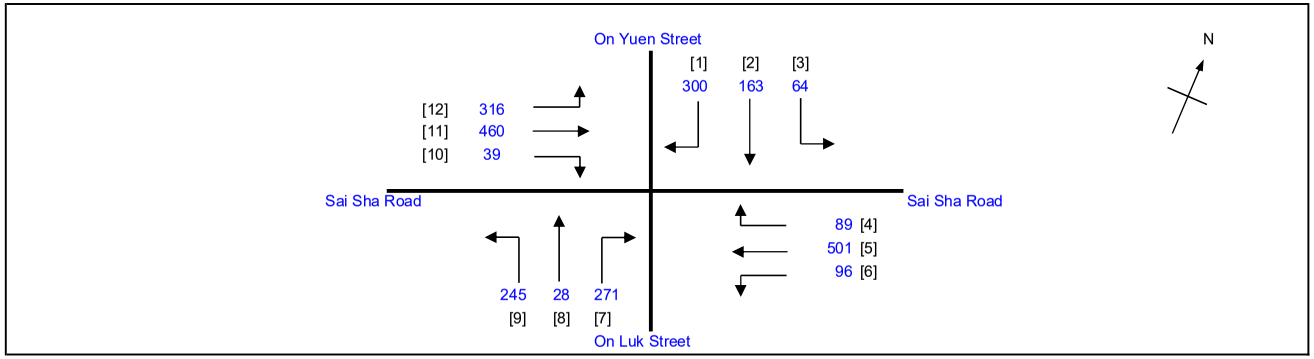
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J2 On Yuen Street / Sai Sha Road

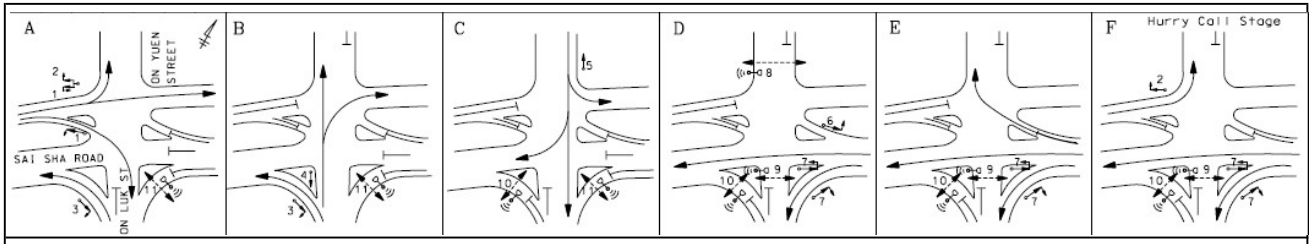
2024 Existing AM

PROJECT NO.: 40646

FILENAME : J2_SSR_OYS_OLS.xlsx



No. of stages per cycle		N =	6
Cycle time		C =	121 sec
Sum(y)		Y =	0.445
Loss time		L =	46 sec
Total Flow		=	2572 pcu
Co	= (1.5*L+5)/(1-Y)	=	133.3 sec
Cm	= L/(1-Y)	=	82.8 sec
Yult		=	0.555
R.C.ult	= (Yult-Y)/Y*100%	=	24.8 %
Cp	= 0.9*L/(0.9-Y)	=	90.9 sec
Ymax	= 1-L/C	=	0.620
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**25 %**



Stage 1	G= 17	Stage 2	G= 22	Stage 3	G= 14	Stage 4	G= 21	Stage 5	G= 6	Stage 6	G= 11
	Int = 5		Int = 11		Int = 4		Int = 2		Int = 7		Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	11	9	1	13	9
P2	4,5,6	10	8	8	31	8
P3	3,4,5,6	5	5	2	59	5
P4	1,2,3	5	5	2	67	5

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	3	3.35	1	30			2090			179	179	1.00	1990							1990	0.090	0.090		15	15	0.718	30	62
1,2	3	3.45	1	35			2100		61	121	182	0.66	2042							2042	0.089			15	15	0.718	30	62
2,3	3	3.45	1	10		N	1960	64	102		166	0.39	1853							1853	0.090			15	15	0.718	30	64
4	5	5.00	1	35			2255			89	89	1.00	2162							2162	0.041	0.041		7	7	0.718	18	84
5	4,5,6	3.50	3				6315		501		501	0.00	6315							6315	0.079			13	39	0.718	28	53
6	4,5,6	4.00	1	35		N	2015	96			96	1.00	1932							1932	0.050			8	39	0.718	18	80
7	2	3.75	1	20			2130			271	271	1.00	1981							1981	0.137	0.137		23	23	0.718	42	52
8	2	3.50	1				2105		28		28	0.00	2105							2105	0.013			2	23	0.718	6	159
9	1,2	4.00	1	35		N	2015	245			245	1.00	1932							1932	0.127			21	41	0.718	42	54
10	1	3.50	1	40			2105			39	39	1.00	2029	25	124					2153	0.018			3	18	0.718	12	128
11	1	3.50	2				4210		460		460	0.00	4210							4210	0.109			18	18	0.718	39	50
12	1,6	3.50	1	15		N	1965	316			316	1.00	1786							1786	0.177	0.177		30	30	0.718	48	47
PED	4																						21					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
Reviewed By:	SLN	Aug-25

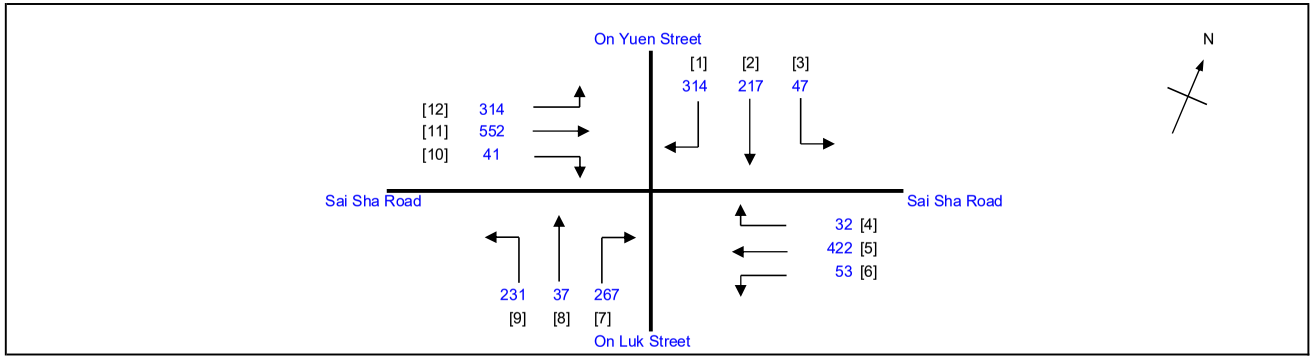
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J2 On Yuen Street / Sai Sha Road

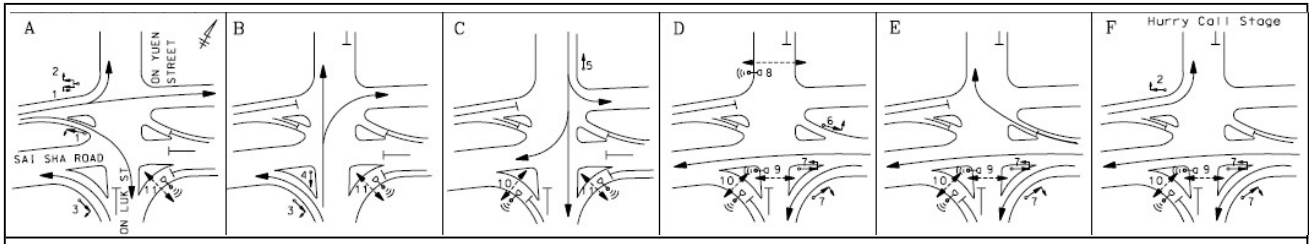
2024 Existing PM

PROJECT NO.: 40646

FILENAME : J2_SSR_OYS_OLS.xlsx



No. of stages per cycle		N =	6
Cycle time		C =	120 sec
Sum(y)		Y =	0.423
Loss time		L =	50 sec
Total Flow		=	2527 pcu
Co	= (1.5*L+5)/(1-Y)	=	138.7 sec
Cm	= L/(1-Y)	=	86.7 sec
Yult		=	0.525
R.C.ult	= (Yult-Y)/Y*100%	=	24.0 %
Cp	= 0.9*L/(0.9-Y)	=	94.4 sec
Ymax	= 1-L/C	=	0.583
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	=	**24 %**



Stage 1	G= 21	Int = 5
Stage 2	G= 21	Int = 11
Stage 3	G= 15	Int = 4
Stage 4	G= 21	Int = 2
Stage 5	G= 5	Int = 7
Stage 6	G= 7	Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	11	9	1	13	9
P2	4,5,6	10	8	8	27	8
P3	3,4,5,6	5	5	2	55	5
P4	1,2,3	5	5	2	70	5

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	3	3.35	1	30			2090			195	195	1.00	1990							1990	0.098			16	16	0.726	36	61
1,2	3	3.45	1	35			2100		79	119	198	0.60	2047							2047	0.097			16	16	0.726	36	61
2,3	3	3.45	1	10		N	1960	47	138		185	0.25	1888							1888	0.098	0.098		16	16	0.726	30	62
4	5	5.00	1	35			2255			32	32	1.00	2162							2162	0.015	0.015	4	2	6	0.726	6	150
5	4,5,6	3.50	3				6315		422		422	0.00	6315							6315	0.067			11	35	0.726	24	55
6	4,5,6	4.00	1	35		N	2015	53			53	1.00	1932							1932	0.027			5	35	0.726	12	110
7	2	3.75	1	20			2130			267	267	1.00	1981							1981	0.135	0.135		22	22	0.726	42	53
8	2	3.50	1				2105		37		37	0.00	2105							2105	0.018			3	22	0.726	12	136
9	1,2	4.00	1	35		N	2015	231			231	1.00	1932							1932	0.120			20	44	0.726	36	56
10	1	3.50	1	40			2105			41	41	1.00	2029	25	125					2154	0.019			3	22	0.726	12	128
11	1	3.50	2				4210		552		552	0.00	4210							4210	0.131			22	22	0.726	45	47
12	1,6	3.50	1	15		N	1965	314			314	1.00	1786							1786	0.176	0.176		29	29	0.726	48	48
PED	4																						21					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Prepared By:		SKL	Aug-25
Checked By:		SLN	Aug-25
Reviewed By:		SLN	Aug-25

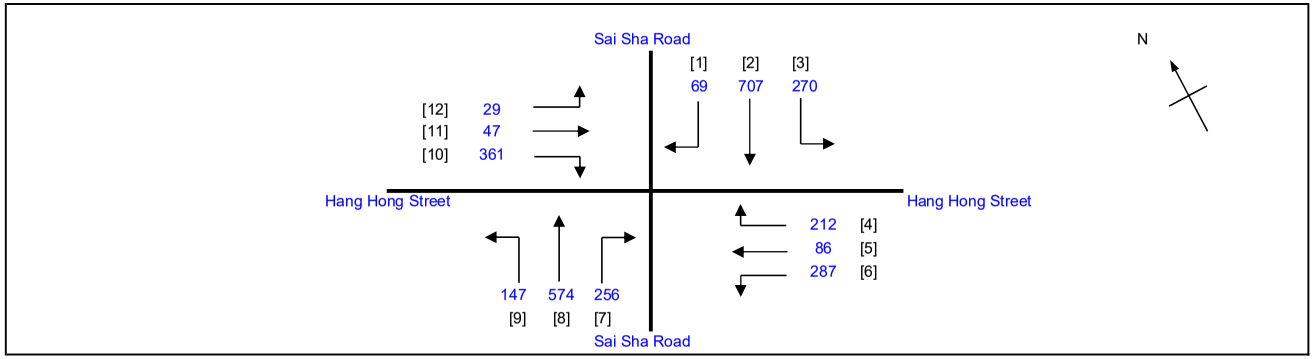
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J3 Sai Sha Road / Hang Hong Street

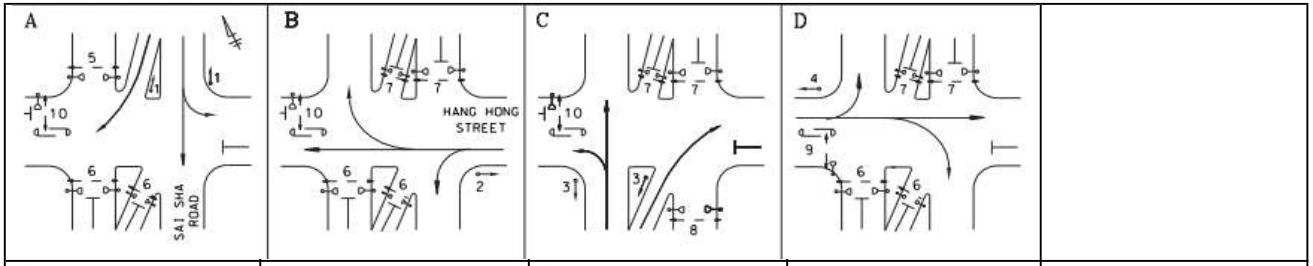
2024 Existing AM

PROJECT NO.: 40646

FILENAME : J3_SSR_HHS.xlsx



No. of stages per cycle	N =	4
Cycle time	C =	123 sec
Sum(y)	Y =	0.477
Loss time	L =	29 sec
Total Flow	=	3045 pcu
Co = (1.5*L+5)/(1-Y)	=	92.7 sec
Cm = L/(1-Y)	=	55.4 sec
Yult	=	0.683
R.C.ult = (Yult-Y)/Y*100%	=	43.2 %
Cp = 0.9*L/(0.9-Y)	=	61.6 sec
Ymax = 1-L/C	=	0.764
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**44 %**



Stage	G=	Int =
Stage 1	23	8
Stage 2	31	9
Stage 3	17	6
Stage 4	19	10

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	5	10	4	17	10
P2	1,2,4	17	12	2	86	12
P3	2,3,4	19	12	1	79	12
P4	3	5	10	2	11	10
P5	4	5	7	6	16	7
P6	1,2,3	5	9	1	84	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							29					
1	1	5.00	1	35			2255			69	69	1.00	2162							2162	0.032			6	24	0.624	12	76
2	1	3.50	2				4210		503		503	0.00	4210							4210	0.119	0.119		24	24	0.624	39	44
2,3	1	3.50	1	40			2105	45	204		249	0.18	2091							2091	0.119			23	24	0.624	36	48
3	1	3.50	1	35		N	1965	225			225	1.00	1884							1884	0.119			24	24	0.624	36	49
4	2	3.40	1	30			2095		0	212	212	1.00	1995							1995	0.106			21	32	0.624	36	51
4,5	2	3.40	1	35			2095		86		86	0.00	2095							2095	0.041			8	32	0.624	18	70
6	2	3.40	1	15		N	1955	287			287	1.00	1777							1777	0.161	0.161		32	32	0.624	42	42
7	3	4.00	1	30		N	2015			123	123	1.00	1919							1919	0.064			13	18	0.624	18	61
7	3	4.00	1	35			2155			133	133	1.00	2066							2066	0.064			13	18	0.624	24	60
8	3	3.30	3				6255		574		574	0.00	6255							6255	0.092	0.092		18	18	0.624	32	47
9	3	3.30	1	15		N	1945	147			147	1.00	1768							1768	0.083			16	18	0.624	24	57
10	4	3.30	1	20			2085			201	201	1.00	1940							1940	0.104			20	20	0.624	30	51
10,11,12	4	3.30	1	25			2085	0	47	160	207	0.77	1993							1993	0.104	0.104		20	20	0.624	30	51
12	4	3.30	1	15		N	1945	29			29	1.00	1768							1768	0.016			3	20	0.624	6	111

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
Reviewed By:	SLN	Aug-25

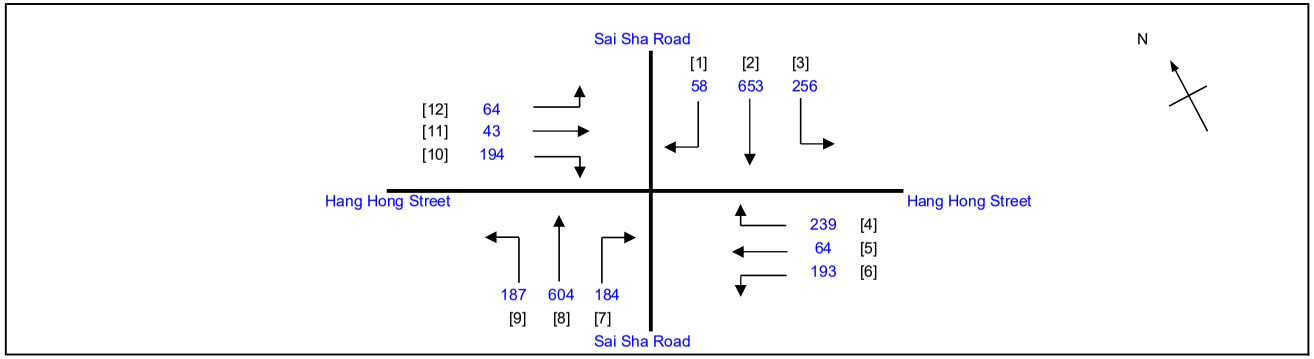
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J3 Sai Sha Road / Hang Hong Street

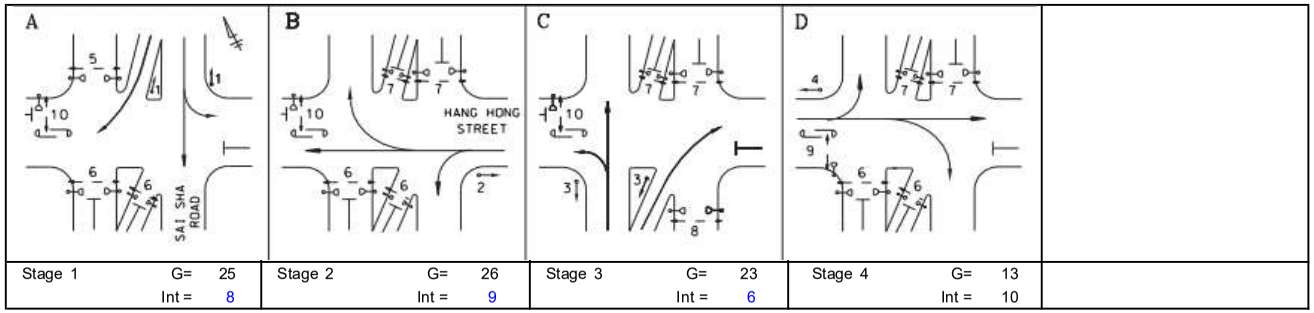
2024 Existing PM

PROJECT NO.: 40646

FILENAME : J3_SSR_HHS.xlsx



No. of stages per cycle		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.397
Loss time		L =	29 sec
Total Flow		=	2739 pcu
Co	= (1.5*L+5)/(1-Y)	=	80.5 sec
Cm	= L/(1-Y)	=	48.1 sec
Yult		=	0.683
R.C.ult	= (Yult-Y)/Y*100%	=	71.8 %
Cp	= 0.9*L/(0.9-Y)	=	51.9 sec
Ymax	= 1-L/C	=	0.758
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	=	**72 %**



Stage 1	G= 25	Int = 8
Stage 2	G= 26	Int = 9
Stage 3	G= 23	Int = 6
Stage 4	G= 13	Int = 10

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	5	10	4	19	10
P2	1,2,4	17	12	2	77	12
P3	2,3,4	19	12	1	74	12
P4	3	5	10	2	17	10
P5	4	5	7	6	10	7
P6	1,2,3	5	9	1	87	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							29					
1	1	5.00	1	35			2255			58	58	1.00	2162							2162	0.027			6	26	0.524	6	66
2	1	3.50	2				4210		469		469	0.00	4210							4210	0.111	0.111		26	26	0.524	36	40
2,3	1	3.50	1	40			2105	47	184		231	0.20	2089							2089	0.111			25	26	0.524	36	42
3	1	3.50	1	35		N	1965	209			209	1.00	1884							1884	0.111			25	26	0.524	30	42
4	2	3.40	1	30			2095		0	239	239	1.00	1995							1995	0.120	0.120		27	27	0.524	36	40
4,5	2	3.40	1	35			2095		64		64	0.00	2095							2095	0.031			7	27	0.524	12	64
6	2	3.40	1	15		N	1955	193			193	1.00	1777							1777	0.109			25	27	0.524	30	43
7	3	4.00	1	30		N	2015			89	89	1.00	1919							1919	0.046			11	24	0.524	12	58
7	3	4.00	1	35			2155			95	95	1.00	2066							2066	0.046			11	24	0.524	12	57
8	3	3.30	3				6255		604		604	0.00	6255							6255	0.097			22	24	0.524	32	41
9	3	3.30	1	15		N	1945	187			187	1.00	1768							1768	0.106	0.106		24	24	0.524	24	43
10	4	3.30	1	20			2085			117	117	1.00	1940							1940	0.060	0.060		14	14	0.524	18	53
10,11,12	4	3.30	1	25			2085	0	43	77	120	0.64	2008							2008	0.060			14	14	0.524	18	53
12	4	3.30	1	15		N	1945	64			64	1.00	1768							1768	0.036			8	14	0.524	12	63

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

Appendix B

Junction Capacity Assessments - Reference & Design Scenarios

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
Reviewed By:	SLN	Aug-25

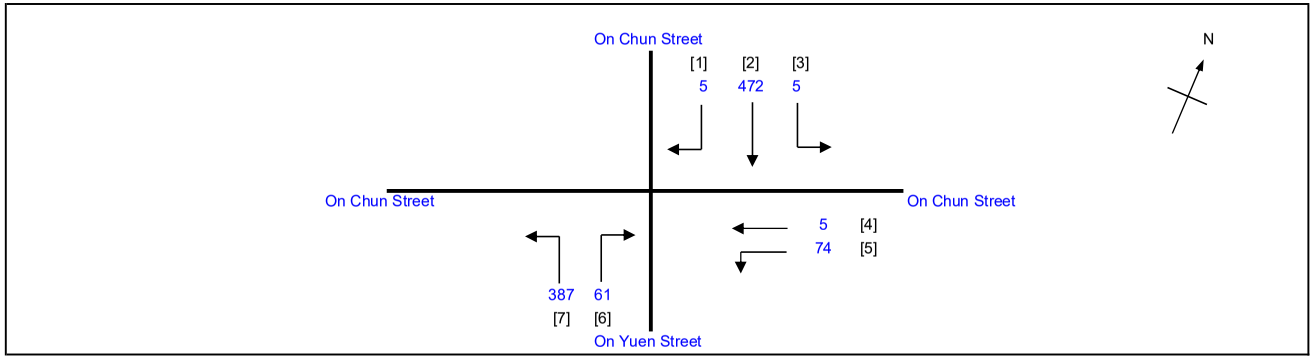
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J1 On Chun Street / On Yuen Street

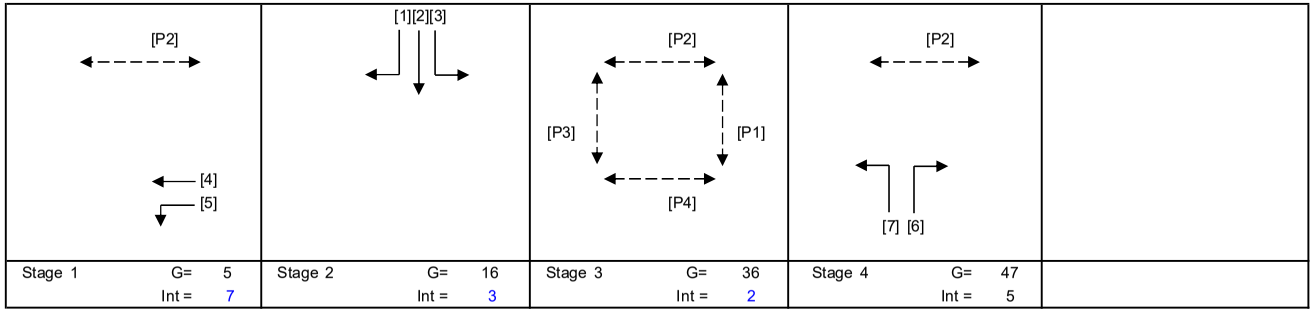
2031 Reference AM

PROJECT NO.: 40646

FILENAME : J1_OCS_OYS.xlsx



No. of stages per cycle	N =	4
Cycle time	C =	121 sec
Sum(y)	Y =	0.316
Loss time	L =	51 sec
Total Flow	=	1009 pcu
Co = (1.5*L+5)/(1-Y)	=	119.1 sec
Cm = L/(1-Y)	=	74.5 sec
Yult	=	0.518
R.C.ult = (Yult-Y)/Y*100%	=	63.9 %
Cp = 0.9*L/(0.9-Y)	=	78.6 sec
Ymax = 1-L/C	=	0.579
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**65 %**



Stage 1	G= 5	Int = 7
Stage 2	G= 16	Int = 3
Stage 3	G= 36	Int = 2
Stage 4	G= 47	Int = 5

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	10	5	23	10
P2	1,3,4	5	18	3	81	18
P3	3	5	12	8	18	12
P4	3	11	12	7	19	12

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							14					
4,5	1	3.30	1	15			2085	37	5		42	0.88	1916							1916	0.022	0.022	1	5	6	0.546	6	77
5	1	3.30	1	10		N	1945	37			37	1.00	1691							1691	0.022			5	6	0.546	6	80
1,2	2	5.50	1	30		N	2165		165	5	170	0.03	2162							2162	0.079			17	17	0.546	24	50
2	2	3.30	1				2085		163		163	0.00	2085							2085	0.078			17	17	0.546	24	50
2,3	2	2.80	1	15		N	1895	5	144		149	0.03	1889							1889	0.079	0.079		17	17	0.546	24	50
6	4	3.65	1	20			2120			61	61	1.00	1972							1972	0.031			7	48	0.546	12	67
7	4	3.65	1	15		N	1980	387			387	1.00	1800							1800	0.215	0.215		48	48	0.546	42	28
PED	3																						36					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
Reviewed By:	SLN	Aug-25

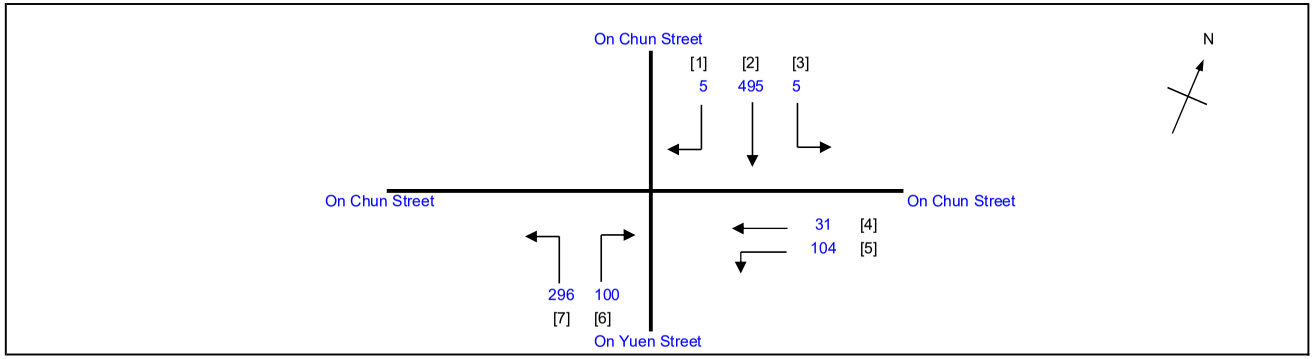
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J1 On Chun Street / On Yuen Street

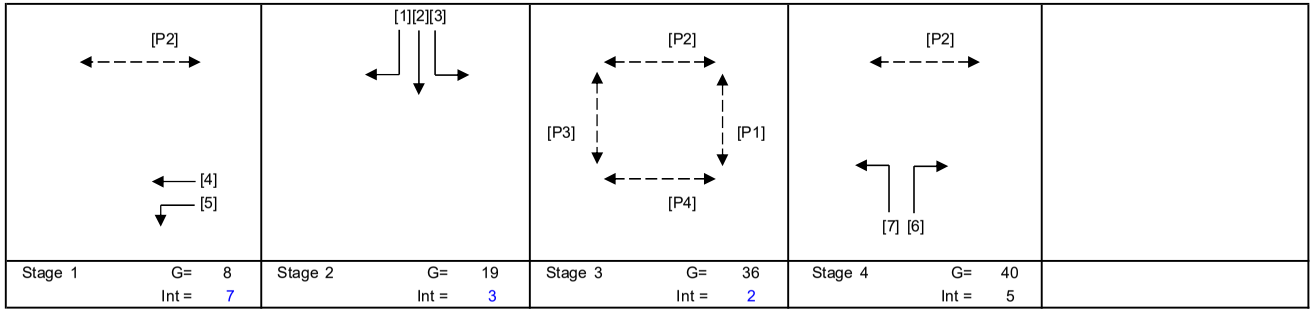
2031 Reference PM

PROJECT NO.: 40646

FILENAME : J1_OCS_OYS.xlsx



No. of stages per cycle	N =	4
Cycle time	C =	120 sec
Sum(y)	Y =	0.284
Loss time	L =	50 sec
Total Flow	=	1036 pcu
Co = (1.5*L+5)/(1-Y)	=	111.7 sec
Cm = L/(1-Y)	=	69.8 sec
Yult	=	0.525
R.C.ult = (Yult-Y)/Y*100%	=	84.9 %
Cp = 0.9*L/(0.9-Y)	=	73.0 sec
Ymax = 1-L/C	=	0.583
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**85 %**



Stage 1	G= 8	Int = 7
Stage 2	G= 19	Int = 3
Stage 3	G= 36	Int = 2
Stage 4	G= 40	Int = 5

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	10	5	23	10
P2	1,3,4	5	18	3	77	18
P3	3	5	12	8	18	12
P4	3	11	12	7	19	12

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							14					
4,5	1	3.30	1	15			2085	42	31		73	0.58	1972							1972	0.037	0.037		9	9	0.487	12	58
5	1	3.30	1	10		N	1945	62			62	1.00	1691							1691	0.037			9	9	0.487	6	60
1,2	2	5.50	1	30		N	2165		173	5	178	0.03	2162							2162	0.082			20	20	0.487	24	45
2	2	3.30	1				2085		172		172	0.00	2085							2085	0.082	0.082		20	20	0.487	24	45
2,3	2	2.80	1	15		N	1895	5	150		155	0.03	1889							1889	0.082			20	20	0.487	24	45
6	4	3.65	1	20			2120			100	100	1.00	1972							1972	0.051			12	41	0.487	12	53
7	4	3.65	1	15		N	1980	296			296	1.00	1800							1800	0.164	0.164		41	41	0.487	36	31
PED	3																						36					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
Reviewed By:	SLN	Aug-25

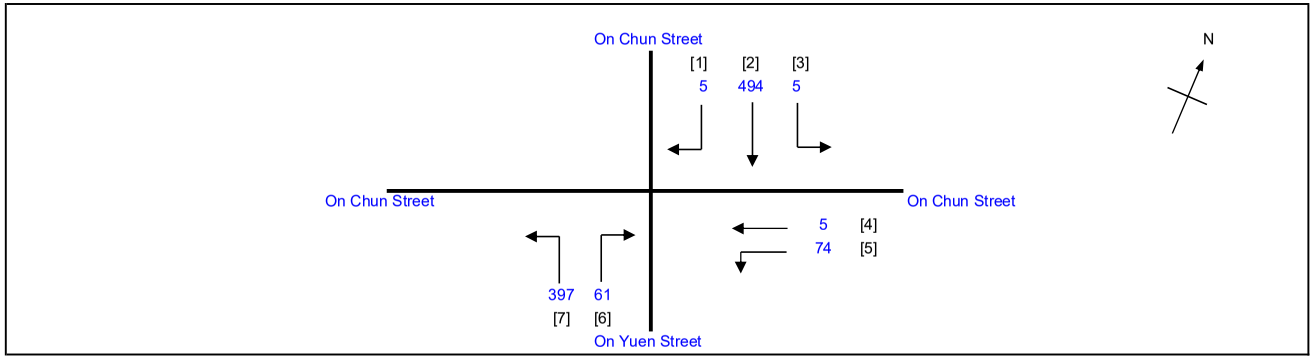
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J1 On Chun Street / On Yuen Street

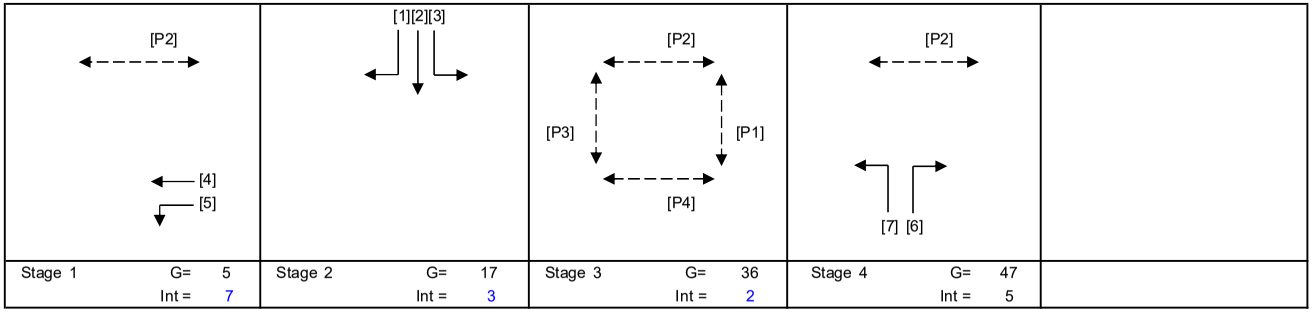
2031 Design AM

PROJECT NO.: 40646

FILENAME : J1_OCS_OYS.xlsx



No. of stages per cycle	N =	4
Cycle time	C =	121 sec
Sum(y)	Y =	0.325
Loss time	L =	51 sec
Total Flow	=	1041 pcu
Co = (1.5*L+5)/(1-Y)	=	120.7 sec
Cm = L/(1-Y)	=	75.6 sec
Yult	=	0.518
R.C.ult = (Yult-Y)/Y*100%	=	59.2 %
Cp = 0.9*L/(0.9-Y)	=	79.8 sec
Ymax = 1-L/C	=	0.579
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**60 %**



Stage 1	G= 5	Int = 7
Stage 2	G= 17	Int = 3
Stage 3	G= 36	Int = 2
Stage 4	G= 47	Int = 5

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	10	5	23	10
P2	1,3,4	5	18	3	80	18
P3	3	5	12	8	18	12
P4	3	11	12	7	19	12

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							14					
4,5	1	3.30	1	15			2085	37	5		42	0.88	1916							1916	0.022	0.022	1	5	6	0.562	6	79
5	1	3.30	1	10		N	1945	37			37	1.00	1691							1691	0.022			5	6	0.562	6	83
1,2	2	5.50	1	30		N	2165		173	5	178	0.03	2162							2162	0.082			18	18	0.562	30	50
2	2	3.30	1				2085		172		172	0.00	2085							2085	0.082	0.082		18	18	0.562	24	50
2,3	2	2.80	1	15		N	1895	5	149		154	0.03	1889							1889	0.082			18	18	0.562	24	51
6	4	3.65	1	20			2120			61	61	1.00	1972							1972	0.031			7	48	0.562	12	69
7	4	3.65	1	15		N	1980	397			397	1.00	1800							1800	0.221	0.221		48	48	0.562	48	29
PED	3																						36					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Prepared By:		SKL	Aug-25
Checked By:		SLN	Aug-25
Reviewed By:		SLN	Aug-25

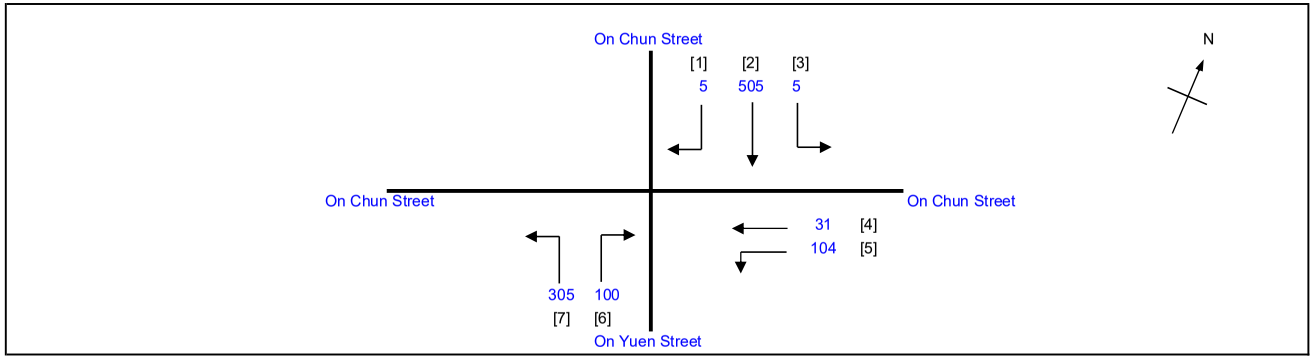
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J1 On Chun Street / On Yuen Street

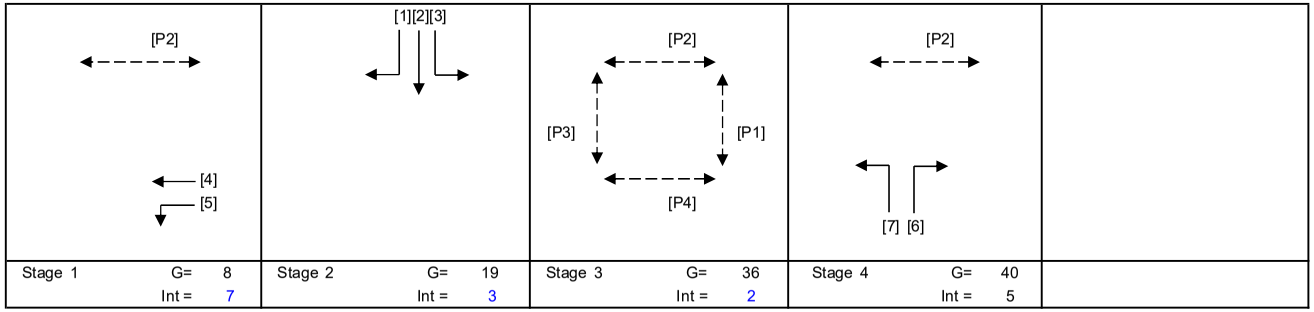
2031 Design PM

PROJECT NO.: 40646

FILENAME : J1_OCS_OYS.xlsx



No. of stages per cycle	N =	4
Cycle time	C =	120 sec
Sum(y)	Y =	0.291
Loss time	L =	50 sec
Total Flow	=	1055 pcu
Co = (1.5*L+5)/(1-Y)	=	112.8 sec
Cm = L/(1-Y)	=	70.5 sec
Yult	=	0.525
R.C.ult = (Yult-Y)/Y*100%	=	80.6 %
Cp = 0.9*L/(0.9-Y)	=	73.8 sec
Ymax = 1-L/C	=	0.583
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**81 %**



Stage 1	G= 8	Stage 2	G= 19	Stage 3	G= 36	Stage 4	G= 40
	Int = 7		Int = 3		Int = 2		Int = 5

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	10	5	23	10
P2	1,3,4	5	18	3	77	18
P3	3	5	12	8	18	12
P4	3	11	12	7	19	12

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							14					
4,5	1	3.30	1	15			2085	42	31		73	0.58	1972							1972	0.037	0.037		9	9	0.498	12	59
5	1	3.30	1	10		N	1945	62			62	1.00	1691							1691	0.037			9	9	0.498	12	61
1,2	2	5.50	1	30		N	2165		177	5	182	0.03	2162							2162	0.084	0.084		20	20	0.498	30	45
2	2	3.30	1				2085		175		175	0.00	2085							2085	0.084			20	20	0.498	24	45
2,3	2	2.80	1	15		N	1895	5	153		158	0.03	1889							1889	0.084			20	20	0.498	24	46
6	4	3.65	1	20			2120			100	100	1.00	1972							1972	0.051			12	41	0.498	12	54
7	4	3.65	1	15		N	1980	305			305	1.00	1800							1800	0.169	0.169		41	41	0.498	36	31
PED	3																						36					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

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Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
Reviewed By:	SLN	Aug-25

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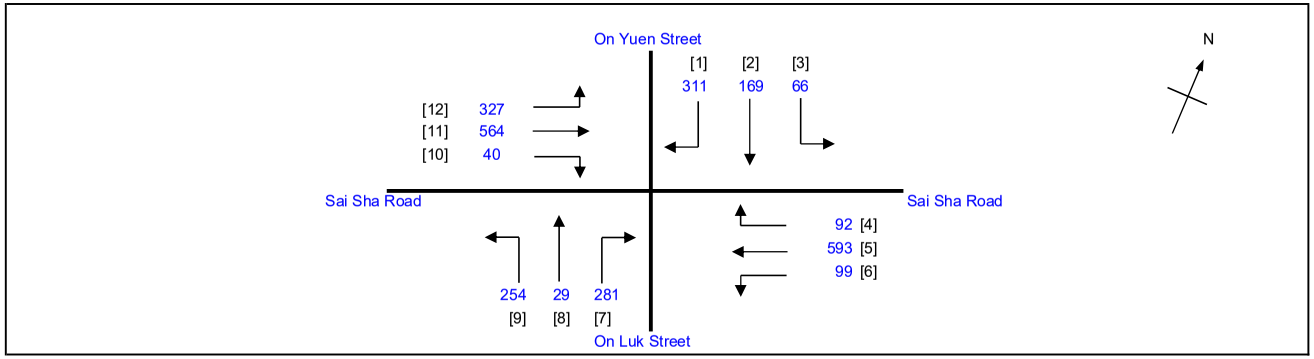
J2 On Yuen Street / Sai Sha Road

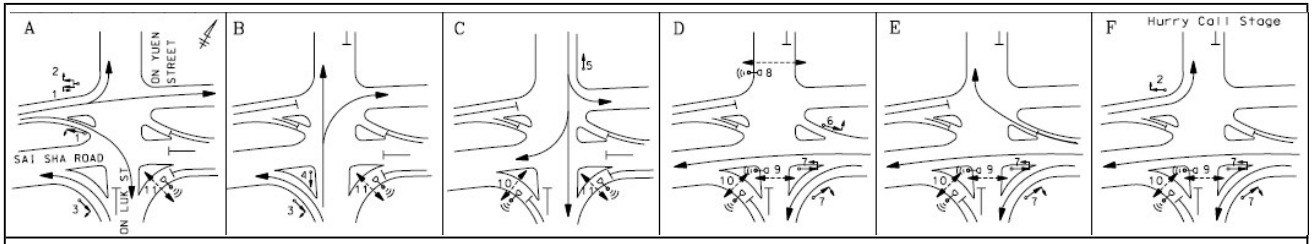
2031 Reference AM

PROJECT NO.: 40646

FILENAME : J2_SSR_OYS_OLS.xlsx



No. of stages per cycle		N =	6
Cycle time		C =	121 sec
Sum(y)		Y =	0.460
Loss time		L =	46 sec
Total Flow		=	2825 pcu
Co	= (1.5*L+5)/(1-Y)	=	137.1 sec
Cm	= L/(1-Y)	=	85.2 sec
Yult		=	0.555
R.C.ult	= (Yult-Y)/Y*100%	=	20.6 %
Cp	= 0.9*L/(0.9-Y)	=	94.2 sec
Ymax	= 1-L/C	=	0.620
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	=	**21 %**



Stage 1	G= 21	Int = 5
Stage 2	G= 22	Int = 11
Stage 3	G= 14	Int = 4
Stage 4	G= 21	Int = 2
Stage 5	G= 6	Int = 7
Stage 6	G= 8	Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	11	9	1	13	9
P2	4,5,6	10	8	8	28	8
P3	3,4,5,6	5	5	2	55	5
P4	1,2,3	5	5	2	70	5

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	3	3.35	1	30			2090			185	185	1.00	1990							1990	0.093	0.093		15	15	0.743	36	65
1,2	3	3.45	1	35			2100		63	126	189	0.67	2042							2042	0.093			15	15	0.743	36	64
2,3	3	3.45	1	10		N	1960	66	106		172	0.38	1853							1853	0.093			15	15	0.743	30	66
4	5	5.00	1	35			2255			92	92	1.00	2162							2162	0.043	0.043		7	7	0.743	18	88
5	4,5,6	3.50	3				6315		593		593	0.00	6315							6315	0.094			15	36	0.743	34	52
6	4,5,6	4.00	1	35		N	2015	99			99	1.00	1932							1932	0.051			8	36	0.743	18	85
7	2	3.75	1	20			2130			281	281	1.00	1981							1981	0.142	0.142		23	23	0.743	48	54
8	2	3.50	1				2105		29		29	0.00	2105							2105	0.014			2	23	0.743	6	173
9	1,2	4.00	1	35		N	2015	254			254	1.00	1932							1932	0.131			21	45	0.743	42	56
10	1	3.50	1	40			2105			40	40	1.00	2029	25	124					2153	0.019			3	22	0.743	12	140
11	1	3.50	2				4210		564		564	0.00	4210							4210	0.134			22	22	0.743	45	48
12	1,6	3.50	1	15		N	1965	327			327	1.00	1786							1786	0.183	0.183		30	30	0.743	48	48
PED	4																						21					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
Reviewed By:	SLN	Aug-25

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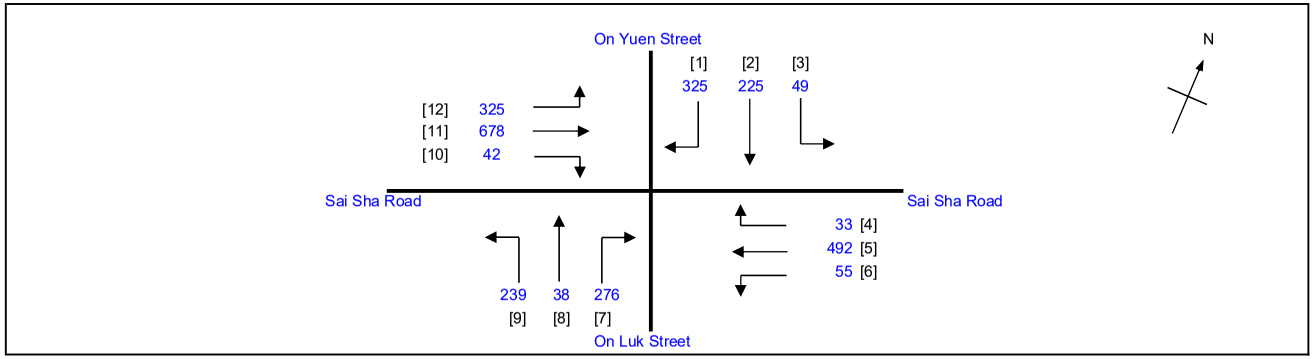
J2 On Yuen Street / Sai Sha Road

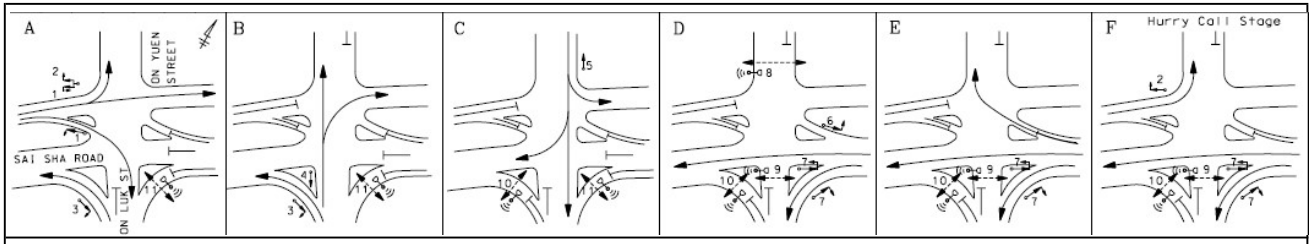
2031 Reference PM

PROJECT NO.: 40646

FILENAME : J2_SSR_OYS_OLS.xlsx



No. of stages per cycle		N =	6
Cycle time		C =	120 sec
Sum(y)		Y =	0.438
Loss time		L =	52 sec
Total Flow		=	2777 pcu
Co	= (1.5*L+5)/(1-Y)	=	147.7 sec
Cm	= L/(1-Y)	=	92.5 sec
Yult		=	0.510
R.C.ult	= (Yult-Y)/Y*100%	=	16.4 %
Cp	= 0.9*L/(0.9-Y)	=	101.3 sec
Ymax	= 1-L/C	=	0.567
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	=	**16 %**



Stage 1	G= 24	Int = 5
Stage 2	G= 21	Int = 11
Stage 3	G= 15	Int = 4
Stage 4	G= 21	Int = 2
Stage 5	G= 5	Int = 7
Stage 6	G= 5	Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	11	9	1	13	9
P2	4,5,6	10	8	8	25	8
P3	3,4,5,6	5	5	2	52	5
P4	1,2,3	5	5	2	72	5

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	3	3.35	1	30			2090			202	202	1.00	1990							1990	0.101	0.101		16	16	0.773	36	66
1,2	3	3.45	1	35			2100		84	123	207	0.59	2048							2048	0.101			16	16	0.773	36	66
2,3	3	3.45	1	10		N	1960	49	141		190	0.26	1887							1887	0.101			16	16	0.773	36	68
4	5	5.00	1	35			2255			33	33	1.00	2162							2162	0.015	0.015	4	2	6	0.773	12	182
5	4,5,6	3.50	3				6315		492		492	0.00	6315							6315	0.078			12	33	0.773	30	56
6	4,5,6	4.00	1	35		N	2015	55			55	1.00	1932							1932	0.028			4	33	0.773	12	129
7	2	3.75	1	20			2130			276	276	1.00	1981							1981	0.139	0.139		22	22	0.773	48	58
8	2	3.50	1				2105		38		38	0.00	2105							2105	0.018			3	22	0.773	12	165
9	1,2	4.00	1	35		N	2015	239			239	1.00	1932							1932	0.124			19	47	0.773	42	61
10	1	3.50	1	40			2105			42	42	1.00	2029	25	125					2154	0.019			3	25	0.773	12	154
11	1	3.50	2				4210		678		678	0.00	4210							4210	0.161			25	25	0.773	51	47
12	1,6	3.50	1	15		N	1965	325			325	1.00	1786							1786	0.182	0.182	2	28	30	0.773	48	52
PED	4																						21					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

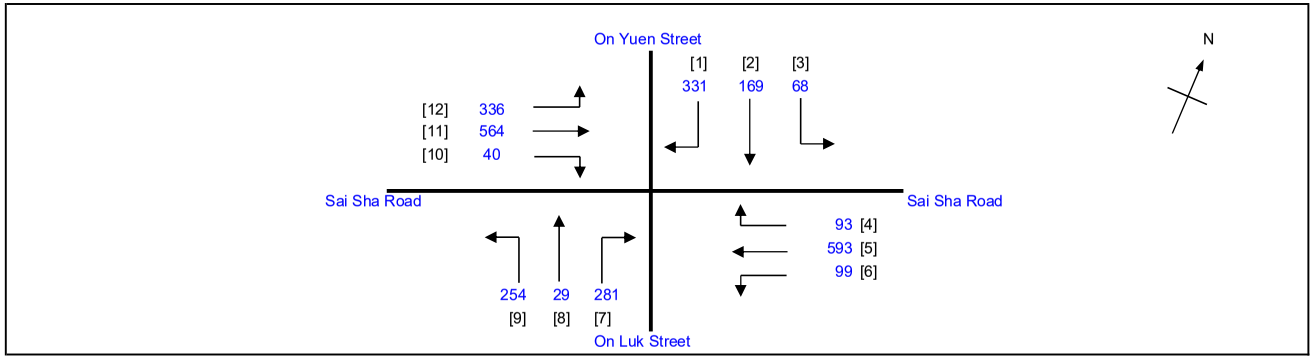
TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
PROJECT NO.:	40646	Prepared By:	SKL	Aug-25
FILENAME :	J2_SSR_OYS_OLS.xlsx	Checked By:	SLN	Aug-25
		Reviewed By:	SLN	Aug-25

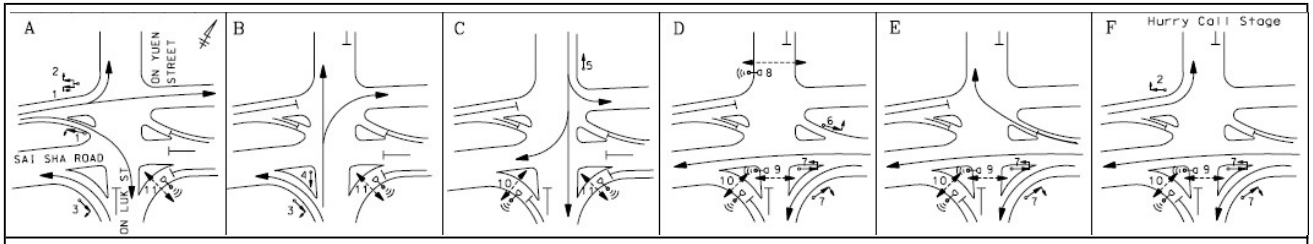
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J2 On Yuen Street / Sai Sha Road

2031 Design AM



No. of stages per cycle	N =	6
Cycle time	C =	121 sec
Sum(y)	Y =	0.470
Loss time	L =	46 sec
Total Flow	=	2857 pcu
Co = (1.5*L+5)/(1-Y)	=	139.6 sec
Cm = L/(1-Y)	=	86.8 sec
Yult	=	0.555
R.C.ult = (Yult-Y)/Y*100%	=	18.1 %
Cp = 0.9*L/(0.9-Y)	=	96.3 sec
Ymax = 1-L/C	=	0.620
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**19 %**



Stage 1	G= 20	Int = 5
Stage 2	G= 22	Int = 11
Stage 3	G= 14	Int = 4
Stage 4	G= 21	Int = 2
Stage 5	G= 6	Int = 7
Stage 6	G= 9	Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	11	9	1	13	9
P2	4,5,6	10	8	8	29	8
P3	3,4,5,6	5	5	2	56	5
P4	1,2,3	5	5	2	69	5

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	3	3.35	1	30			2090			193	193	1.00	1990							1990	0.097	0.097		15	15	0.758	36	66
1,2	3	3.45	1	35			2100		59	138	197	0.70	2039							2039	0.097			15	15	0.758	36	65
2,3	3	3.45	1	10		N	1960	68	110		178	0.38	1854							1854	0.096			15	15	0.758	30	68
4	5	5.00	1	35			2255			93	93	1.00	2162							2162	0.043	0.043		7	7	0.758	18	92
5	4,5,6	3.50	3				6315		593		593	0.00	6315							6315	0.094			15	37	0.758	34	53
6	4,5,6	4.00	1	35		N	2015	99			99	1.00	1932							1932	0.051			8	37	0.758	18	89
7	2	3.75	1	20			2130			281	281	1.00	1981							1981	0.142	0.142		23	23	0.758	48	56
8	2	3.50	1				2105		29		29	0.00	2105							2105	0.014			2	23	0.758	6	186
9	1,2	4.00	1	35		N	2015	254			254	1.00	1932							1932	0.131			21	44	0.758	42	58
10	1	3.50	1	40			2105			40	40	1.00	2029	25	124					2153	0.019			3	21	0.758	12	149
11	1	3.50	2				4210		564		564	0.00	4210							4210	0.134			21	21	0.758	45	49
12	1,6	3.50	1	15		N	1965	336			336	1.00	1786							1786	0.188	0.188		30	30	0.758	48	49
PED	4																						21					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
Reviewed By:	SLN	Aug-25

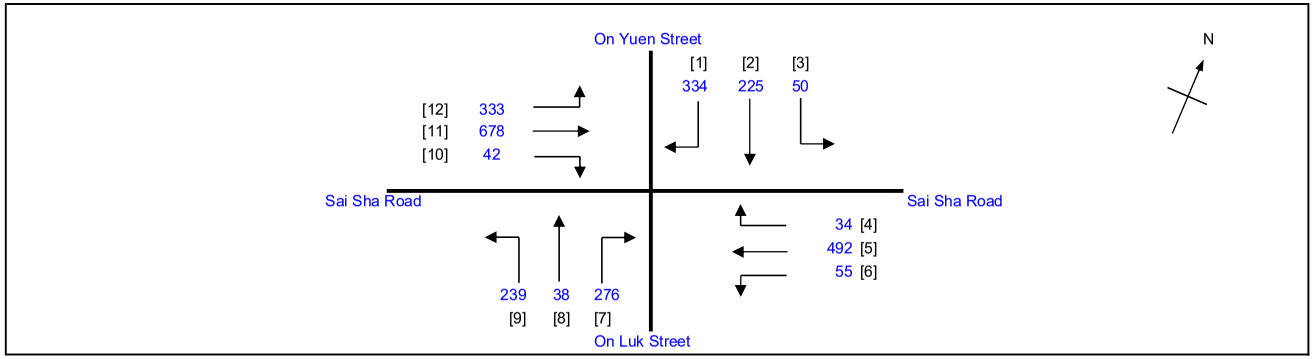
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J2 On Yuen Street / Sai Sha Road

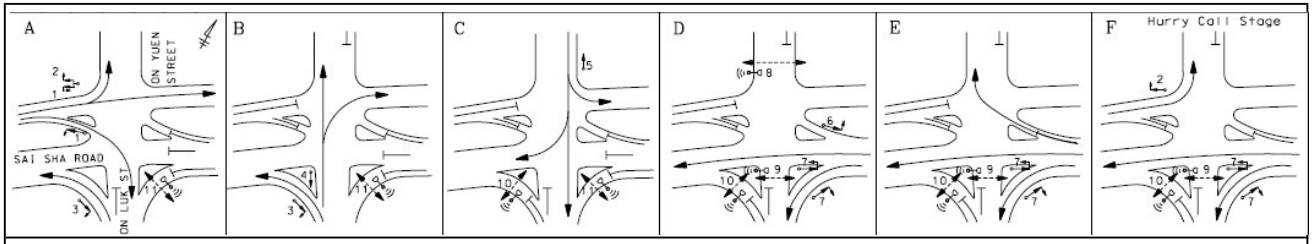
2031 Design PM

PROJECT NO.: 40646

FILENAME : J2_SSR_OYS_OLS.xlsx



No. of stages per cycle		N =	6
Cycle time		C =	120 sec
Sum(y)		Y =	0.445
Loss time		L =	52 sec
Total Flow		=	2796 pcu
Co	= (1.5*L+5)/(1-Y)	=	149.5 sec
Cm	= L/(1-Y)	=	93.7 sec
Yult		=	0.510
R.C.ult	= (Yult-Y)/Y*100%	=	14.6 %
Cp	= 0.9*L/(0.9-Y)	=	102.8 sec
Ymax	= 1-L/C	=	0.567
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	=	**15 %**



Stage 1	G= 24	Int = 5
Stage 2	G= 20	Int = 11
Stage 3	G= 15	Int = 4
Stage 4	G= 21	Int = 2
Stage 5	G= 5	Int = 7
Stage 6	G= 6	Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	11	9	1	13	9
P2	4,5,6	10	8	8	25	8
P3	3,4,5,6	5	5	2	53	5
P4	1,2,3	5	5	2	72	5

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	3	3.35	1	30			2090			206	206	1.00	1990							1990	0.103	0.103		16	16	0.785	36	68
1,2	3	3.45	1	35			2100		81	128	209	0.61	2046							2046	0.102			16	16	0.785	36	68
2,3	3	3.45	1	10		N	1960	50	144		194	0.26	1887							1887	0.103			16	16	0.785	36	69
4	5	5.00	1	35			2255			34	34	1.00	2162							2162	0.016	0.016	4	2	6	0.785	12	189
5	4,5,6	3.50	3				6315		492		492	0.00	6315							6315	0.078			12	12	0.785	30	57
6	4,5,6	4.00	1	35		N	2015	55			55	1.00	1932							1932	0.028			4	12	0.785	12	136
7	2	3.75	1	20			2130			276	276	1.00	1981							1981	0.139	0.139		21	21	0.785	48	59
8	2	3.50	1				2105		38		38	0.00	2105							2105	0.018			3	21	0.785	12	175
9	1,2	4.00	1	35		N	2015	239			239	1.00	1932							1932	0.124			19	46	0.785	42	63
10	1	3.50	1	40			2105			42	42	1.00	2029	25	125					2154	0.019			3	25	0.785	12	163
11	1	3.50	2				4210		678		678	0.00	4210							4210	0.161			25	25	0.785	51	48
12	1,6	3.50	1	15		N	1965	333			333	1.00	1786							1786	0.186	0.186	2	28	30	0.785	54	53
PED	4																						21					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
Reviewed By:	SLN	Aug-25

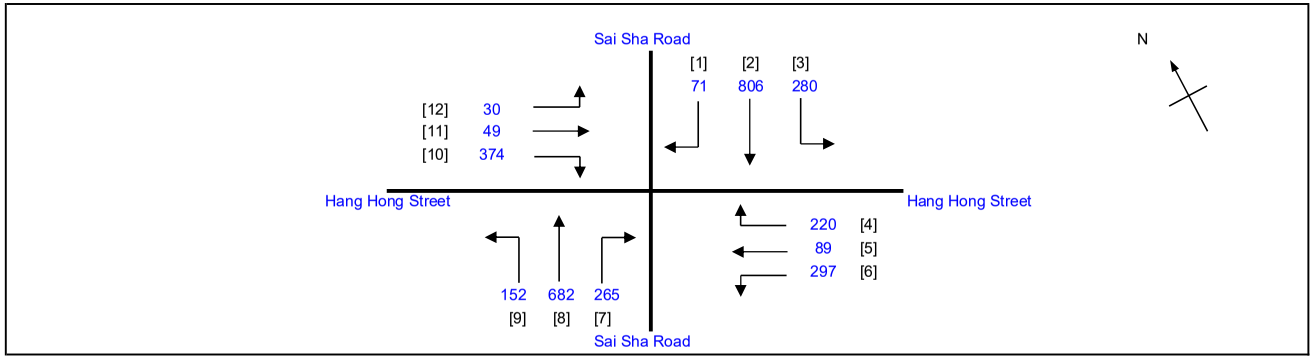
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J3 Sai Sha Road / Hang Hong Street

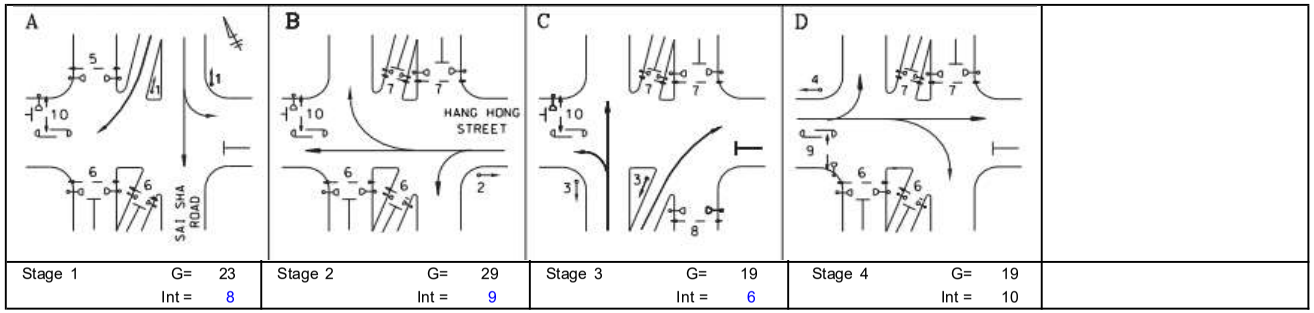
2031 Reference AM

PROJECT NO.: 40646

FILENAME : J3_SSR_HHS.xlsx



No. of stages per cycle		N =	4
Cycle time		C =	123 sec
Sum(y)		Y =	0.517
Loss time		L =	29 sec
Total Flow		=	3315 pcu
Co	= (1.5*L+5)/(1-Y)	=	100.3 sec
Cm	= L/(1-Y)	=	60.0 sec
Yult		=	0.683
R.C.ult	= (Yult-Y)/Y*100%	=	32.1 %
Cp	= 0.9*L/(0.9-Y)	=	68.1 sec
Ymax	= 1-L/C	=	0.764
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	=	**33 %**



Stage 1	G= 23	Int = 8
Stage 2	G= 29	Int = 9
Stage 3	G= 19	Int = 6
Stage 4	G= 19	Int = 10

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	5	10	4	17	10
P2	1,2,4	17	12	2	84	12
P3	2,3,4	19	12	1	79	12
P4	3	5	10	2	13	10
P5	4	5	7	6	16	7
P6	1,2,3	5	9	1	84	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							29					
1	1	5.00	1	35			2255			71	71	1.00	2162							2162	0.033			6	24	0.676	12	84
2	1	3.50	2				4210		558		558	0.00	4210							4210	0.133			24	24	0.676	45	45
2,3	1	3.50	1	40			2105	30	248		278	0.11	2097							2097	0.133			24	24	0.676	42	49
3	1	3.50	1	35		N	1965	250			250	1.00	1884							1884	0.133	0.133		24	24	0.676	36	50
4	2	3.40	1	30			2095		0	220	220	1.00	1995							1995	0.110			20	30	0.676	36	54
4,5	2	3.40	1	35			2095		89		89	0.00	2095							2095	0.042			8	30	0.676	18	76
6	2	3.40	1	15		N	1955	297			297	1.00	1777							1777	0.167	0.167		30	30	0.676	42	45
7	3	4.00	1	30		N	2015			128	128	1.00	1919							1919	0.067			12	20	0.676	24	66
7	3	4.00	1	35			2155			137	137	1.00	2066							2066	0.066			12	20	0.676	24	65
8	3	3.30	3				6255		682		682	0.00	6255							6255	0.109	0.109		20	20	0.676	38	47
9	3	3.30	1	15		N	1945	152			152	1.00	1768							1768	0.086			16	20	0.676	24	61
10	4	3.30	1	20			2085			209	209	1.00	1940							1940	0.108	0.108		20	20	0.676	36	55
10,11,12	4	3.30	1	25			2085	0	49	165	214	0.77	1993							1993	0.107			20	20	0.676	36	55
12	4	3.30	1	15		N	1945	30			30	1.00	1768							1768	0.017			3	20	0.676	6	130

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
Reviewed By:	SLN	Aug-25

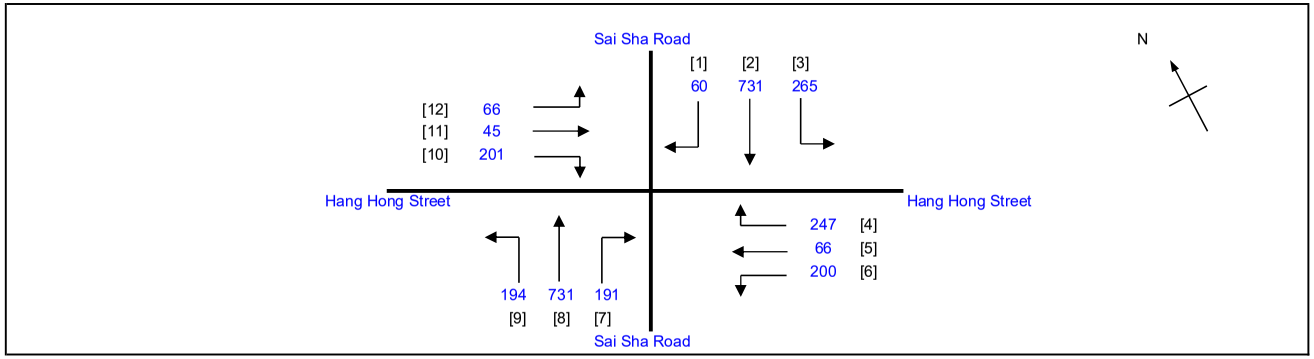
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J3 Sai Sha Road / Hang Hong Street

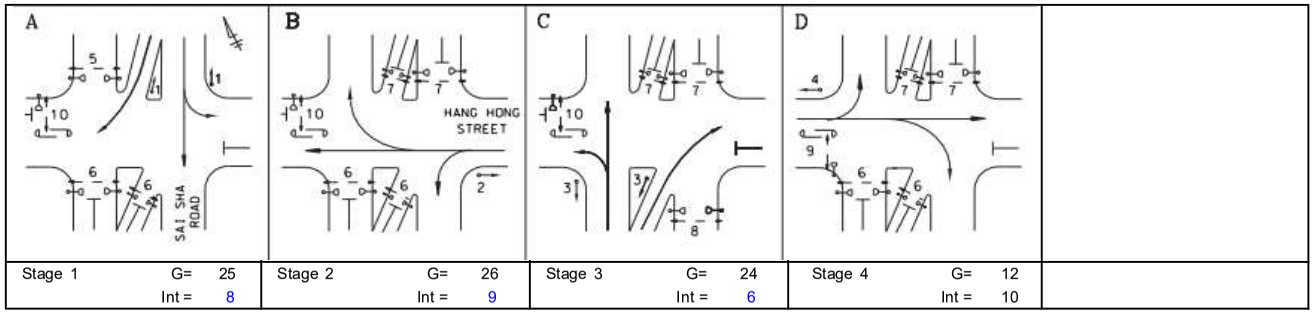
2031 Reference PM

PROJECT NO.: 40646

FILENAME : J3_SSR_HHS.xlsx



No. of stages per cycle	N =	4
Cycle time	C =	120 sec
Sum(y)	Y =	0.425
Loss time	L =	29 sec
Total Flow	=	2997 pcu
Co = (1.5*L+5)/(1-Y)	=	84.3 sec
Cm = L/(1-Y)	=	50.4 sec
Yult	=	0.683
R.C.ult = (Yult-Y)/Y*100%	=	60.7 %
Cp = 0.9*L/(0.9-Y)	=	54.9 sec
Ymax = 1-L/C	=	0.758
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**61 %**



Stage 1	G= 25	Int = 8
Stage 2	G= 26	Int = 9
Stage 3	G= 24	Int = 6
Stage 4	G= 12	Int = 10

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	5	10	4	19	10
P2	1,2,4	17	12	2	76	12
P3	2,3,4	19	12	1	74	12
P4	3	5	10	2	18	10
P5	4	5	7	6	9	7
P6	1,2,3	5	9	1	88	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							29					
1	1	5.00	1	35			2255			60	60	1.00	2162							2162	0.028			6	26	0.560	12	69
2	1	3.50	2				4210		512		512	0.00	4210							4210	0.122			26	26	0.560	39	40
2,3	1	3.50	1	40			2105	36	219		255	0.14	2094							2094	0.122	0.122		26	26	0.560	36	42
3	1	3.50	1	35		N	1965	229			229	1.00	1884							1884	0.122			26	26	0.560	30	43
4	2	3.40	1	30			2095		0	247	247	1.00	1995							1995	0.124	0.124		27	27	0.560	36	42
4,5	2	3.40	1	35			2095		66		66	0.00	2095							2095	0.032			7	27	0.560	12	67
6	2	3.40	1	15		N	1955	200			200	1.00	1777							1777	0.113			24	27	0.560	30	45
7	3	4.00	1	30		N	2015			92	92	1.00	1919							1919	0.048			10	25	0.560	12	60
7	3	4.00	1	35			2155			99	99	1.00	2066							2066	0.048			10	25	0.560	18	59
8	3	3.30	3				6255		731		731	0.00	6255							6255	0.117	0.117		25	25	0.560	38	40
9	3	3.30	1	15		N	1945	194			194	1.00	1768							1768	0.110			24	25	0.560	30	45
10	4	3.30	1	20			2085			121	121	1.00	1940							1940	0.062	0.062		13	13	0.560	18	55
10,11,12	4	3.30	1	25			2085	0	45	80	125	0.64	2008							2008	0.062			13	13	0.560	18	55
12	4	3.30	1	15		N	1945	66			66	1.00	1768							1768	0.037			8	13	0.560	12	66

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Prepared By:		SKL	Aug-25
Checked By:		SLN	Aug-25
Reviewed By:		SLN	Aug-25

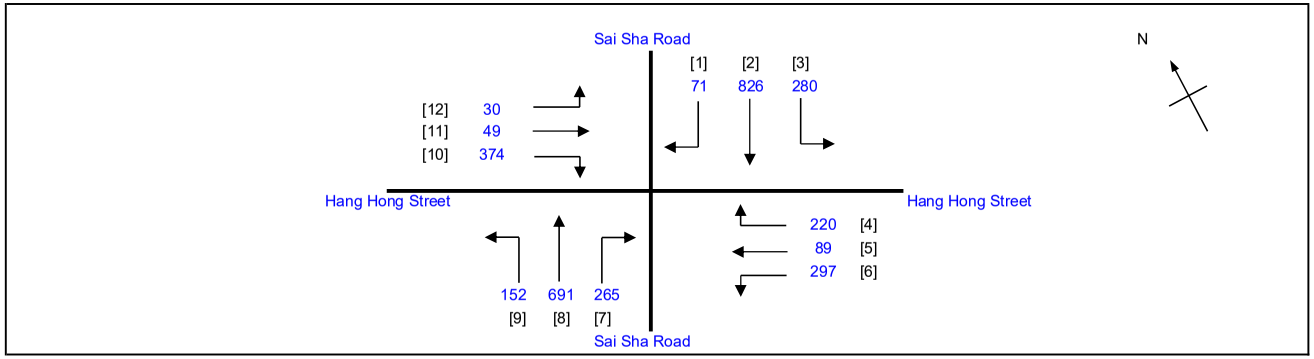
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J3 Sai Sha Road / Hang Hong Street

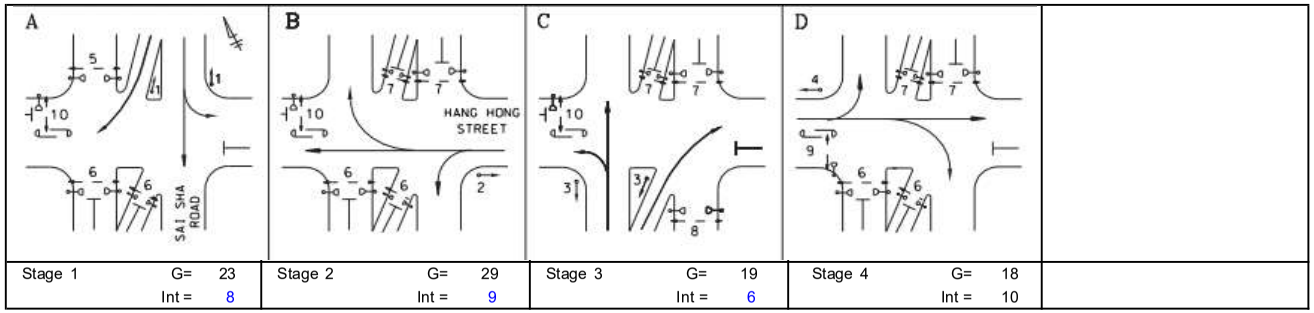
2031 Design AM

PROJECT NO.: 40646

FILENAME : J3_SSR_HHS.xlsx



No. of stages per cycle		N =	4
Cycle time		C =	123 sec
Sum(y)		Y =	0.521
Loss time		L =	29 sec
Total Flow		=	3344 pcu
Co	= (1.5*L+5)/(1-Y)	=	101.2 sec
Cm	= L/(1-Y)	=	60.5 sec
Yult		=	0.683
R.C.ult	= (Yult-Y)/Y*100%	=	31.1 %
Cp	= 0.9*L/(0.9-Y)	=	68.8 sec
Ymax	= 1-L/C	=	0.764
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	=	**32 %**



Stage 1	G= 23	Int = 8
Stage 2	G= 29	Int = 9
Stage 3	G= 19	Int = 6
Stage 4	G= 18	Int = 10

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	5	10	4	17	10
P2	1,2,4	17	12	2	84	12
P3	2,3,4	19	12	1	79	12
P4	3	5	10	2	13	10
P5	4	5	7	6	15	7
P6	1,2,3	5	9	1	85	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							29					
1	1	5.00	1	35			2255			71	71	1.00	2162							2162	0.033			6	24	0.681	12	85
2	1	3.50	2				4210		567		567	0.00	4210							4210	0.135			24	24	0.681	45	45
2,3	1	3.50	1	40			2105	25	259		284	0.09	2098							2098	0.135	0.135		24	24	0.681	42	49
3	1	3.50	1	35		N	1965	255			255	1.00	1884							1884	0.135			24	24	0.681	42	50
4	2	3.40	1	30			2095		0	220	220	1.00	1995							1995	0.110			20	30	0.681	36	54
4,5	2	3.40	1	35			2095		89		89	0.00	2095							2095	0.042			8	30	0.681	18	77
6	2	3.40	1	15		N	1955	297			297	1.00	1777							1777	0.167	0.167		30	30	0.681	42	46
7	3	4.00	1	30		N	2015			128	128	1.00	1919							1919	0.067			12	20	0.681	24	67
7	3	4.00	1	35			2155			137	137	1.00	2066							2066	0.066			12	20	0.681	24	66
8	3	3.30	3				6255		691		691	0.00	6255							6255	0.110	0.110		20	20	0.681	38	47
9	3	3.30	1	15		N	1945	152			152	1.00	1768							1768	0.086			16	20	0.681	24	62
10	4	3.30	1	20			2085			209	209	1.00	1940							1940	0.108	0.108		19	19	0.681	36	55
10,11,12	4	3.30	1	25			2085	0	49	165	214	0.77	1993							1993	0.107			19	19	0.681	36	55
12	4	3.30	1	15		N	1945	30			30	1.00	1768							1768	0.017			3	19	0.681	6	132

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-25
Checked By:	SLN	Aug-25
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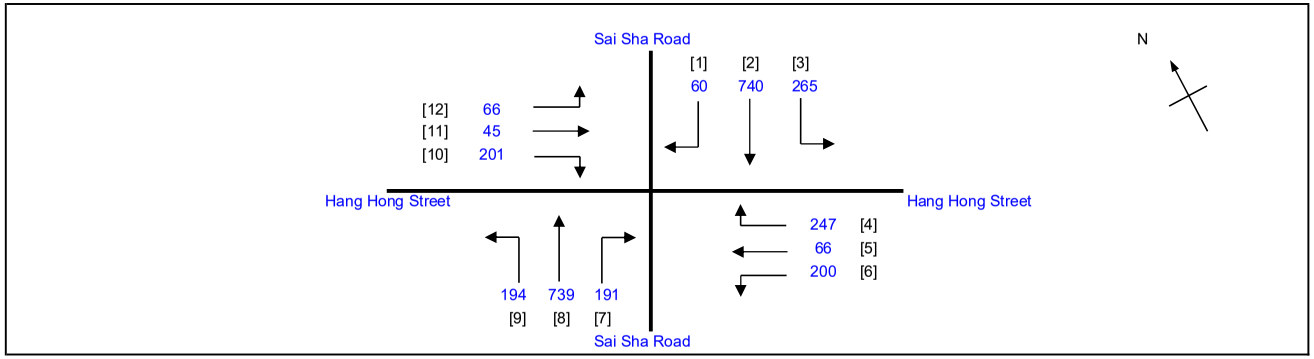
Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion of Existing Hotel into Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone, No. 29 On Chun Street, Ma On Shan (Sha Tin Town Lot No. 461)

J3 Sai Sha Road / Hang Hong Street

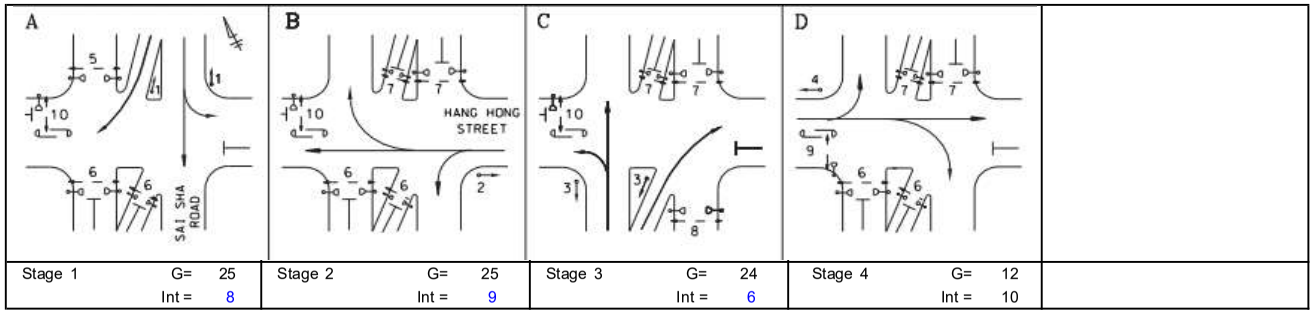
2031 Design PM

PROJECT NO.: 40646

FILENAME : J3_SSR_HHS.xlsx



No. of stages per cycle	N =	4
Cycle time	C =	120 sec
Sum(y)	Y =	0.427
Loss time	L =	29 sec
Total Flow	=	3014 pcu
Co = (1.5*L+5)/(1-Y)	=	84.7 sec
Cm = L/(1-Y)	=	50.7 sec
Yult	=	0.683
R.C.ult = (Yult-Y)/Y*100%	=	59.7 %
Cp = 0.9*L/(0.9-Y)	=	55.2 sec
Ymax = 1-L/C	=	0.758
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**60 %**



Stage 1	G= 25	Int = 8
Stage 2	G= 25	Int = 9
Stage 3	G= 24	Int = 6
Stage 4	G= 12	Int = 10

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	1	5	10	4	19	10
P2	1,2,4	17	12	2	76	12
P3	2,3,4	19	12	1	74	12
P4	3	5	10	2	18	10
P5	4	5	7	6	9	7
P6	1,2,3	5	9	1	88	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							29					
1	1	5.00	1	35			2255			60	60	1.00	2162							2162	0.028			6	26	0.564	12	70
2	1	3.50	2				4210		516		516	0.00	4210							4210	0.123			26	26	0.564	39	40
2,3	1	3.50	1	40			2105	33	224		257	0.13	2095							2095	0.123			26	26	0.564	36	42
3	1	3.50	1	35		N	1965	232			232	1.00	1884							1884	0.123	0.123		26	26	0.564	36	43
4	2	3.40	1	30			2095		0	247	247	1.00	1995							1995	0.124	0.124		26	26	0.564	36	42
4,5	2	3.40	1	35			2095		66		66	0.00	2095							2095	0.032			7	26	0.564	12	68
6	2	3.40	1	15		N	1955	200			200	1.00	1777							1777	0.113			24	26	0.564	30	45
7	3	4.00	1	30		N	2015			92	92	1.00	1919							1919	0.048			10	25	0.564	12	60
7	3	4.00	1	35			2155			99	99	1.00	2066							2066	0.048			10	25	0.564	18	59
8	3	3.30	3				6255		739		739	0.00	6255							6255	0.118	0.118		25	25	0.564	38	40
9	3	3.30	1	15		N	1945	194			194	1.00	1768							1768	0.110			23	25	0.564	30	45
10	4	3.30	1	20			2085			121	121	1.00	1940							1940	0.062	0.062		13	13	0.564	18	55
10,11,12	4	3.30	1	25			2085	0	45	80	125	0.64	2008							2008	0.062			13	13	0.564	18	55
12	4	3.30	1	15		N	1945	66			66	1.00	1768							1768	0.037			8	13	0.564	12	67

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

Appendix C

Proposed Car Park Layout Plan

Application Site Boundary

Residential

Commercial

Exhibition / Convention Hall

Covered Carpark & Driveway

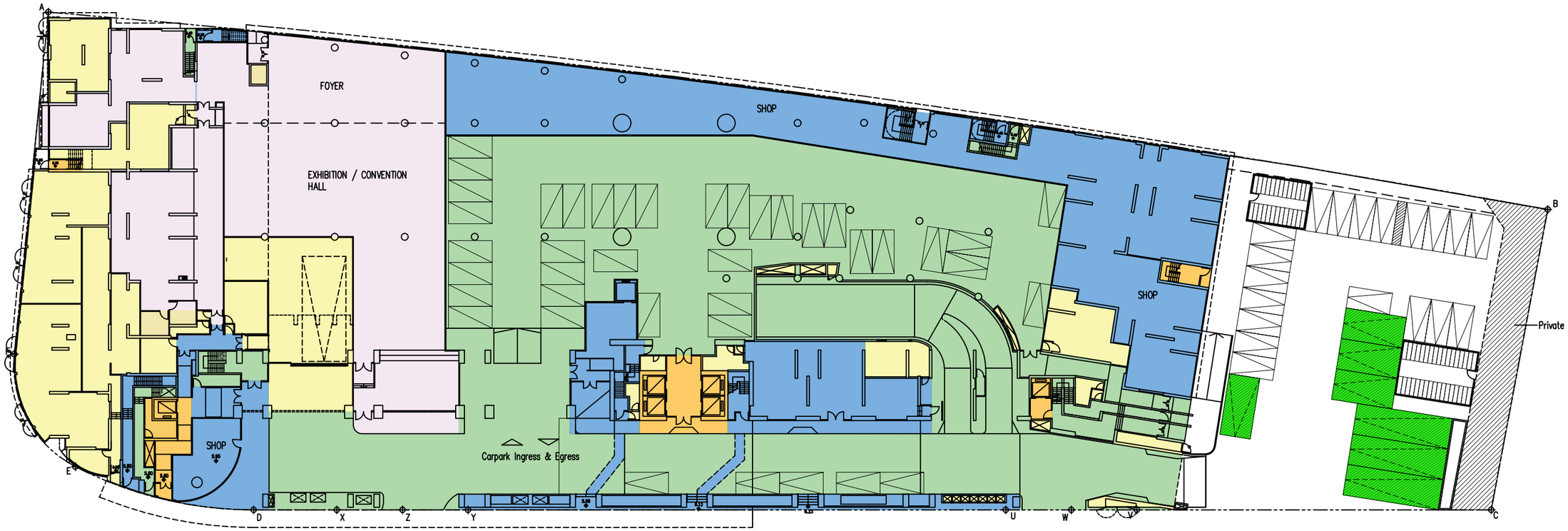
E&M

Double Decked Mechanical Car Parking

Car Parking Space

Double Decked Bicycle Parking

Loading / Unloading Bay



No.29 On Chun Street, Ma On Shan (STTL 461)
S16 Planning Application

PROPOSED SCHEME

L1 FLOOR
Scale : 1:500

CARPARK SCHEDULE:

RESIDENTIAL C/P	:148 Nos.
RESIDENTIAL VISITOR	: 5 Nos.
COMMERCIAL C/P	: 21 Nos
EXHIBITION/CONVENTION HALL C/P	: 7 Nos.
TOTAL	:181 Nos
Motorcycle	: 12 Nos
Bicycle	:120 Nos

No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

BASEMENT FLOOR

Scale : 1:500

Appendix 3

Environmental Noise Impact Assessment

Report No: 22580-N2

PROPOSED EXHIBITION OR CONVENTION HALL WITHIN THE PERMITTED IN-SITU CONVERSION OF EXISTING HOTEL INTO RESIDENTIAL DEVELOPMENT CUM SHOP AND SERVICES / EATING PLACE IN "RESIDENTIAL (GROUP A) 12", NO. 29 ON CHUN STREET, MA ON SHAN (SHA TIN TOWN LOT NO. 461)

ENVIRONMENTAL NOISE IMPACT ASSESSMENT REPORT

Prepared by:

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Ir K K Iu	FHKIOA, MIOA, MCIBSE, MHKIE, MASA, APEC Engineer FMOIA, MIEAust, MHKIQEP, C Eng, RPE, CPEng
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Mr Samuel Lee	BSc

JUNE 2025

WHA

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AIMS

To assess noise impacts on the proposed development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin.

To recommend noise mitigation measures for the proposed Development, if necessary, and to assess the suitability of the proposed building layout and the recommended noise mitigation measures according to relevant requirements in the Hong Kong Planning Standards & Guidelines (HKPSG).

SUMMARY

Noise assessments have been conducted to predict the noise impacts at the proposed Development.

For road traffic noise, the noise compliance rate would be 89%, with predicted maximum road traffic noise level of 73dB(A), exceeding the stipulated 70dB(A) noise criterion. Therefore, noise mitigation measures are required.

With the provision of Acoustic Window (baffle type), the assessment results indicate that the predicted road traffic noise levels at all the residential flats (i.e. 100%) will comply with the 70dB(A) noise criterion.

Site surveys have been conducted to investigate the fixed noise sources in the vicinity of the proposed Development. Adverse noise impact on the proposed Development due to fixed noise sources is not anticipated.

1. INTRODUCTION

1.1 Westwood Hong & Associates Ltd (WHA) was commissioned to conduct an environmental noise impact assessment for the proposed Development at Sha Tin Town Lot No. 461, Ma On Shan (the "proposed Development"). Figure 1 shows the location of the proposed Development.

1.2 This environmental noise impact assessment report supports the Section 16 Planning Application for the proposed Development.

1.3 This report has been prepared based on the architectural drawings provided by the Client (Appendix 1).

1.4 The development will provide 772 nos. of residential flats.

1.5 This report presents assessments of the following:

- Road traffic noise affecting the proposed Development
- Fixed noise sources affecting the proposed Development
- Fixed noise sources from the proposed Development

2. SITE LOCATION & BUILDING LAYOUT

Site Location

2.1 The project site is located at No. 29 On Chun Street, Ma On Shan and fronts onto Tolo Harbour. It is bounded by On Chun Street to its southeast, a sitting-out area to its northeast, Ma On Shan promenade to its northwest and a temporary open-air carpark to its southwest (Figure 1).

Building Layout

2.2 The project site is currently occupied by the 18-storey Ma On Shan Horizon Suites Hotel. The architectural drawings are provided in Appendix 1.

2.3 The commercial area at L1/F, M/F and L2/F will be equipped with central air-conditioning and would not rely on opened windows for ventilation. No adverse noise impact is anticipated.

3. NOISE CRITERIA

Road Traffic Noise Criterion

3.1 According to the HKPSG[1], road traffic noise criterion for domestic premises is 70dB(A) L10(1 hour) at the external facades for the hour having the peak traffic flow. This noise criterion applies to the domestic premises which rely on opened windows for ventilation.

Noise Criteria for Fixed Noise Sources

3.2 For fixed noise sources, the criterion is determined based on the statutory Acceptable Noise Levels (ANL) stipulated in "Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites"[2] (IND – TM). The HKPSG also states that in order to plan for a better environment, all planned fixed noise sources should be so located and designed that when assessed in accordance with the TM, the level of the intruding noise at the façade of the nearest sensitive use should be at least 5dB(A) below the appropriate ANL shown in Table 2 of the IND – TM or, in the case of the background being 5dB(A) lower than the ANL, should not be higher than the background.

3.3 The project site is located in a neighbourhood with a few high-rise residential developments and schools. Therefore, the proposed Development is identified as "area other than those above" and not being affected by any Influencing Factor (IF) (e.g. industrial area or major road). With reference to the IND – TM, an Area Sensitivity Rating (ASR) of "B" was assumed for the proposed Development.

Table 3.1 ANLs for Day, Evening and Night Time Periods

	ANLs (Leq (30 mins))		
Time Period	**ASR "A"**	**ASR "B"**	**ASR "C"**
Day (0700 to 1900 hours) and evening (1900 to 2300 hours)	60dB(A)	65dB(A)	70dB(A)
Night (2300 to 0700 hours)	50dB(A)	55dB(A)	60dB(A)

Note: In any event, the ASR and the ANLs adopted in this report are only indicative and they are used for assessment only. It should be noted that noise from fixed noise sources is controlled under section 13 of the Noise Control Ordinance. Therefore, the ASRs and ANLs determined in this report shall not prejudice the Noise Control Authority's discretion to determine noise impact due to fixed noise sources on the basis of prevailing legislation and practices being in force, and taking account of contemporary conditions/ situations of adjoining land uses. The assessment of noise impacts due to fixed noise sources in this report shall not bind the Noise Control Authority in the context of law enforcement against any of the noise from fixed noise sources being assessed.

3.4 The assessment criteria for fixed noise sources for the proposed Development should refer to the ANLs in Table 3.1.

3.5 As mentioned in Section 3.2, the noise criteria for the noise from planned fixed sources are ANL – 5dB(A) or the prevailing background noise levels, whichever is lower. Site measurements were made at the nearby noise sensitive receiver on 20 June 2025, the prevailing background noise levels are summarised in Table 3.2 below. The measurement locations are provided in Figure 2.

Table 3.2 Noise Measurement Results

Location	**Noise Sensitive Receiver**	**Measurement Results,** dB(A), L90 (1 hour)
Loc 1	Po Leung Kuk Riverain Primary School	Daytime: 60 – 61 Night-time: 51 – 52 (Façade)

3.6 The prevailing background noise levels of the identified noise sensitive receivers were higher than ANL – 5dB(A). Therefore, the ANL – 5dB(A) are used as the criteria for noise from planned fixed sources (i.e. 60dB(A) for daytime, and 50dB(A) for night-time).

4. SITE INSPECTION

Site Survey

4.1 Site surveys were conducted on 20 June 2025, 4 December and 10 September 2024. Photographs taken on site are given in Appendix 2.

Observations on site

4.2 Road traffic noise from the On Chun Street was identified as the dominant noise source affecting the proposed Development.

Fixed Noise Sources in the Vicinity

4.3 Site surveys have been conducted within 300m assessment area of the project site. The photos taken on site are provided in Appendix 2. In the vicinity of the project site, there are mainly residential developments (e.g. Marbella, The Waterside, Fok On Garden, The Tolo Place and Kam Fung Court) and schools.

4.4 The identified potential fixed noise sources are summarised in Table 4.1 and illustrated in Figure 3.

Table 4.1 Identified Potential Fixed Noise Sources

Source ID	Industrial Site	Observation on site
A	Po Leung Kuk Riverain Primary School Substation	No industrial noise was observed
B	Hong Kong Taoist Association Shun Yeung Primary School Substation	No industrial noise was observed
C	Ma On Shan Sports Centre	No industrial noise was observed
D	Ma On Shan Swimming Pool	No industrial noise was observed
E	Exhaust Louvers at Podium Level of Mabella Mall	No industrial noise was observed
F	Short-Term Tenancy (STT) Carpark	No industrial noise was observed

4.5 Site surveys revealed that there were no significant noise was emitted from the these potential fixed noise sources. Hence, adverse noise impacts from these potential fixed noise sources to the proposed Development are not anticipated.

5. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

5.1 The noise prediction has been conducted by employing the WS Atkins RoadNoise 2000[3] computer software.

Traffic Forecast

5.2 The occupation year of the proposed Development is 2028, the maximum traffic in 15 years after occupation of the proposed Development (i.e. 2043) has been adopted for the purpose of the road traffic noise assessment.

5.3 The traffic forecast for Year 2043 was provided by the Traffic Consultant (LLA Consultancy Limited), which given in Appendix 3. The definition of heavy vehicles in the U.K. Department of Transport's "Calculation of Road Traffic Noise" (CRTN)[4] has been adopted. The traffic flow data for the main roads adopted in the noise prediction models are shown in Figure 4.

Noise Assessment Points for Road Traffic Noise Assessment

5.4 Representative assessment points are assigned to the ventilation openings to rooms of noise sensitive use (e.g. living and dining rooms, bedrooms / master bedrooms), which have line of sight to the roads. The location of assessment points are illustrated in Figure A4 of Appendix 4. The commercial area will be equipped with central air-conditioning and would not rely on opened windows for ventilation. No adverse noise impact is anticipated.

5.5 The assessment points are taken at the height of 1.2m above each residential floor and 1m away from the façade of openable windows of the noise sensitive rooms.

Methodology of Road Traffic Noise Impact Assessment

5.6 The road traffic noise levels at the proposed Development have been predicted based on the predicted traffic flows in Year 2043 and in accordance with the procedures given in the CRTN. The predicted road traffic noise levels at the building facades include a 2.5dB(A) facade reflection and correction factors for gradient, distance, view angle, barriers and road surface material.

5.7 The study area of the road traffic noise assessment would be 300m from the site boundary. The roads within the study area are included in the assessment. In this assessment, all roads are assumed to be of impervious surface.

Predicted Road Traffic Noise Levels (Base Scenario)

5.8 The predicted road traffic noise levels are presented in Appendix 4 for the representative Noise Sensitive Receivers (NSRs) of the proposed Development. The predicted maximum road traffic noise level of the residential flats will be 73dB(A), exceeding the stipulated 70dB(A) noise criterion. Therefore, noise mitigation measures are required.

Predicted Road Traffic Noise Levels (With Noise Mitigation Measures)

5.9 In order to achieve noise compliance, all residential units with noise exceedance (i.e. 82 residential units) will be provided with Acoustic Window (baffle type) (Figure 5). The Acoustic Window (baffle type) will be designed by making reference to ProPECC PN5/23. For conservatism, only 3dB(A) noise reduction is assumed in the assessment. With the provision of these noise mitigation measures, all residential flats of the proposed Development can comply with the stipulated 70dB(A) noise limit. Details of the predicted noise levels are given in Appendix 5.

6. NOISE MITIGATION MEASURES

6.1 The Schedule of Noise Mitigation Measures to summarise all the mitigation measures in the proposed Development is provided in Appendix 7.

Acoustic Window (Baffle Type)

6.2 Acoustic window (baffle type) will be adopted for the proposed Development as noise mitigation measure. The Acoustic Window (baffle type) comprises of two layers of window. An additional window layer is introduced to the conventional side-hung window in a staggering position. The outer window is a conventional push-pull type window whilst the inner one is a sliding window. By properly positioning the openings of inner window with the outer window, it can reduce noise entering indoors while allowing air flow into the room via the air gap between two layers of windows.

6.3 The Acoustic Window (baffle type) will be designed by making reference to ProPECC PN5/23 "Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact" (Appendix 6).

6.4 The locations of acoustic window are illustrated in Figure 5. The project architect confirmed that the design of acoustic window (baffle type) could meet the natural ventilation requirement under Buildings Department.

7. NOISE IMPACT ASSESSMENT OF FIXED NOISE SOURCES

Identified fixed noise source affecting the Proposed Development

7.1 Site surveys revealed that there were no identified fixed noise sources will have significant noise impact affecting the project site. Therefore, adverse noise impact due to fixed noise sources is not anticipated.

Fixed Noise Sources in the Proposed Development

7.2 The noise emissions from any planned fixed noise sources associated with the proposed Development would be designed to meet the relevant criteria stipulated in the HKPSG (i.e. ANL – 5dB(A) as mentioned in Section 3).

7.3 The acoustic performance of the fixed noise sources would be reviewed during detailed design stage. If found necessary, acoustic treatments such as provision of acoustic silencers and acoustic enclosures shall be proposed in order to comply with the relevant noise requirements in the HKPSG.

7.4 The location of the fixed noise sources in the proposed Development and the required noise mitigation measures will be reviewed in the detailed design stage.

8. CONSTRUCTION NOISE IMPACT

8.1 The major construction activities of the project site are Alterations and Additional works (A&A works), only small amounts of Powered Mechanical Equipment (PME) will be used. Given that the details of the construction programme and plant inventory are not available at this stage, a qualitative assessment was then conducted.

8.2 With the implementation of standard practices recommended in the ProPECC PN 1/24 "Minimizing Noise from Construction Activities", adverse construction noise impact is normally not anticipated. The recommended mitigation measures are summarized below.

Standard Practice for Construction Phase

8.3 The recommended practices below would be considered in all worksites as good practices to limit noise emissions at the source include:-

- Good site practices to limit noise emissions at the source;
- Use of quality powered mechanical equipment (QPME);
- Use of site hoarding as noise barrier to screen noise at ground level of NSRs;
- Use of temporary noise barriers, noise enclosure and acoustic mat to screen noise from relatively static PMEs; and
- Alternative use of plant items within one worksite, wherever practicable.

8.4 The above recommended practices would need to be implemented in worksites as good practices where appropriate. Reference shall also be made to EPD's recommended pollution control clauses for construction contracts.

9. CONCLUSION

9.1 Noise assessments have been conducted to predict the noise impacts at the proposed Development.

9.2 An assessment has been conducted to predict the road traffic noise impacts on the proposed Development. The prediction of road traffic noise was carried out based on the traffic forecast for Year 2043. For the Base Scenario (without any noise mitigation measures), the predicted maximum road traffic noise level of the residential flats will be 73dB(A), which exceeds the 70dB(A) noise criterion. Therefore, noise mitigation measures are required.

9.3 With the provision of noise mitigation measure of acoustic window (baffle type), the assessment results indicate that the predicted road traffic noise levels at all the residential flats (i.e. 100%) will comply with the 70dB(A) noise criterion.

9.4 Site surveys have been conducted to investigate the fixed noise sources in the vicinity of the proposed Development, no significant fixed noise source was identified. The proposed Development would not be affected by the fixed noise sources.

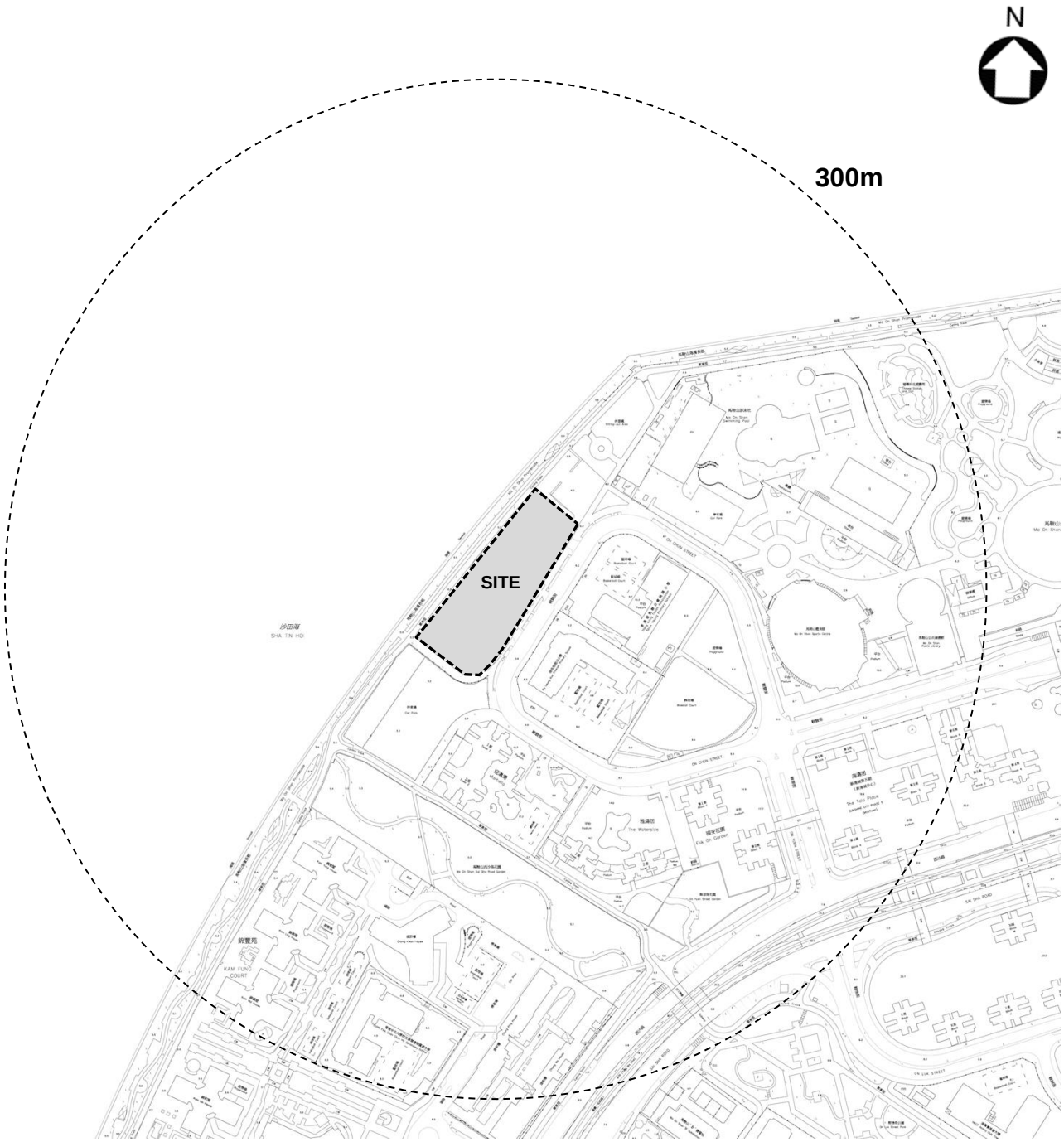
10. REFERENCES

[1] "Hong Kong Planning Standards & Guidelines" of March 2014 of Hong Kong Government.

[2] "Technical Memorandum for the Assessment of Noise from Places Other than Domestic Premises, Public Places or Construction Sites" (IND – TM) issued under the Noise Control Ordinance.

[3] "RoadNoise 2000" computer software of WS Atkins Noise and Vibration, England.

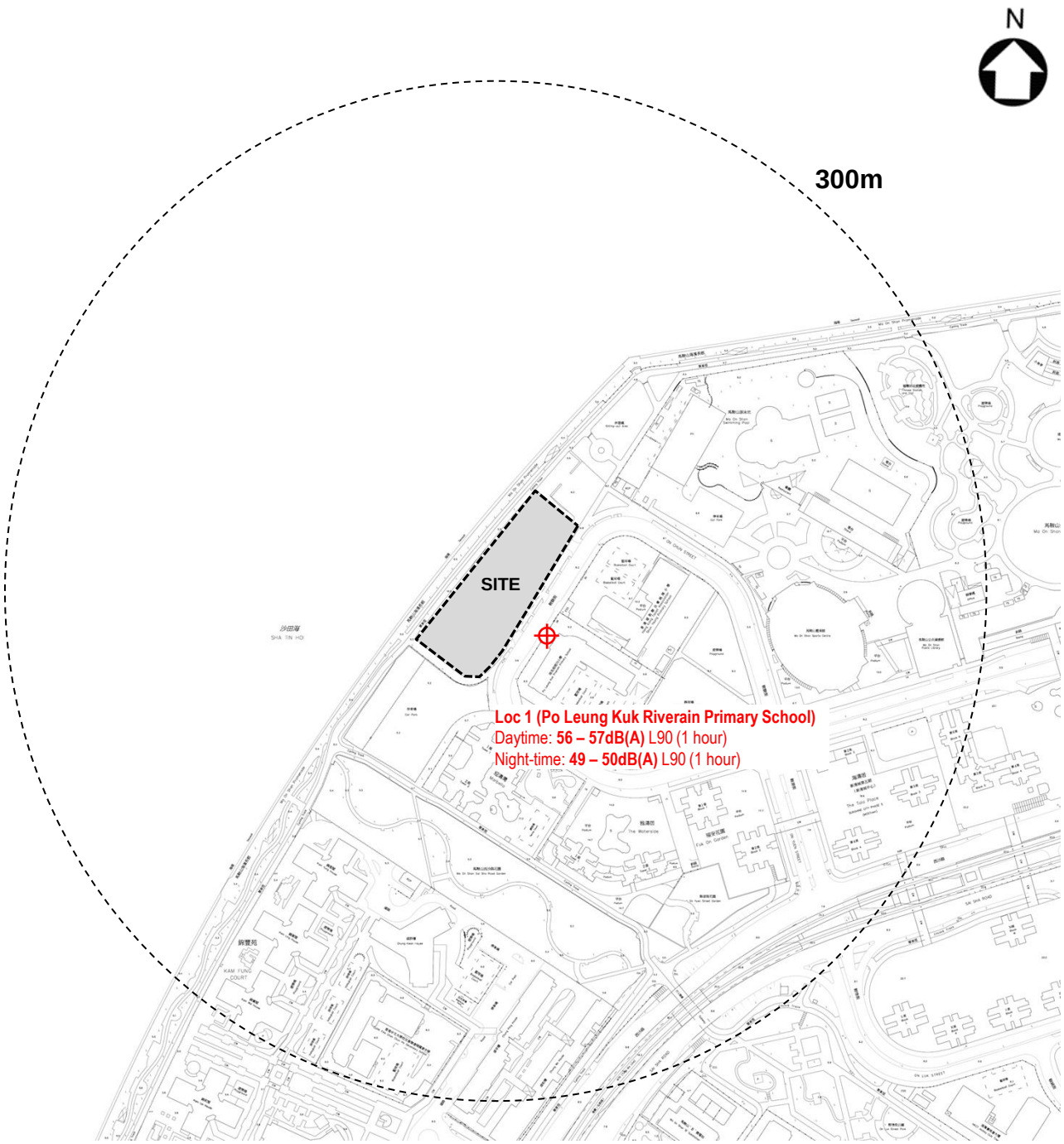
[4] "Calculation of Road Traffic Noise" of the Department of Transport, Welsh Office, UK.



Legend

Proposed Development

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580	**Site Location**	**1**
Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin		



Legend

Proposed Development

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580	**Background Measurement Location**	**2**
Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin		

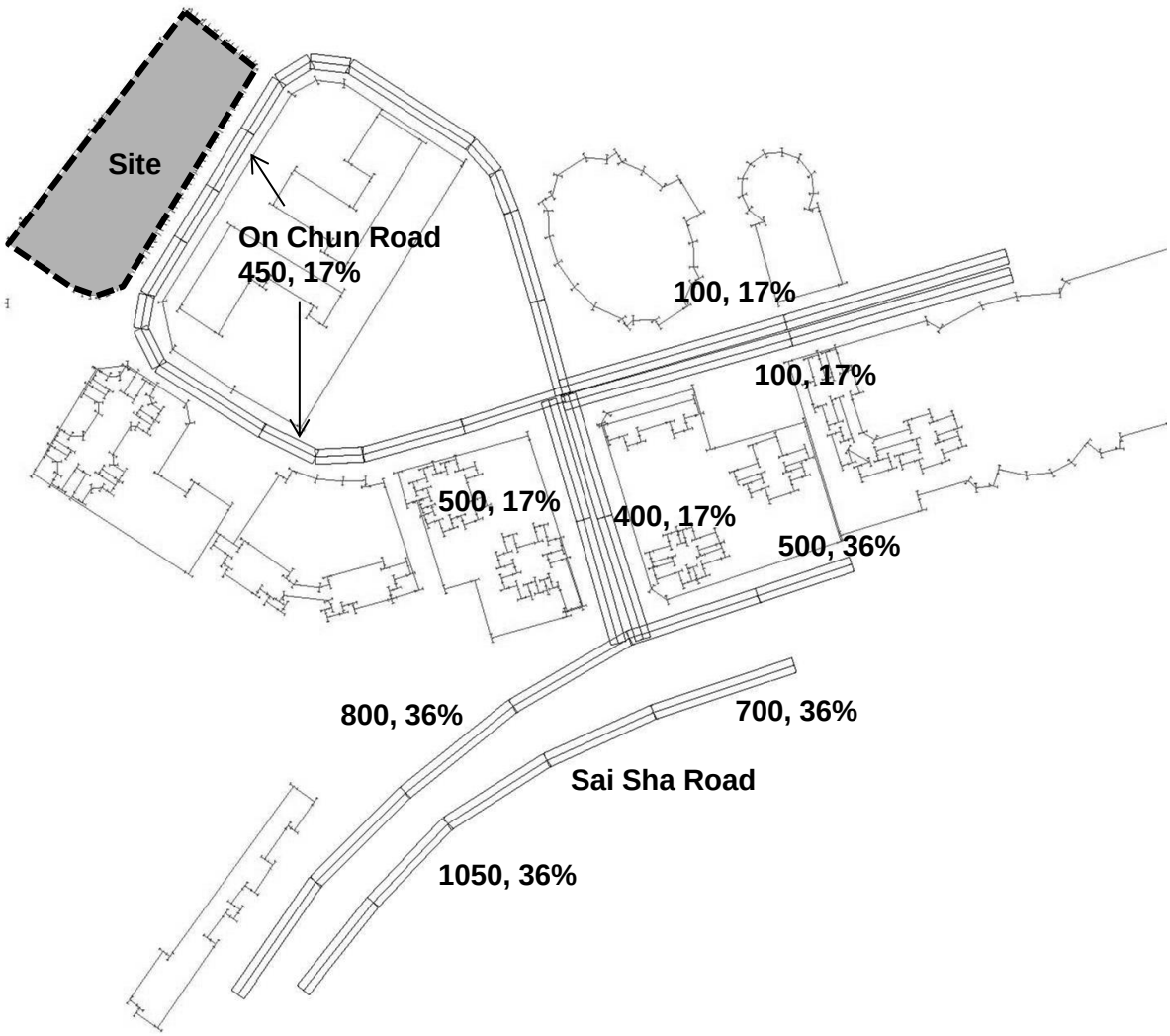
Source ID	Name	Fixed Noise Sources
A	Po Leung Kuk Riverain Primary School Substation	No industrial noise observed
B	Hong Kong Taoist Association Shun Yeung Primary School Substation	No industrial noise observed
C	Ma On Shan Sports Centre	No industrial noise observed
D	Ma On Shan Swimming Pool	No industrial noise observed
E	Exhaust Louvers at Mabella Mall Podium Level	No industrial noise observed
F	Short-Term Tenancy (STT) Carpark	No industrial noise observed

Legend

Proposed Development

Identified Fixed Noise Sources

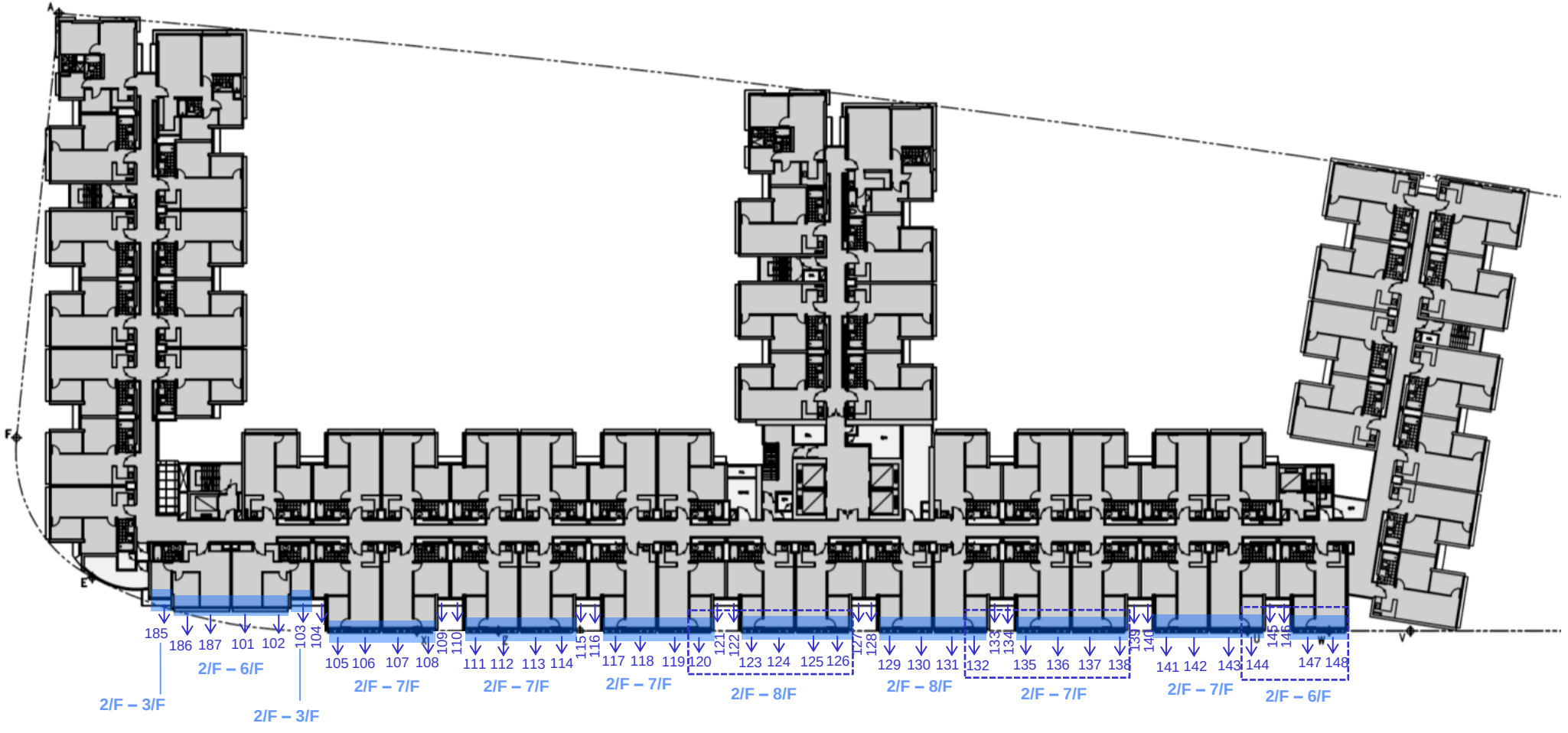
Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580	**Identified Fixed Noise Sources**	**3**
Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin		



Legend

800, 36% - 800 vehicles per hour, 36% heavy goods vehicles

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580 **Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin**	**Computer Plot of Road Scheme** (with yr. 2043 traffic forecast, AM Peak)	**4**



Legend

Acoustic Window (Baffle type)

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580 **Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin**	**Noise Mitigation Measures**	**5**

APPENDIX 1

ARCHITECTURLA DRAWINGS

CARPARK SCHEDULE:

RESIDENTIAL C/P	:148 Nos.
RESIDENTIAL VISITOR	: 5 Nos.
COMMERCIAL C/P	: 21 Nos
EXHIBITION/CONVENTION HALL C/P	: 7 Nos.
TOTAL	:181 Nos
Motorcycle	: 12 Nos
Bicycle	:120 Nos

No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

BASEMENT FLOOR

Scale : 1:500

Application Site Boundary

Residential

Commercial

Exhibition / Convention Hall

Covered Carpark & Driveway

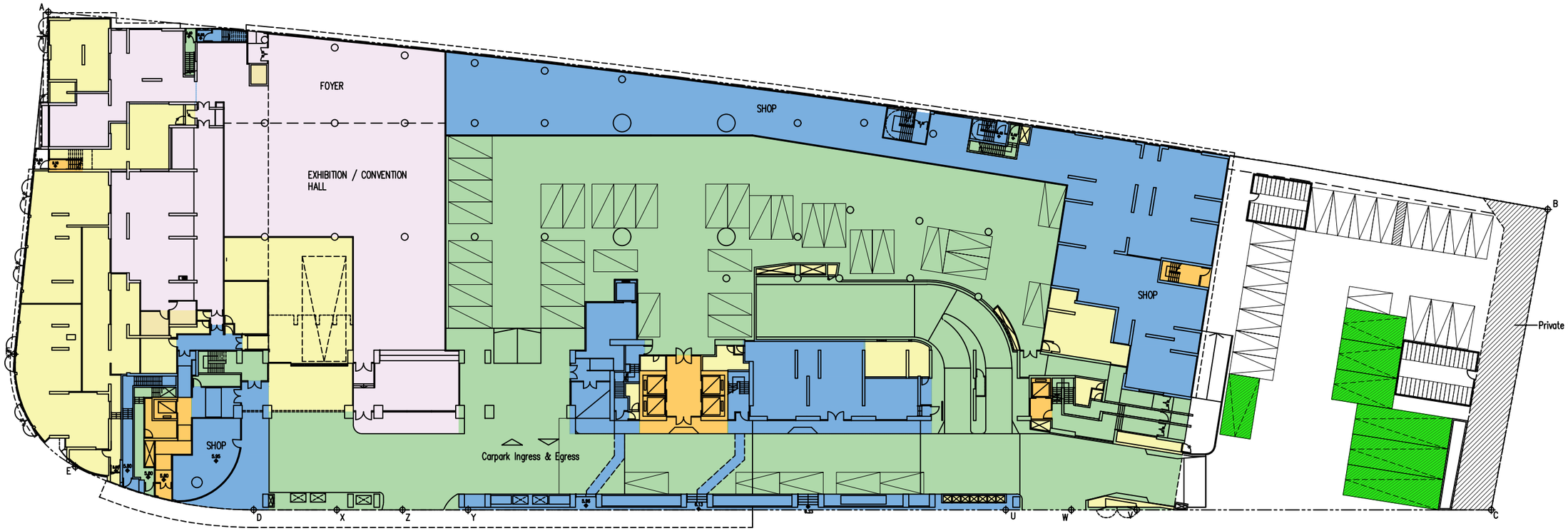
E&M

Double Decked Mechanical Car Parking

Car Parking Space

Double Decked Bicycle Parking

Loading / Unloading Bay



No.29 On Chun Street, Ma On Shan (STTL 461)
S16 Planning Application

PROPOSED SCHEME

L1 FLOOR
Scale : 1:500

Application Site Boundary

Residential

Commercial

E&M

No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

MEZZ FLOOR

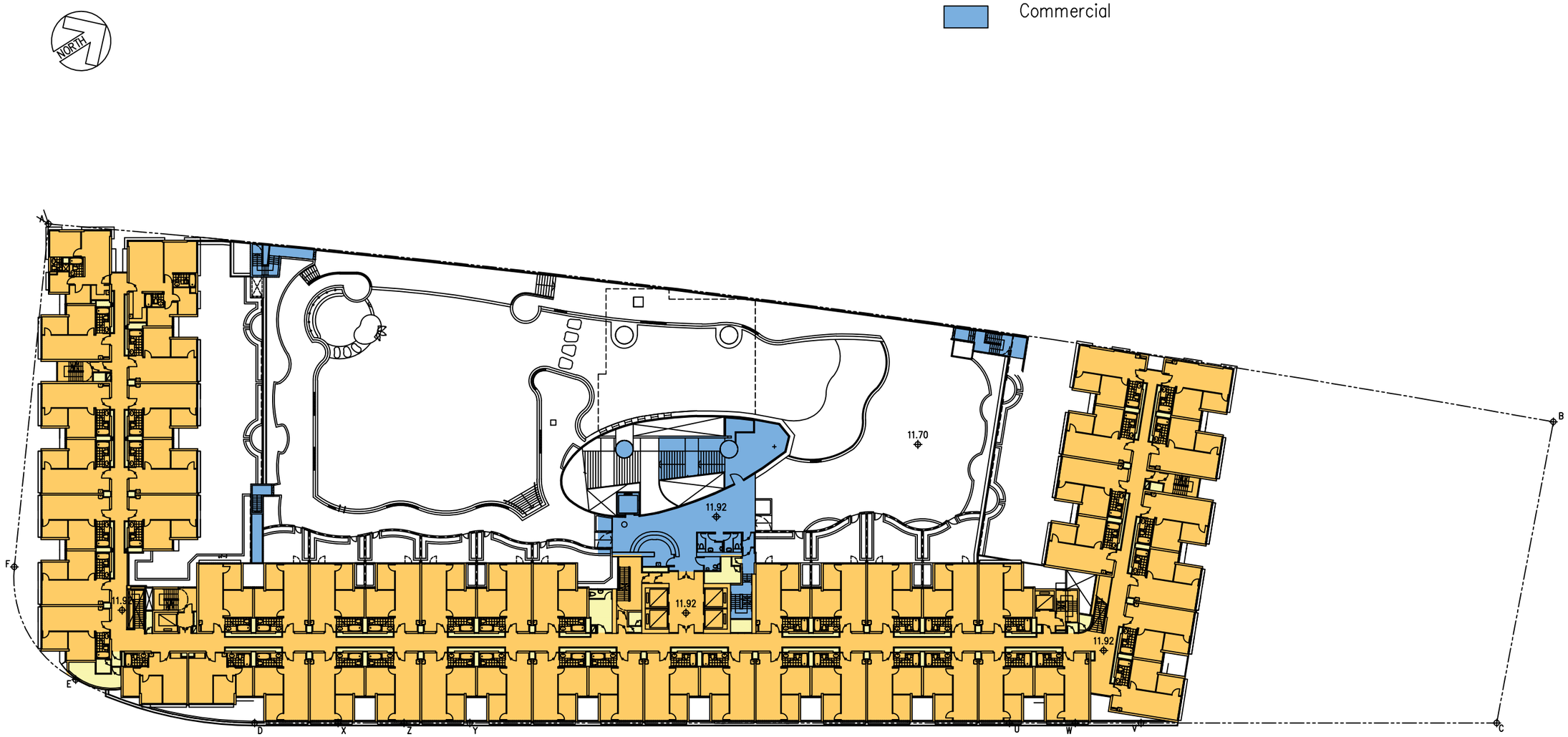
Scale : 1:500

Application Site Boundary

Residential

Commercial

E&M



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

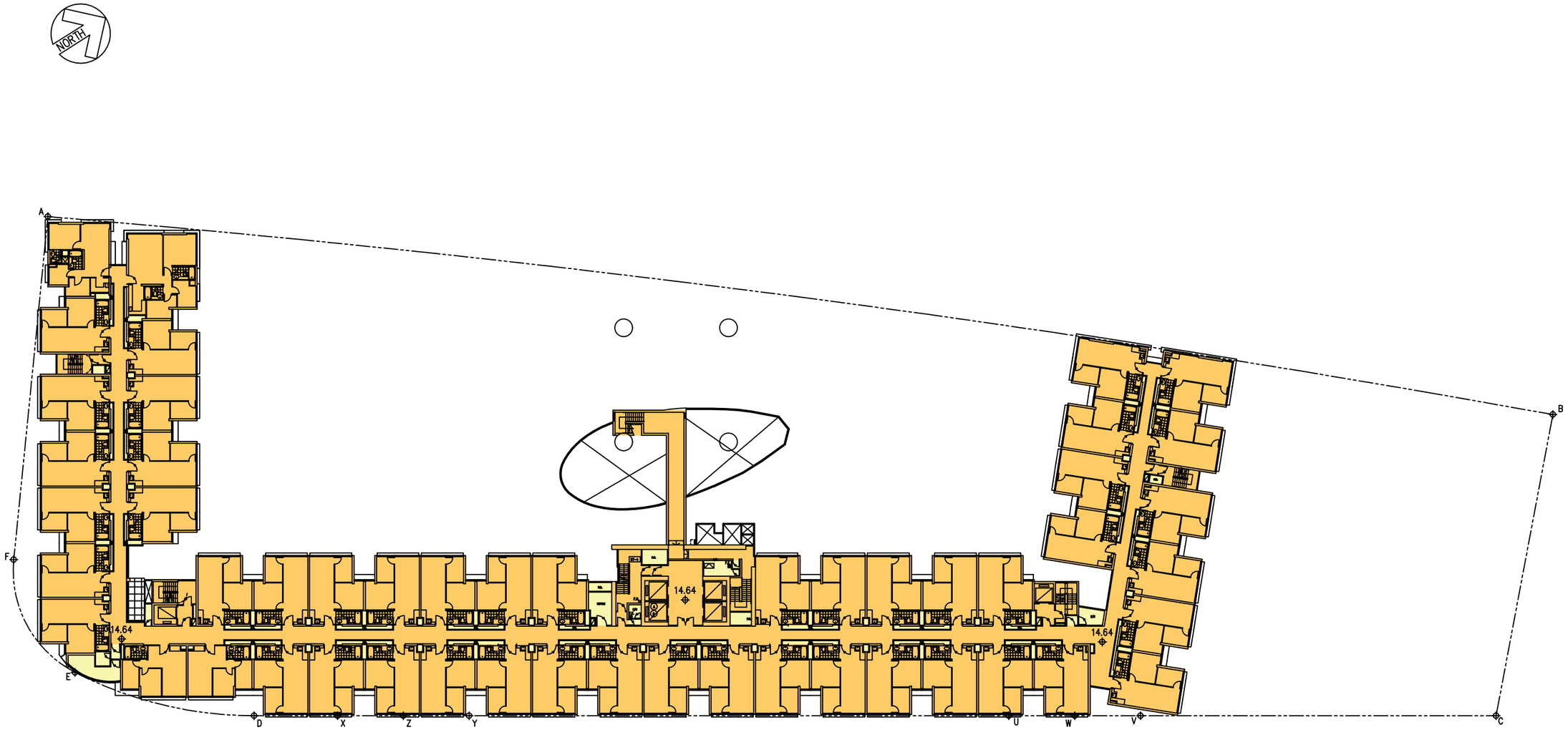
L2 FLOOR

Scale : 1:500

Application Site Boundary

Residential

E&M



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

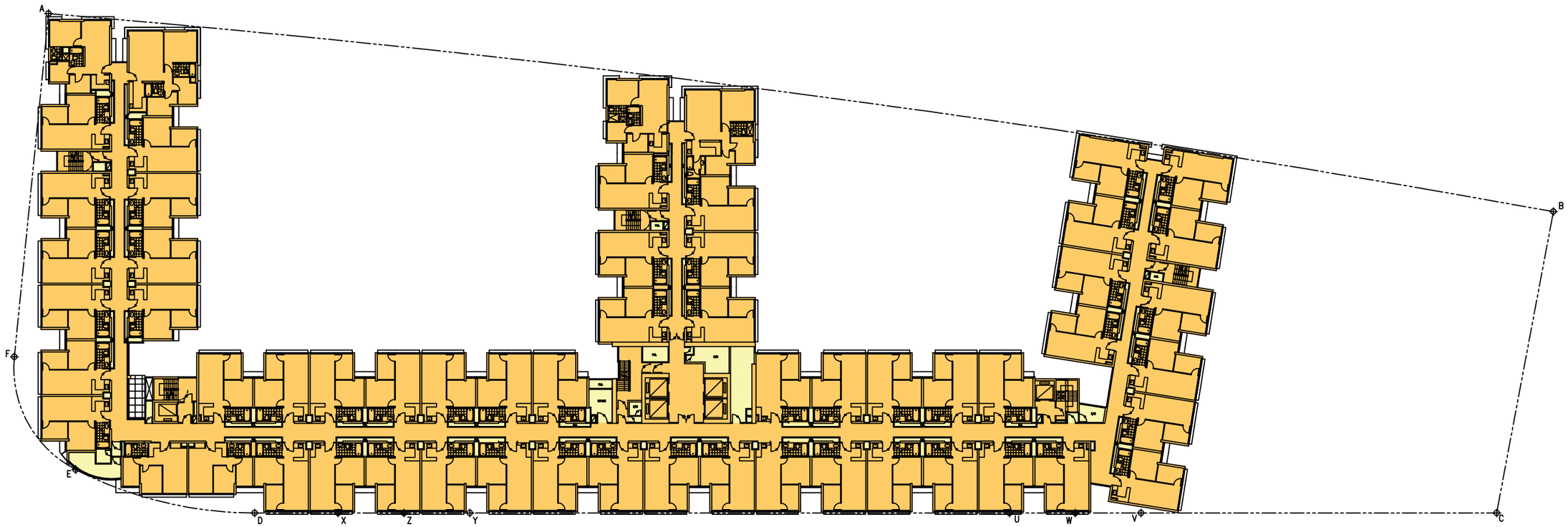
L3 FLOOR

Scale : 1:500

Application Site Boundary

Residential

E&M



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

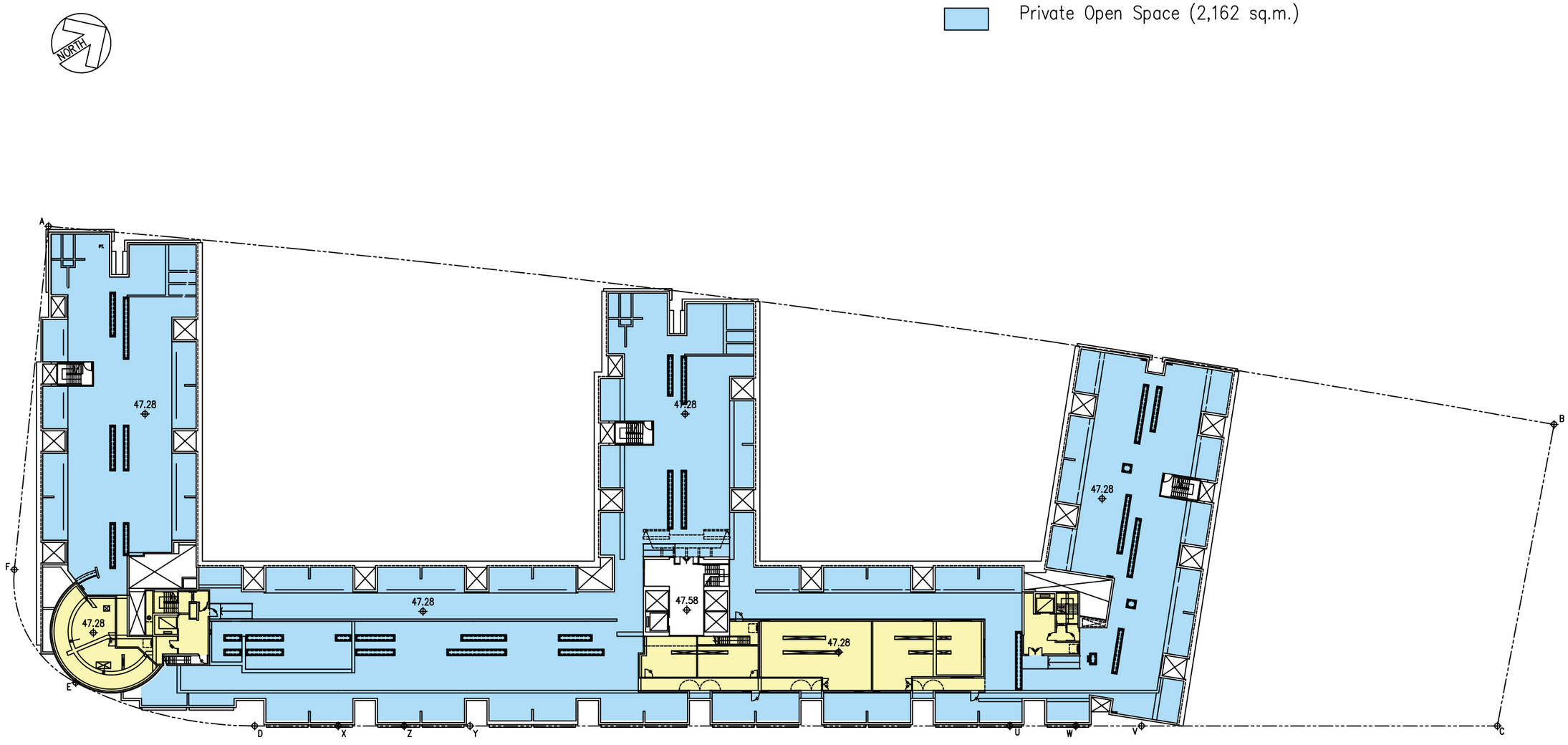
TYPICAL FLOOR (L5~L17)

Scale : 1:500

Application Site Boundary

E&M

Private Open Space (2,162 sq.m.)



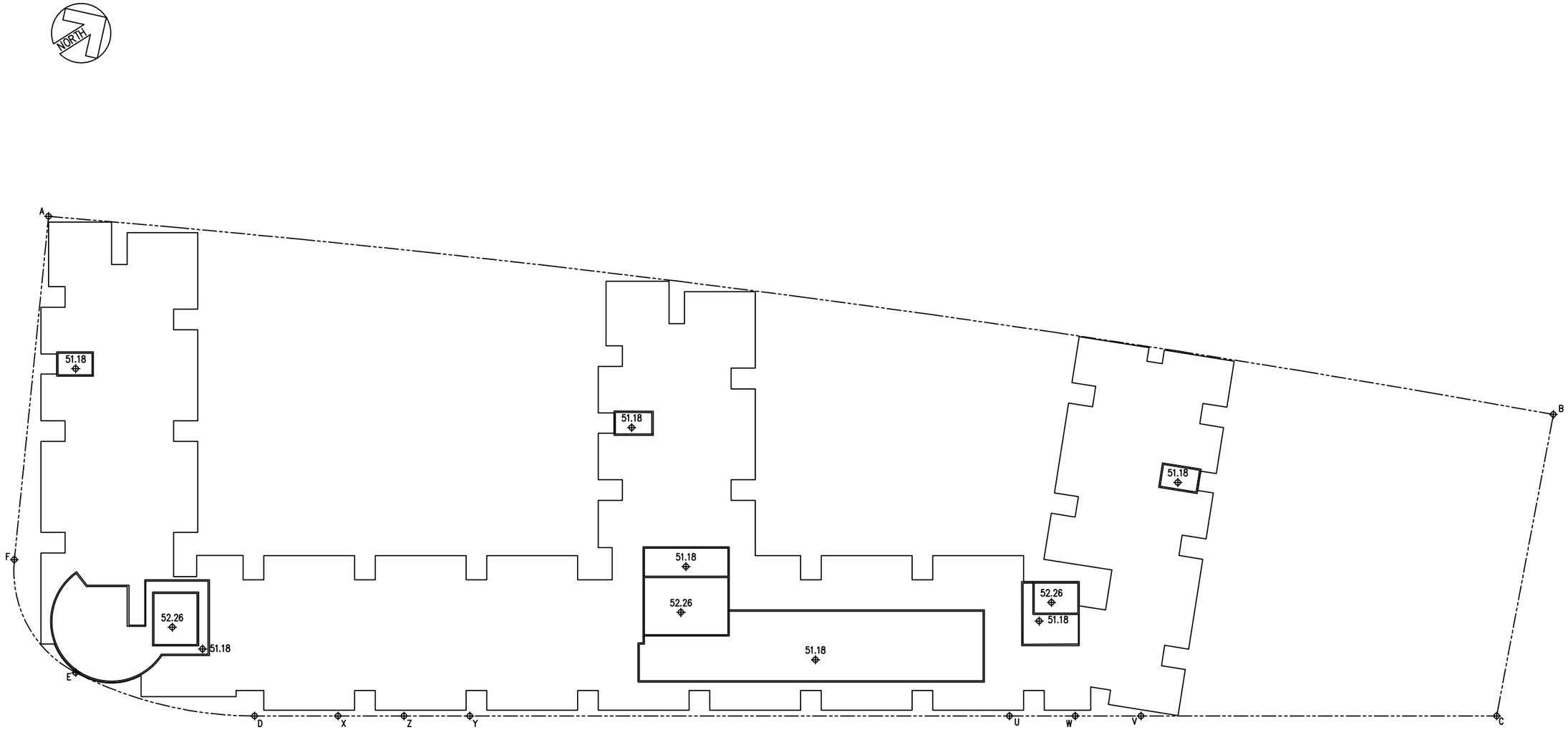
No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

ROOF FLOOR

Scale : 1:500



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

TOP ROOF FLOOR

Scale : 1:500

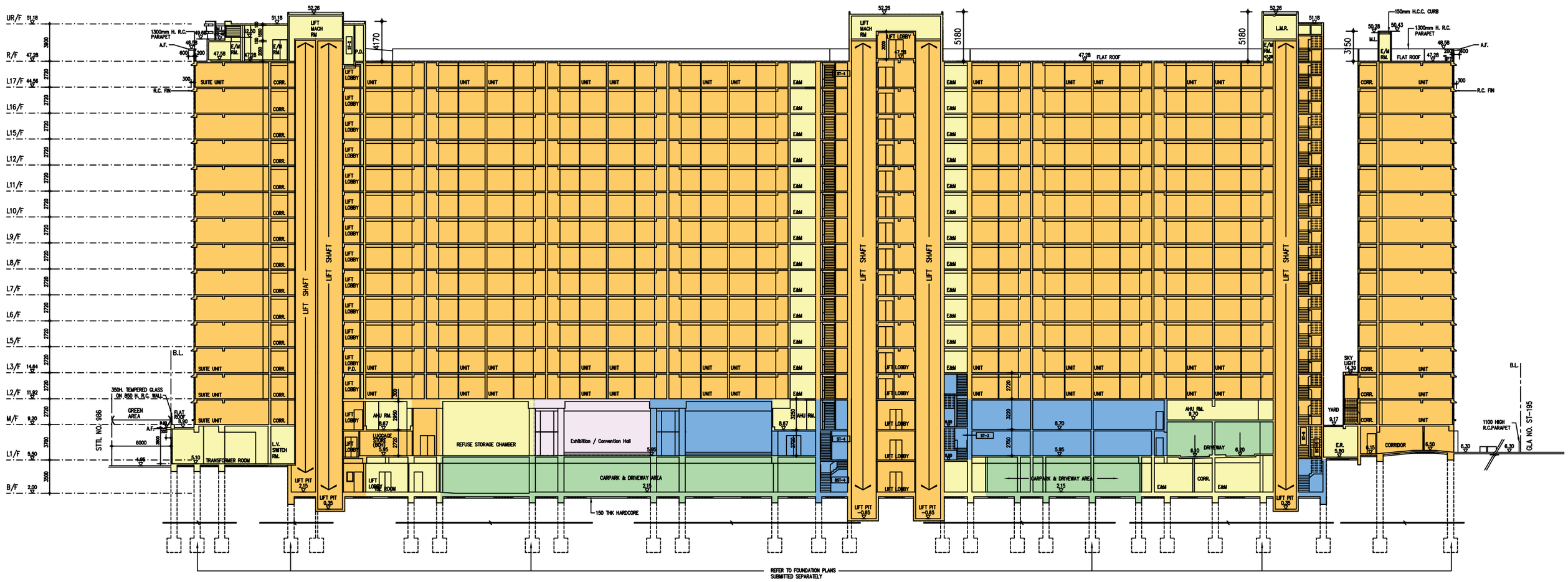
Residential GFA

Commercial GFA

Carpark & Driveway Area

Exhibition / Convention Hall

E&M Area



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

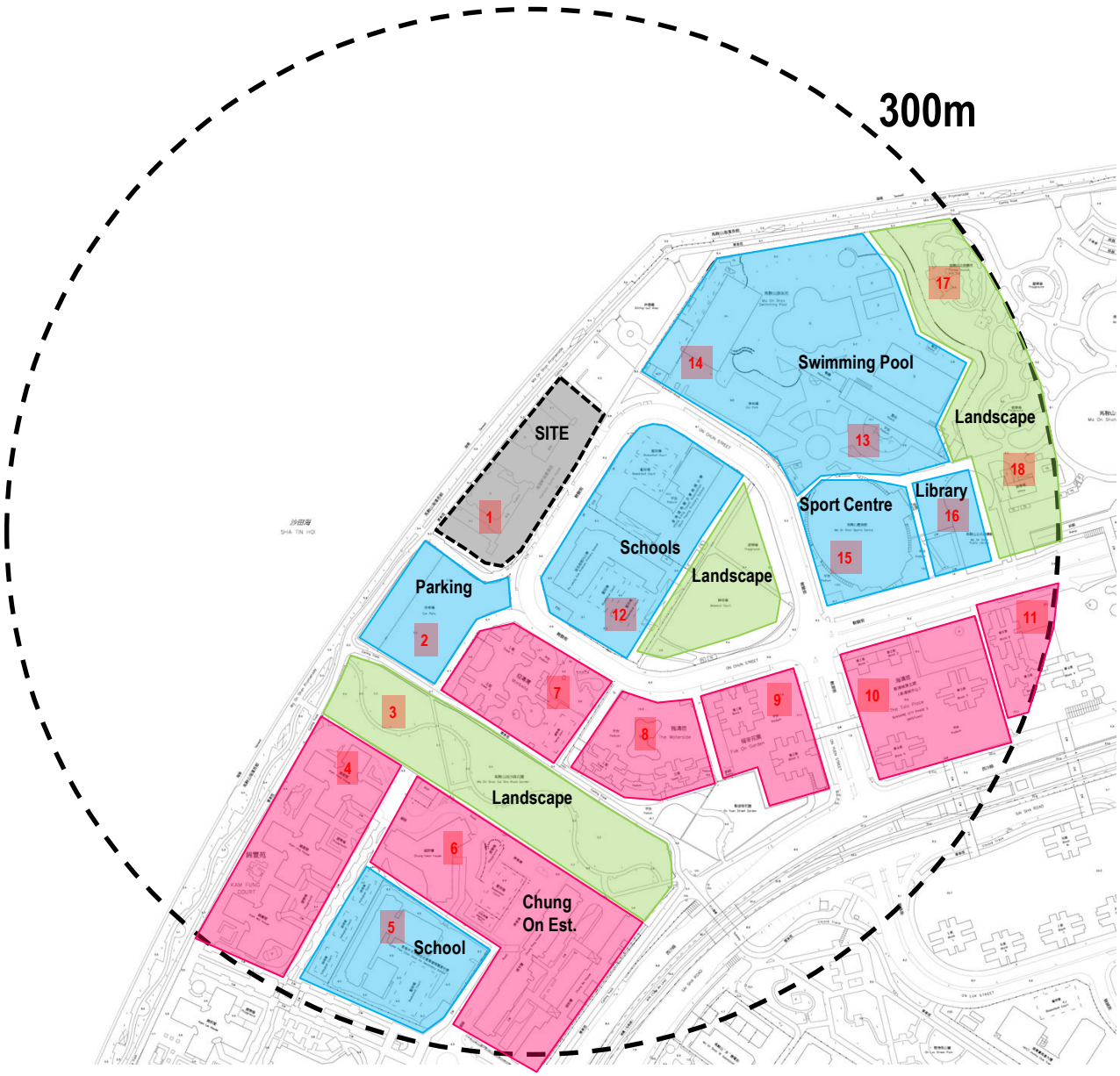
PROPOSED SCHEME

SECTION

Scale : 1:500

APPENDIX 2

PHOTOGRAPHS TAKEN ON SITE



Legend

- The Proposed Development
- Landscape
- Residential Developments
- Other Uses without noise emission (e.g. Schools, Library, Swimming Pool, Sport Centre)
- 5 Plate no. 5

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580 **Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin**	**Land Uses in 300m Study Area**	**A2-1a**

Plate 1: The Project Site

Plate 2: Carpark

Plate 3: Landscape Area

Plate 4: Kam Fung Court

Plate 5: Chan Chun Ha Sec. School

Plate 6: Chung On Estate

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580 **Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin**	**Photos Taken On Site (Plates 1 to 6)**	**A2-1b**

Plate 7: Marbella

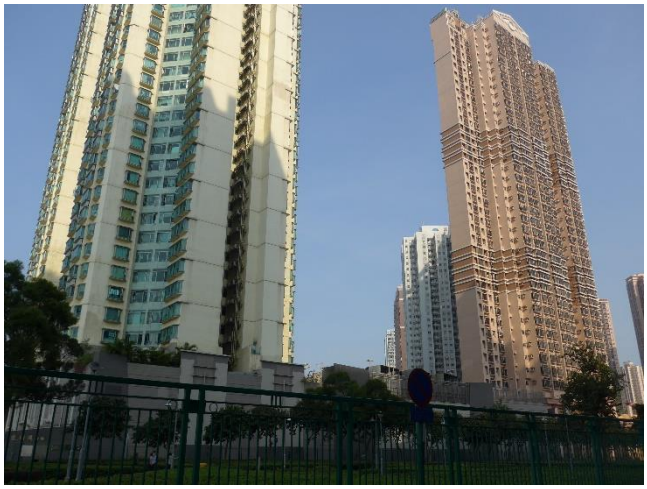


Plate 8: The Waterside

Plate 9: Fuk On Garden

Plate 10: The Tolo Place

Plate 11: Bayshore Towers

Plate 12: PLK Riverain Primary School

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580 **Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin**	**Photos Taken On Site (Plates 7 to 12)**	**A2-1c**

Plate 13: MOS Swimming Pool

Plate 14: MOS Swimming Pool

Plate 15: MOS Sport Centre

Plate 16: MOS Library

Plate 17: MOS Park

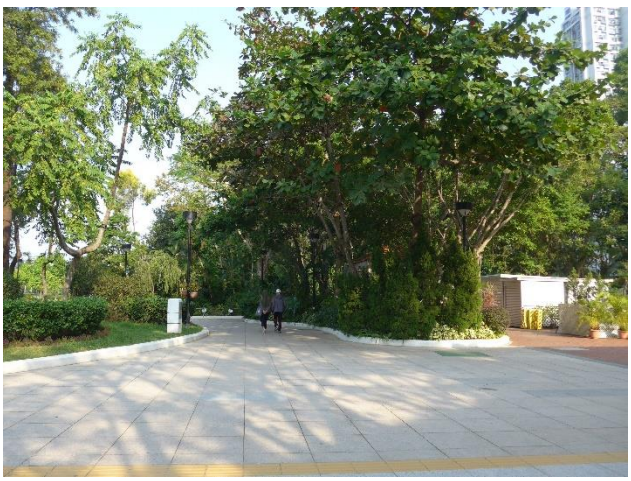


Plate 18: MOS Park

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580 **Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin**	**Photos Taken On Site (Plates 13 to 18)**	**A2-1d**

APPENDIX 3

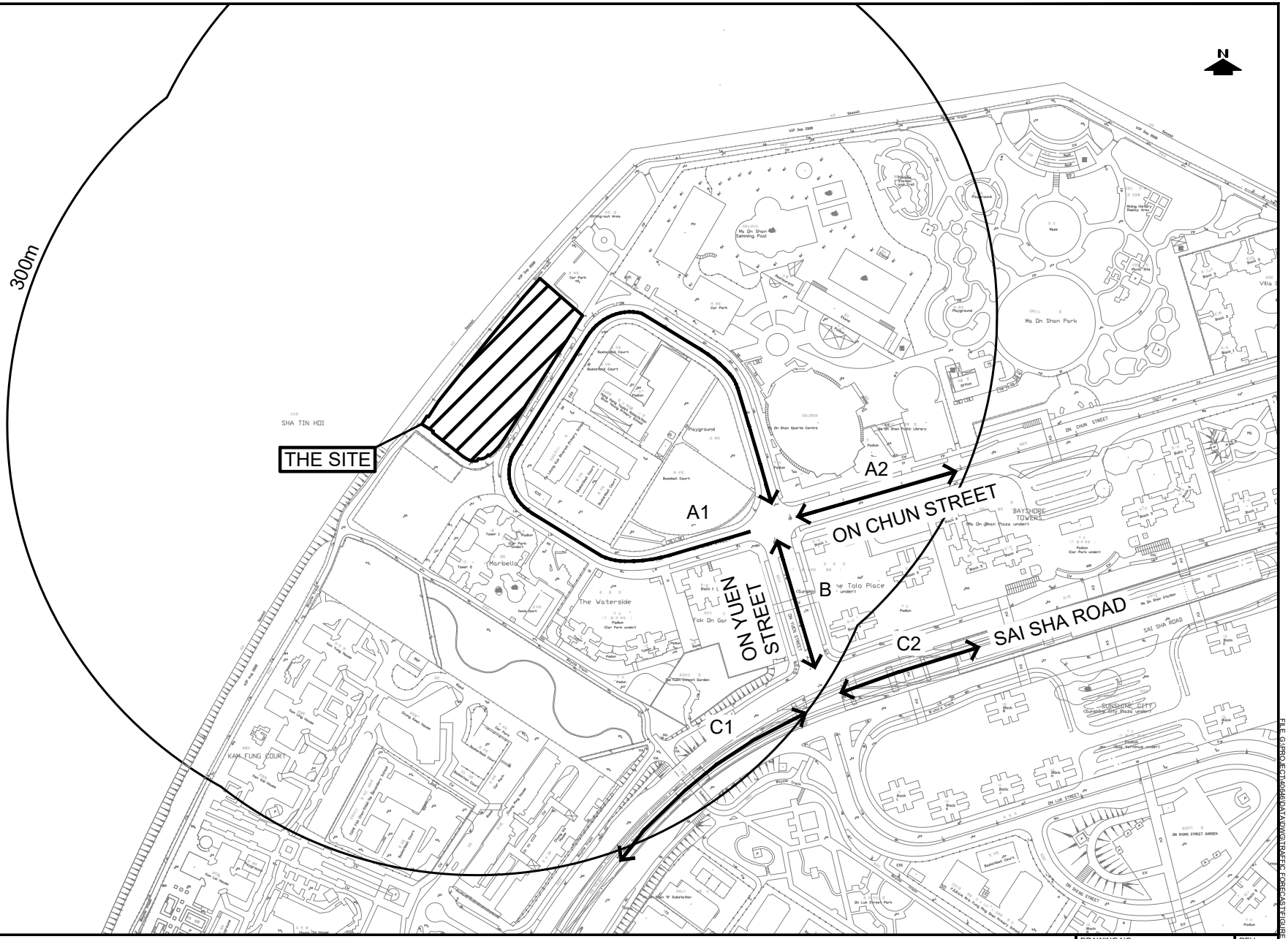
TRAFFIC FORECAST FOR YEAR 2043
(provided by LLA CONSULTANCY LTD)

Proposed Residential Development at Sha Tin Town Lot. 461, Ma On Shan, New Territories

2043 Traffic Forecast for Noise Impact Assessment

Ref.[1]	Road	Bound	AM Peak	
			Traffic Flows (veh/hr) [2]	% of Heavy Vehicle [3]
A1	On Chun Street	WB	450	17%
A2	On Chun Street	EB	100	17%
		WB	100	17%
B	On Yuen Street	NB	500	17%
		SB	400	17%
C1	Sai Sha Road	EB	800	36%
		WB	1050	36%
C2	Sai Sha Road	EB	500	36%
		WB	700	36%

Note: (1) Refer to **Figure 1**
(2) All Traffic flows are rounded up to the nearest 50.
(3) PCU factor based on existing vehicle mix is adopted to convert BDTM traffic flows from pcu/hr to veh/hr.



LEGEND:

- THE SITE
- ROAD SECTION

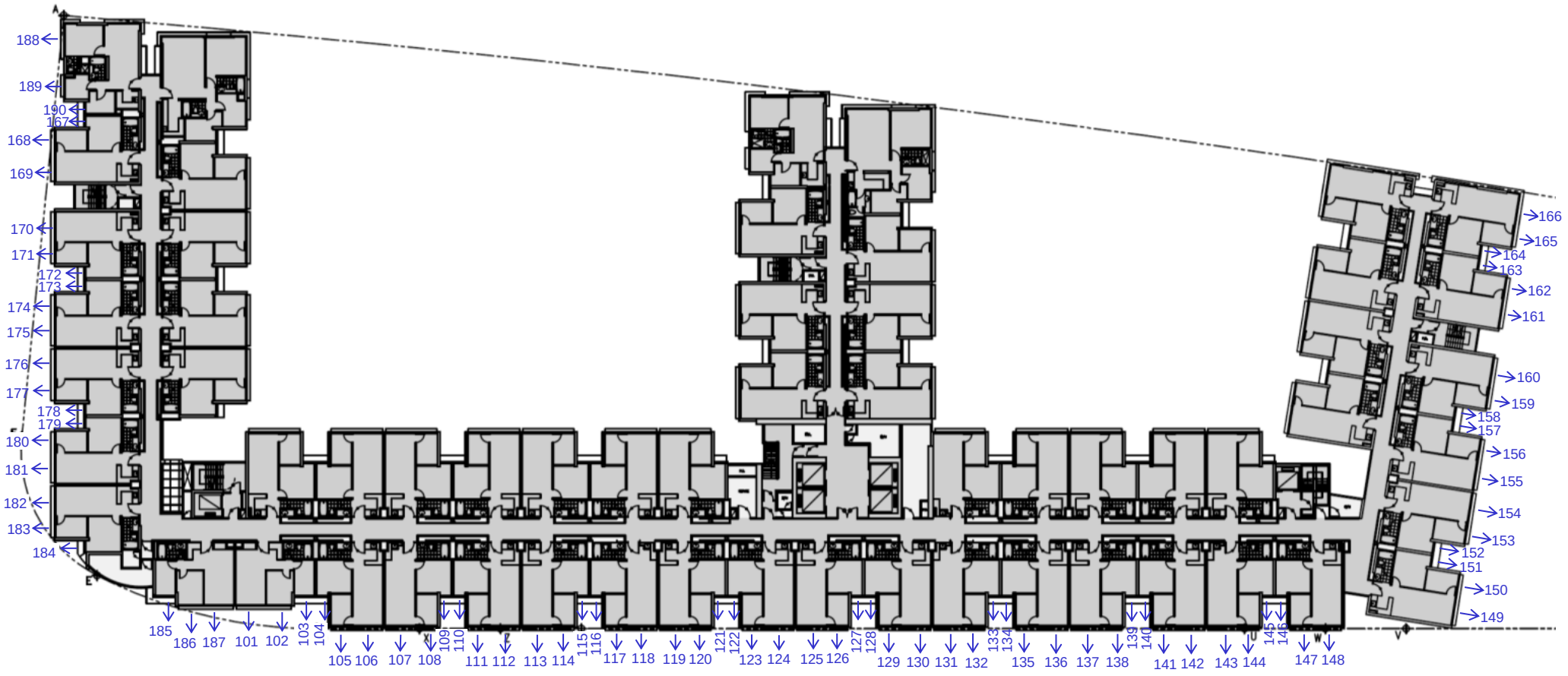
PROJECT NO. 40646	PROJECT TITLE: PROPOSED RESIDENTIAL DEVELOPMENT AT SHA TIN TOWN LOT. 461, MA ON SHAN, NEW TERRITORIES	DRAWING NO. **FIGURE 1**	REV. ·
DESIGNED SLN / DATE NOV 2019	DRAWING TITLE: **ROAD SECTIONS**	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:4000			
CHECKED SLN			

FILE: G:\PROJECT\40646\DATA\DWG\TRAFFIC FORECAST\FIGURE 1.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\40646\DATA\DWG\TRAFFIC FORECAST\FIGURE 1.DWG PLOT SCALE : 1 = 1

APPENDIX 4

PREDICTED ROAD TRAFFIC NOISE LEVELS FOR ALL FLOORS
(BASE SCENARIO)



Remark:-

- **NSRs 101 – 148, 185 – 187 applicable to 2/F – 17/F only**

Westwood Hong & Associates Ltd

PROJECT: 22580

Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin

TITLE:

Location of Assessment Points

FIGURE

A4

Job No. : 22580
Job Title : MOS Hotel
Scenario: **Predicted Noise Levels, 2043 Taffic Forecast (Unmitigated)**

	Receiver																					
Level	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122
M/F																						
2/F	72.0	72.1	71.0	69.5	72.7	72.6	72.6	72.6	67.7	67.8	72.6	72.6	72.7	72.8	68.5	68.5	72.7	72.7	72.7	72.7	68.2	68.3
3/F	71.6	71.6	70.6	69.1	72.1	72.1	72.1	72.1	67.3	67.4	72.1	72.1	72.2	72.3	68.1	68.1	72.2	72.2	72.2	72.2	67.9	67.9
5/F	71.3	71.2	70.3	68.8	71.7	71.6	71.7	71.6	66.9	67.1	71.7	71.7	71.7	71.8	67.7	67.7	71.8	71.7	71.7	71.8	67.5	67.5
6/F	70.8	70.8	69.9	68.4	71.2	71.1	71.2	71.2	66.5	66.7	71.2	71.2	71.2	71.3	67.3	67.3	71.3	71.2	71.3	71.3	67.1	67.1
7/F	70.4	70.4	69.6	68.1	70.8	70.7	70.8	70.7	66.1	66.3	70.8	70.7	70.8	70.9	66.8	66.9	70.8	70.8	70.8	70.8	66.7	66.7
8/F	70.1	70.1	69.2	67.7	70.3	70.3	70.3	70.3	65.7	66.0	70.3	70.3	70.3	70.4	66.4	66.5	70.4	70.4	70.4	70.5	66.3	66.4
9/F	69.7	69.7	68.8	67.4	70.0	69.9	70.0	69.9	65.3	65.6	69.9	69.9	70.0	70.1	66.1	66.1	70.1	70.0	70.1	70.1	66.0	66.0
10/F	69.4	69.3	68.5	67.0	69.6	69.6	69.6	69.6	64.9	65.3	69.6	69.6	69.6	69.7	65.7	65.8	69.7	69.7	69.7	69.7	65.7	65.7
11/F	69.0	69.0	68.2	66.8	69.3	69.2	69.3	69.2	64.7	65.0	69.3	69.2	69.3	69.4	65.5	65.5	69.4	69.3	69.4	69.4	65.3	65.4
12/F	68.8	68.8	68.0	66.6	69.1	69.0	69.0	69.0	64.4	64.9	69.0	69.0	69.0	69.1	65.2	65.3	69.1	69.1	69.1	69.1	65.0	65.1
15/F	68.6	68.6	67.8	66.4	68.9	68.8	68.8	68.8	64.2	64.7	68.8	68.8	68.8	68.9	65.0	65.1	68.9	68.8	68.8	68.8	64.8	64.9
16/F	68.4	68.4	67.7	66.4	68.7	68.7	68.7	68.6	64.1	64.6	68.6	68.6	68.6	68.7	64.9	65.0	68.7	68.6	68.6	68.6	64.6	64.7
17/F	68.2	68.2	67.5	66.2	68.6	68.5	68.5	68.5	64.0	64.5	68.5	68.5	68.5	68.6	64.8	64.9	68.6	68.5	68.5	68.5	64.5	64.7

Job No. : 22580
Job Title : MOS Hotel
Scenario: **Predicted Noise Levels, 2043 Taffic Forecast (Unmitigated)**

Level	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144
M/F																						
2/F	72.7	72.7	72.6	72.7	67.7	68.0	72.7	72.6	72.6	72.6	67.6	67.5	72.5	72.6	72.5	72.4	67.5	67.5	72.3	72.2	72.2	72.1
3/F	72.3	72.3	72.3	72.3	67.4	67.6	72.3	72.2	72.2	72.1	67.2	67.2	72.1	72.1	72.0	72.0	67.2	67.2	71.8	71.8	71.8	71.7
5/F	71.8	71.8	71.8	71.8	67.1	67.2	71.8	71.8	71.8	71.7	66.8	66.8	71.6	71.6	71.5	71.5	66.8	66.8	71.4	71.4	71.3	71.3
6/F	71.3	71.4	71.3	71.3	66.7	66.9	71.3	71.3	71.3	71.3	66.5	66.5	71.1	71.1	71.0	71.0	66.5	66.4	70.9	70.9	70.9	70.9
7/F	70.9	70.9	70.9	70.9	66.3	66.5	70.9	70.9	70.8	70.8	66.2	66.1	70.8	70.8	70.7	70.7	66.1	66.0	70.6	70.6	70.5	70.4
8/F	70.5	70.5	70.5	70.5	65.9	66.1	70.5	70.5	70.5	70.4	65.8	65.8	70.3	70.3	70.2	70.2	65.8	65.6	70.1	70.2	70.1	70.1
9/F	70.1	70.1	70.1	70.1	65.6	65.7	70.2	70.1	70.0	70.0	65.4	65.4	70.0	70.0	69.9	69.9	65.5	65.3	69.8	69.8	69.8	69.7
10/F	69.8	69.8	69.8	69.8	65.3	65.5	69.8	69.8	69.7	69.7	65.1	65.0	69.6	69.6	69.5	69.5	65.1	64.9	69.4	69.4	69.4	69.3
11/F	69.4	69.5	69.5	69.5	64.9	65.1	69.5	69.4	69.4	69.4	64.8	64.8	69.4	69.4	69.3	69.3	64.8	64.6	69.2	69.2	69.1	69.1
12/F	69.2	69.2	69.1	69.2	64.7	64.9	69.2	69.2	69.1	69.1	64.5	64.5	69.0	69.0	68.9	68.9	64.6	64.4	68.8	68.8	68.8	68.7
15/F	68.9	68.9	68.9	68.9	64.4	64.6	68.9	68.9	68.8	68.8	64.2	64.3	68.8	68.8	68.7	68.7	64.3	64.2	68.6	68.6	68.5	68.5
16/F	68.7	68.7	68.7	68.7	64.2	64.5	68.7	68.6	68.6	68.6	64.0	64.1	68.6	68.6	68.5	68.5	64.1	64.0	68.4	68.4	68.3	68.3
17/F	68.6	68.6	68.5	68.5	64.1	64.4	68.5	68.5	68.5	68.4	63.9	64.1	68.4	68.4	68.3	68.3	64.0	63.9	68.2	68.2	68.1	68.1

Job No. : 22580
Job Title : MOS Hotel
Scenario: **Predicted Noise Levels, 2043 Taffic Forecast (Unmitigated)**

Level	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166
M/F					69.2	67.1	36.2	36.0	65.0	64.3	64.0	63.8	33.4	33.5	63.1	62.9	62.2	61.8	32.0	31.9	61.4	61.1
2/F	68.0	67.9	72.1	72.1	69.0	67.0	36.0	35.8	65.1	64.4	64.0	63.8	33.3	33.4	63.0	62.8	62.2	61.8	31.8	31.9	61.4	61.1
3/F	67.7	67.6	71.7	71.7	68.7	66.8	35.8	35.5	65.1	64.4	64.0	63.8	33.2	33.2	63.0	62.7	62.2	61.8	31.7	31.7	61.3	61.0
5/F	67.4	67.2	71.3	71.2	68.4	66.6	35.5	35.3	64.9	64.2	63.9	63.7	33.1	33.1	62.8	62.6	62.1	61.7	31.5	31.6	61.2	60.9
6/F	67.1	66.8	70.8	70.8	68.0	66.3	35.3	35.0	64.7	64.1	63.7	63.4	32.9	32.9	62.6	62.4	61.9	61.5	31.3	31.4	61.1	60.8
7/F	66.8	66.4	70.4	70.3	67.6	66.0	35.0	34.8	64.5	63.9	63.5	63.2	32.7	32.7	62.4	62.2	61.7	61.3	31.2	31.2	60.9	60.6
8/F	66.5	66.0	70.0	70.0	67.3	65.6	34.7	34.5	64.2	63.6	63.2	63.0	32.5	32.6	62.2	62.0	61.5	61.1	31.0	31.1	60.7	60.4
9/F	66.2	65.7	69.7	69.6	66.9	65.3	34.4	34.3	63.9	63.4	63.0	62.8	32.4	32.4	62.0	61.8	61.3	60.9	30.8	30.9	60.5	60.3
10/F	65.8	65.4	69.3	69.3	66.5	65.0	34.2	34.0	63.6	63.1	62.8	62.5	32.2	32.2	61.8	61.6	61.1	60.8	30.7	30.8	60.3	60.1
11/F	65.6	65.1	69.0	69.0	66.2	64.7	33.9	33.8	63.4	62.9	62.6	62.3	32.0	32.0	61.6	61.4	60.9	60.6	30.5	30.6	60.1	59.9
12/F	65.3	64.8	68.7	68.6	66.0	64.4	33.7	33.6	63.2	62.6	62.3	62.1	31.8	31.9	61.4	61.2	60.7	60.4	30.4	30.5	59.9	59.7
15/F	65.1	64.6	68.4	68.4	65.7	64.2	33.6	33.5	62.9	62.4	62.1	61.9	31.9	32.0	61.2	61.0	60.5	60.2	30.5	30.6	59.8	59.5
16/F	64.9	64.4	68.2	68.1	65.5	64.0	34.4	34.5	62.7	62.2	61.9	61.7	32.9	33.3	61.0	60.8	60.4	60.0	31.8	32.2	59.6	59.4
17/F	64.8	64.3	68.0	67.9	65.4	63.8	37.2	37.2	62.5	62.0	61.7	61.5	35.7	36.1	60.8	60.6	60.1	59.9	34.6	35.0	59.5	59.2

Level	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190
M/F	0.0	58.9	59.1	59.0	58.9	20.1	18.4	58.9	59.4	59.9	60.5	35.3	35.6	62.1	63.3	64.6	67.0	67.0				57.7	57.6	9.3
2/F	0.0	59.0	59.3	59.8	60.2	20.1	18.4	60.9	61.3	61.8	62.2	35.1	35.5	63.2	64.0	64.9	66.8	67.1	**71.1**	**71.7**	**71.9**	57.8	58.2	9.3
3/F	0.0	59.0	59.3	59.9	60.3	20.1	18.4	60.9	61.3	61.8	62.1	35.0	35.3	63.0	63.7	64.7	66.6	66.8	**70.8**	**71.3**	**71.5**	57.7	58.1	9.3
5/F	0.0	59.0	59.2	59.8	60.1	20.1	18.4	60.7	61.1	61.5	61.9	34.8	35.1	62.7	63.4	64.5	66.4	66.6	70.4	**71.0**	**71.1**	57.5	57.9	9.3
6/F	0.0	58.8	59.1	59.6	59.9	20.1	18.4	60.5	60.9	61.3	61.6	34.7	34.9	62.5	63.2	64.2	66.1	66.3	70.0	**70.5**	**70.7**	57.2	57.6	9.3
7/F	0.0	58.6	58.9	59.4	59.7	20.1	18.4	60.3	60.6	61.1	61.4	34.5	34.8	62.2	62.9	63.9	65.8	66.0	69.7	70.1	70.3	57.0	57.4	9.3
8/F	0.0	58.4	58.7	59.2	59.5	20.1	18.4	60.0	60.4	60.8	61.1	34.3	34.6	62.0	62.7	63.7	65.6	65.7	69.3	69.8	70.0	56.7	57.1	9.2
9/F	0.0	58.2	58.5	59.0	59.3	20.1	18.4	59.8	60.2	60.6	60.9	34.2	34.5	61.7	62.5	63.4	65.3	65.5	68.9	69.4	69.6	56.4	56.9	9.2
10/F	0.0	58.0	58.3	58.8	59.1	20.1	18.4	59.6	60.0	60.4	60.6	34.0	34.3	61.5	62.2	63.2	65.1	65.2	68.6	69.1	69.2	56.2	56.6	9.2
11/F	0.0	57.9	58.2	58.6	58.9	19.7	17.9	59.4	59.8	60.2	60.5	33.8	34.2	61.3	62.0	63.0	64.9	65.0	68.4	68.7	68.9	56.0	56.4	8.2
12/F	0.0	57.7	58.0	58.4	58.7	20.1	18.4	59.2	59.6	60.0	60.3	33.9	34.2	61.1	61.8	62.8	64.7	64.8	68.1	68.5	68.7	55.7	56.2	9.2
15/F	0.0	57.6	57.8	58.3	58.5	20.1	18.4	59.0	59.5	59.8	60.1	34.2	34.4	60.9	61.6	62.6	64.6	64.7	67.9	68.3	68.5	55.5	56.0	9.2
16/F	0.0	57.4	57.7	58.1	58.3	20.1	18.4	58.8	59.3	59.7	59.9	35.1	35.3	60.7	61.4	62.4	64.5	64.6	67.8	68.1	68.3	55.3	55.9	9.2
17/F	0.0	57.3	57.5	57.9	58.2	20.1	18.4	58.7	59.2	59.5	59.8	37.4	37.4	60.5	61.3	62.3	64.3	64.5	67.6	67.9	68.1	55.1	55.7	9.2

APPENDIX 5

PREDICTED ROAD TRAFFIC NOISE LEVELS FOR ALL FLOORS
(WITH NOISE MITIGATION MEASURES)

Job No. : 22580
Job Title : MOS Hotel
Scenario: Predicted Noise Levels, 2043 Taffic Forecast (With Acoustic Window (Baffle Type))

	Receiver																					
Level	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122
M/F																						
2/F	**69.0**	**69.1**	**68.0**	69.5	**69.7**	**69.6**	**69.6**	**69.6**	67.7	67.8	**69.6**	**69.6**	**69.7**	**69.8**	68.5	68.5	**69.7**	**69.7**	**69.7**	**69.7**	68.2	68.3
3/F	**68.6**	**68.6**	**67.6**	69.1	**69.1**	**69.1**	**69.1**	**69.1**	67.3	67.4	**69.1**	**69.1**	**69.2**	**69.3**	68.1	68.1	**69.2**	**69.2**	**69.2**	**69.2**	67.9	67.9
5/F	**68.3**	**68.2**	70.3	68.8	**68.7**	**68.6**	**68.7**	**68.6**	66.9	67.1	**68.7**	**68.7**	**68.7**	**68.8**	67.7	67.7	**68.8**	**68.7**	**68.7**	**68.8**	67.5	67.5
6/F	**67.8**	**67.8**	69.9	68.4	**68.2**	**68.1**	**68.2**	**68.2**	66.5	66.7	**68.2**	**68.2**	**68.2**	**68.3**	67.3	67.3	**68.3**	**68.2**	**68.3**	**68.3**	67.1	67.1
7/F	70.4	70.4	69.6	68.1	**67.8**	**67.7**	**67.8**	**67.7**	66.1	66.3	**67.8**	**67.7**	**67.8**	**67.9**	66.8	66.9	**67.8**	**67.8**	**67.8**	**67.8**	66.7	66.7
8/F	70.1	70.1	69.2	67.7	70.3	70.3	70.3	70.3	65.7	66.0	70.3	70.3	70.3	70.4	66.4	66.5	70.4	70.4	70.4	**67.5**	66.3	66.4
9/F	69.7	69.7	68.8	67.4	70.0	69.9	70.0	69.9	65.3	65.6	69.9	69.9	70.0	70.1	66.1	66.1	70.1	70.0	70.1	70.1	66.0	66.0
10/F	69.4	69.3	68.5	67.0	69.6	69.6	69.6	69.6	64.9	65.3	69.6	69.6	69.6	69.7	65.7	65.8	69.7	69.7	69.7	69.7	65.7	65.7
11/F	69.0	69.0	68.2	66.8	69.3	69.2	69.3	69.2	64.7	65.0	69.3	69.2	69.3	69.4	65.5	65.5	69.4	69.3	69.4	69.4	65.3	65.4
12/F	68.8	68.8	68.0	66.6	69.1	69.0	69.0	69.0	64.4	64.9	69.0	69.0	69.0	69.1	65.2	65.3	69.1	69.1	69.1	69.1	65.0	65.1
15/F	68.6	68.6	67.8	66.4	68.9	68.8	68.8	68.8	64.2	64.7	68.8	68.8	68.8	68.9	65.0	65.1	68.9	68.8	68.8	68.8	64.8	64.9
16/F	68.4	68.4	67.7	66.4	68.7	68.7	68.7	68.6	64.1	64.6	68.6	68.6	68.6	68.7	64.9	65.0	68.7	68.6	68.6	68.6	64.6	64.7
17/F	68.2	68.2	67.5	66.2	68.6	68.5	68.5	68.5	64.0	64.5	68.5	68.5	68.5	68.6	64.8	64.9	68.6	68.5	68.5	68.5	64.5	64.7

Remark:- Acoustic Window (Baffle Type), 3dB(A) noise reduction assumed

Job No. : 22580
Job Title : MOS Hotel
Scenario: Predicted Noise Levels, 2043 Taffic Forecast (With Acoustic Window (Baffle Type))

Level	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144
M/F																						
2/F	69.7	69.7	69.6	69.7	67.7	68.0	69.7	69.6	69.6	69.6	67.6	67.5	69.5	69.6	69.5	69.4	67.5	67.5	69.3	69.2	69.2	69.1
3/F	69.3	69.3	69.3	69.3	67.4	67.6	69.3	69.2	69.2	69.1	67.2	67.2	69.1	69.1	69.0	69.0	67.2	67.2	68.8	68.8	68.8	68.7
5/F	68.8	68.8	68.8	68.8	67.1	67.2	68.8	68.8	68.8	68.7	66.8	66.8	68.6	68.6	68.5	68.5	66.8	66.8	68.4	68.4	68.3	68.3
6/F	68.3	68.4	68.3	68.3	66.7	66.9	68.3	68.3	68.3	68.3	66.5	66.5	68.1	68.1	68.0	68.0	66.5	66.4	67.9	67.9	67.9	67.9
7/F	67.9	67.9	67.9	67.9	66.3	66.5	67.9	67.9	67.8	67.8	66.2	66.1	67.8	67.8	67.7	67.7	66.1	66.0	67.6	67.6	67.5	70.4
8/F	67.5	67.5	67.5	67.5	65.9	66.1	67.5	67.5	67.5	70.4	65.8	65.8	70.3	70.3	70.2	70.2	65.8	65.6	70.1	70.2	70.1	70.1
9/F	70.1	70.1	70.1	70.1	65.6	65.7	70.2	70.1	70.0	70.0	65.4	65.4	70.0	70.0	69.9	69.9	65.5	65.3	69.8	69.8	69.8	69.7
10/F	69.8	69.8	69.8	69.8	65.3	65.5	69.8	69.8	69.7	69.7	65.1	65.0	69.6	69.6	69.5	69.5	65.1	64.9	69.4	69.4	69.4	69.3
11/F	69.4	69.5	69.5	69.5	64.9	65.1	69.5	69.4	69.4	69.4	64.8	64.8	69.4	69.4	69.3	69.3	64.8	64.6	69.2	69.2	69.1	69.1
12/F	69.2	69.2	69.1	69.2	64.7	64.9	69.2	69.2	69.1	69.1	64.5	64.5	69.0	69.0	68.9	68.9	64.6	64.4	68.8	68.8	68.8	68.7
15/F	68.9	68.9	68.9	68.9	64.4	64.6	68.9	68.9	68.8	68.8	64.2	64.3	68.8	68.8	68.7	68.7	64.3	64.2	68.6	68.6	68.5	68.5
16/F	68.7	68.7	68.7	68.7	64.2	64.5	68.7	68.6	68.6	68.6	64.0	64.1	68.6	68.6	68.5	68.5	64.1	64.0	68.4	68.4	68.3	68.3
17/F	68.6	68.6	68.5	68.5	64.1	64.4	68.5	68.5	68.5	68.4	63.9	64.1	68.4	68.4	68.3	68.3	64.0	63.9	68.2	68.2	68.1	68.1

Remark:- Acoustic Window (Baffle Type), 3dB(A) noise reduction assumed

Job No. : 22580
Job Title : MOS Hotel
Scenario: Predicted Noise Levels, 2043 Taffic Forecast (With Acoustic Window (Baffle Type))

Level	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166
M/F					69.2	67.1	36.2	36.0	65.0	64.3	64.0	63.8	33.4	33.5	63.1	62.9	62.2	61.8	32.0	31.9	61.4	61.1
2/F	68.0	67.9	**69.1**	**69.1**	69.0	67.0	36.0	35.8	65.1	64.4	64.0	63.8	33.3	33.4	63.0	62.8	62.2	61.8	31.8	31.9	61.4	61.1
3/F	67.7	67.6	**68.7**	**68.7**	68.7	66.8	35.8	35.5	65.1	64.4	64.0	63.8	33.2	33.2	63.0	62.7	62.2	61.8	31.7	31.7	61.3	61.0
5/F	67.4	67.2	**68.3**	**68.2**	68.4	66.6	35.5	35.3	64.9	64.2	63.9	63.7	33.1	33.1	62.8	62.6	62.1	61.7	31.5	31.6	61.2	60.9
6/F	67.1	66.8	**67.8**	**67.8**	68.0	66.3	35.3	35.0	64.7	64.1	63.7	63.4	32.9	32.9	62.6	62.4	61.9	61.5	31.3	31.4	61.1	60.8
7/F	66.8	66.4	70.4	70.3	67.6	66.0	35.0	34.8	64.5	63.9	63.5	63.2	32.7	32.7	62.4	62.2	61.7	61.3	31.2	31.2	60.9	60.6
8/F	66.5	66.0	70.0	70.0	67.3	65.6	34.7	34.5	64.2	63.6	63.2	63.0	32.5	32.6	62.2	62.0	61.5	61.1	31.0	31.1	60.7	60.4
9/F	66.2	65.7	69.7	69.6	66.9	65.3	34.4	34.3	63.9	63.4	63.0	62.8	32.4	32.4	62.0	61.8	61.3	60.9	30.8	30.9	60.5	60.3
10/F	65.8	65.4	69.3	69.3	66.5	65.0	34.2	34.0	63.6	63.1	62.8	62.5	32.2	32.2	61.8	61.6	61.1	60.8	30.7	30.8	60.3	60.1
11/F	65.6	65.1	69.0	69.0	66.2	64.7	33.9	33.8	63.4	62.9	62.6	62.3	32.0	32.0	61.6	61.4	60.9	60.6	30.5	30.6	60.1	59.9
12/F	65.3	64.8	68.7	68.6	66.0	64.4	33.7	33.6	63.2	62.6	62.3	62.1	31.8	31.9	61.4	61.2	60.7	60.4	30.4	30.5	59.9	59.7
15/F	65.1	64.6	68.4	68.4	65.7	64.2	33.6	33.5	62.9	62.4	62.1	61.9	31.9	32.0	61.2	61.0	60.5	60.2	30.5	30.6	59.8	59.5
16/F	64.9	64.4	68.2	68.1	65.5	64.0	34.4	34.5	62.7	62.2	61.9	61.7	32.9	33.3	61.0	60.8	60.4	60.0	31.8	32.2	59.6	59.4
17/F	64.8	64.3	68.0	67.9	65.4	63.8	37.2	37.2	62.5	62.0	61.7	61.5	35.7	36.1	60.8	60.6	60.1	59.9	34.6	35.0	59.5	59.2

Remark:- Acoustic Window (Baffle Type), 3dB(A) noise reduction assumed

Job No. : 22580
Job Title : MOS Hotel
Scenario: Predicted Noise Levels, 2043 Taffic Forecast (With Acoustic Window (Baffle Type))

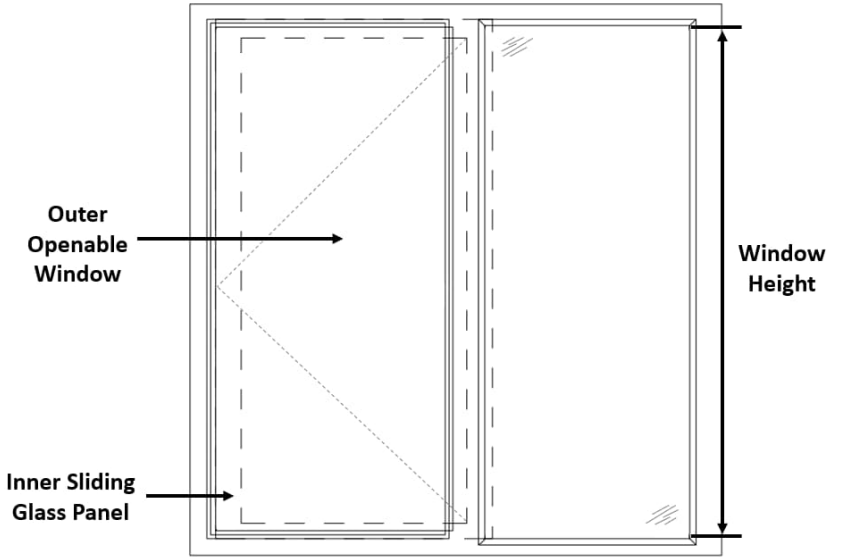
Level	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190
M/F	0.0	58.9	59.1	59.0	58.9	20.1	18.4	58.9	59.4	59.9	60.5	35.3	35.6	62.1	63.3	64.6	67.0	67.0						
2/F	0.0	59.0	59.3	59.8	60.2	20.1	18.4	60.9	61.3	61.8	62.2	35.1	35.5	63.2	64.0	64.9	66.8	67.1	**68.1**	**68.7**	**68.9**	57.8	58.2	9.3
3/F	0.0	59.0	59.3	59.9	60.3	20.1	18.4	60.9	61.3	61.8	62.1	35.0	35.3	63.0	63.7	64.7	66.6	66.8	**67.8**	**68.3**	**68.5**	57.7	58.1	9.3
5/F	0.0	59.0	59.2	59.8	60.1	20.1	18.4	60.7	61.1	61.5	61.9	34.8	35.1	62.7	63.4	64.5	66.4	66.6	70.4	**68.0**	**68.1**	57.5	57.9	9.3
6/F	0.0	58.8	59.1	59.6	59.9	20.1	18.4	60.5	60.9	61.3	61.6	34.7	34.9	62.5	63.2	64.2	66.1	66.3	70.0	**67.5**	**67.7**	57.2	57.6	9.3
7/F	0.0	58.6	58.9	59.4	59.7	20.1	18.4	60.3	60.6	61.1	61.4	34.5	34.8	62.2	62.9	63.9	65.8	66.0	69.7	70.1	70.3	57.0	57.4	9.3
8/F	0.0	58.4	58.7	59.2	59.5	20.1	18.4	60.0	60.4	60.8	61.1	34.3	34.6	62.0	62.7	63.7	65.6	65.7	69.3	69.8	70.0	56.7	57.1	9.2
9/F	0.0	58.2	58.5	59.0	59.3	20.1	18.4	59.8	60.2	60.6	60.9	34.2	34.5	61.7	62.5	63.4	65.3	65.5	68.9	69.4	69.6	56.4	56.9	9.2
10/F	0.0	58.0	58.3	58.8	59.1	20.1	18.4	59.6	60.0	60.4	60.6	34.0	34.3	61.5	62.2	63.2	65.1	65.2	68.6	69.1	69.2	56.2	56.6	9.2
11/F	0.0	57.9	58.2	58.6	58.9	19.7	17.9	59.4	59.8	60.2	60.5	33.8	34.2	61.3	62.0	63.0	64.9	65.0	68.4	68.7	68.9	56.0	56.4	8.2
12/F	0.0	57.7	58.0	58.4	58.7	20.1	18.4	59.2	59.6	60.0	60.3	33.9	34.2	61.1	61.8	62.8	64.7	64.8	68.1	68.5	68.7	55.7	56.2	9.2
15/F	0.0	57.6	57.8	58.3	58.5	20.1	18.4	59.0	59.5	59.8	60.1	34.2	34.4	60.9	61.6	62.6	64.6	64.7	67.9	68.3	68.5	55.5	56.0	9.2
16/F	0.0	57.4	57.7	58.1	58.3	20.1	18.4	58.8	59.3	59.7	59.9	35.1	35.3	60.7	61.4	62.4	64.5	64.6	67.8	68.1	68.3	55.3	55.9	9.2
17/F	0.0	57.3	57.5	57.9	58.2	20.1	18.4	58.7	59.2	59.5	59.8	37.4	37.4	60.5	61.3	62.3	64.3	64.5	67.6	67.9	68.1	55.1	55.7	9.2

Remark:- Acoustic Window (Baffle Type), 3dB(A) noise reduction assumed

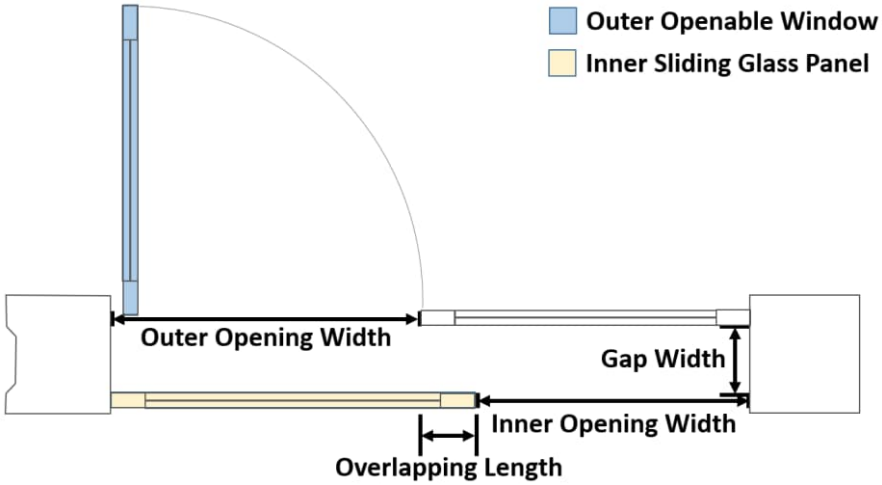
APPENDIX 6

DESIGN OF ACOUSTIC WINDOW (BAFFLE TYPE)
(EXTRACTED FROM PN5/23)

(I) Possible design of "Acoustic Window (Baffle Type)" for 8m² and 18m² habitable rooms (i.e. dining room, living room or bedroom)



INTERNAL VIEW (NOT TO SCALE)



PLAN (NOT TO SCALE)

Possible Designs of "Acoustic Window (Baffle Type)" for 8m² and 18m² rooms					
Room Size (m^2)	**Room Dimensions (mm^3)**	**Inner Window Opening (mm^2)**	**Outer Window Opening (mm^2)**	**Overlapping Length (mm)**	**Gap Width (mm)**
8	**3200 (W) x 2500 (D) x 3400 (H)**	**580 (W) x 870 (H)**	**600 (W) x 870 (H)**	**≥ 100**	**100 to 175**
18	**5300 (W) x 3390 (D) x 3400 (H)**	**750 (W) x 1500 (H)**	**750 (W) x 1500 (H)**	**≥ 100**	**100 to 175**

Notes:

a. These are feasible designs of AW(BT) for 8m² and 18m² rooms.

b. For optimum performance of noise reduction, the air gap should have a pane-to-pane overlapping length of ≥ 100mm and a gap width between 100mm and 175mm, with the inner sliding glass panel in a closed position. The window pane shall be ≥ 6mm in thickness.

APPENDIX 7

SCHEDULE OF NOISE MITIGATION MEASURES

Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin

Schedule of Noise Mitigation Measures

1. Acoustic Window (baffle type)

Assessment Point	Location	Floor
185	BR	2/F – 3/F
186	MBR	2/F – 6/F
187	LIV	2/F – 6/F
101	LIV	2/F – 6/F
102	MBR	2/F – 6/F
103	BR	2/F – 3/F
105	BR	2/F – 7/F
106	LIV	2/F – 7/F
107	LIV	2/F – 7/F
108	BR	2/F – 7/F
111	BR	2/F – 7/F
112	LIV	2/F – 7/F
113	LIV	2/F – 7/F
114	BR	2/F – 7/F
117	BR	2/F – 7/F
118	LIV	2/F – 7/F
119	LIV	2/F – 7/F
120	BR	2/F – 8/F
123	BR	2/F – 8/F
124	LIV	2/F – 8/F
125	LIV	2/F – 8/F
126	BR	2/F – 8/F
129	BR	2/F – 8/F
130	LIV	2/F – 8/F
131	LIV	2/F – 8/F
132	BR	2/F – 7/F
135	BR	2/F – 7/F
136	LIV	2/F – 7/F
137	LIV	2/F – 7/F
138	BR	2/F – 7/F
141	BR	2/F – 7/F
142	LIV	2/F – 7/F
143	LIV	2/F – 7/F
144	BR	2/F – 6/F
147	BR	2/F – 6/F
148	LIV	2/F – 6/F

Note: 4/F, 13/F and 14/F are omitted

The Applicant shall undertake the implementation of the recommended noise mitigation measures above.

Appendix 4

Environmental Air Impact Assessment

Report No: 22580-A2

PROPOSED EXHIBITION OR CONVENTION HALL WITHIN THE PERMITTED IN-SITU CONVERSION OF EXISTING HOTEL INTO RESIDENTIAL DEVELOPMENT CUM SHOP AND SERVICES / EATING PLACE IN "RESIDENTIAL (GROUP A) 12", NO. 29 ON CHUN STREET, MA ON SHAN (SHA TIN TOWN LOT NO. 461)

ENVIRONMENTAL AIR QUALITY IMPACT ASSESSMENT REPORT

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JUNE 2025

WHA

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AIMS

To assess the air quality impact due to the industrial and vehicular emissions on the proposed development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin.

To assess the air quality impact with respect to the air quality requirements stipulated in the Hong Kong Planning Standards & Guidelines (HKPSG).

SUMMARY

The buffer distance requirements in the proposed Development as setout for vehicular emissions in Table 3.1, Chapter 9 of HKPSG are satisfied. No industrial chimney was identified within 500m of the site. Therefore, no adverse air quality impacts on the proposed Development are anticipated.

Control requirements in the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations will be complied with. Relevant mitigation measures will be implemented accordingly. Under such circumstances, no adverse air quality impacts in association with the proposed Development during construction phase are anticipated.

1. INTRODUCTION

1.1 Westwood Hong & Associates Ltd. was commissioned to prepare an environmental air quality impact assessment report to assess potential air quality impact caused by air pollution sources in the vicinity of the proposed development at Ma On Shan Town Lot No. 461, Ma On Shan (the "proposed Development").

1.2 This environmental air quality impact assessment report supports the Section 16 Planning Application for the proposed Development.

1.3 This report has been prepared based on the architectural drawings as provided in Appendix 1.

1.4 The development will provide 772 nos. of residential flats.

1.5 The report presents assessments of the following:

- Industrial chimney emission impact on the proposed Development;
- Marine emission impact on the proposed Development;
- Vehicular emission impact on the proposed Development; and
- Air Quality impact control during construction.

2. SITE LOCATION

Site Location

2.1 The project site is located at No. 29 On Chun Street, Ma On Shan and fronts onto Tolo Harbour. It is bounded by On Chun Street to its southeast, a sitting-out area to its northeast, Ma On Shan promenade to its northwest and a temporary open-air carpark to its southwest (Figure 1).

Building Layout

2.2 The project site is currently occupied by the 15-storey Ma On Shan Horizon Suites Hotel. The architectural drawings are provided in Appendix 1.

2.3 The future residential flats will rely on openable window for ventilation. The commercial uses area are being served with central air ventilation system, not relying on openable window for ventilation.

Programme for Construction Phase and Operation Phase

2.4 The major construction activities of the proposed Development are Alterations and Additions works (A&A works). The A&A works include the demolition of the roof and the uppermost typical floor of the existing hotel building, reconstruction of the new roof, construction of new pipe ducts at the typical floor, adjustment of internal partitions at podium floors as per the approved A&A plans, and all associated interior fitting-out works. Detailed construction programme is not available at this stage.

2.5 The project involves a wholesale conversion of the existing hotel development into a residential and commercial development. There will be no overlap between the construction and operation phases. The commercial part will not be opened during the A&A work. The tentative occupation year of the proposed Development is 2028.

3. SITE INSPECTION

Site surveys

3.1 Site surveys were conducted on 4 December and 10 September 2024. Photographs taken on site are given in Appendix 2. The details of the site surveys (i.e. time, weather condition and route) are provided in Appendix 3.

Industrial Emissions in the Vicinity

3.2 Site inspections have revealed that there was not any industrial chimney locating within 500m of the project site.

3.3 The site inspections have confirmed that odour was not detected at the site boundaries and that emission of dust or fluff was not observed from buildings in the vicinity of the proposed Development.

4. ENVIRONMENTAL LEGISLATION AND STANDARDS

Hong Kong Air Quality Objectives

4.1 Table 4.1 shows the Hong Kong Air Quality Objectives (HKAQOs) that updated in year 2025:-

Table 4.1 Hong Kong Air Quality Objectives

Pollutant	Averaging Time	AQO concentration ($\mu g/m^3$)	Number of exceedances allowed
Sulphur Dioxide	10 minute	500	3
	24 hour	40	3
Respirable Suspended Particulate (PM10) (ii)	24 hour	75	9
	Annual	30	NA
Fine Suspended Particulates (PM2.5) (iii)	24 hour	37.5	18
	Annual	15	NA
Nitrogen Dioxide	1 hour	200	18
	24 hour	120	9
	Annual	40	NA
Carbon Monoxide	1 hour	30,000	0
	8 hour	10,000	0
	24 hour	4000	0
Ozone	8 hour	160	9
	Peak season	100	NA
Lead	Annual	0.5	NA

Notes (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 micrometres or less.

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

(iv) 24 hour level for NO_2, peak season level for O_3 and 24 hour level for CO are new parameters in World Health Organization (WHO) Air Quality Guidelines (AQGs) as well as HKAQOs.

Air Pollution Control (Construction Dust) Regulation

4.2 Enacted under Section 43 of the APCO, the Air Pollution Control (Construction Dust) Regulation defines notifiable and regulatory works to ensure effective dust abatement measures have been properly implemented to reduce dust emissions for a number of construction activities.

4.3 The Regulation requires that any notifiable work shall give advance notice to EPD, and the contractor shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

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

4.4 This Regulation requires Non-road Mobile Machinery (NRMM), except those exempted, to comply with the prescribed emission standards. All regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

Air Pollution Control (Fuel Restriction) Regulations

4.5 This Regulation was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO_2) emissions. In April 2025, the Regulation was amended to tighten the control requirements of liquid fuels, i.e. using liquid fuel with a sulphur content of less than 0.001% by weight. The Regulation does not apply to any fuel-using equipment that is used or operated in premises used solely as a dwelling, or is used or operated in or on a vessel, motor vehicle, railway locomotive or aircraft.

Recommended Pollution Control Clauses for Construction Contracts

4.6 The Recommended Pollution Control Clauses (RPCC) are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. Some modifications may be necessary to suit specific site conditions.

Hong Kong Planning Standards and Guidelines (HKPSG)

4.7 The AQOs shall be achieved as soon as reasonably practicable and every planning effort should be made to reduce the air pollution emitters in those areas with exceedances of AQOs.

4.8 The HKPSG specify buffer distances between sources of pollution and sensitive land uses to ensure acceptable air quality at the sensitive land uses. Examples of recommended buffer distance extracted from the HKPSG for relevant source and sensitive land use combinations are given in Table 4.2 below.

Table 4.2 HKPSG Recommended Buffer Distances

Source	Sensitive Land Use	Recommended Buffer Distance
Multi-storey industrial buildings without chimney	Residential areas and schools	100m
Multi-storey industrial buildings without chimney	Commercial and G/IC uses	30m
Industrial chimneys	Active and passive recreational uses	10-200m, depending on difference in height
Industrial chimneys	Passive recreational uses	5-200m, depending on difference in height
Odour sources	Sensitive uses	200m
Construction and earth moving activities	Passive recreational uses	<50m
Construction and earth moving activities	Active and passive recreational uses	>50m
Dusty uses	Sensitive uses	100m
Trunk road and primary distributor	Active and passive recreation uses	>20m
Trunk road and primary distributor	Passive recreational uses	3 – 20m
Trunk roads and primary distributor	Amenity areas	<3m
District distributor	Active and passive recreation uses	>10m
District distributor	Passive recreational uses	<10m
Local distributor	Active and passive recreation uses	>5m
Local distributor	Passive recreational uses	<5m

5. EXISTING AND FUTURE AIR QUALITY IN TAI PO AREA

5.1 Air quality monitoring data from the Air Quality Monitoring Station (AQMS) operated by EPD have been examined. The air quality monitoring data in the nearest AQMS (i.e. Tai Po) for recent 5 years (i.e. Year 2019 to Year 2023) are tabulated in Table 5.1 below.

Table 5.1 Summary of AQMS data from Year 2019 to Year 2023

Pollutant	Year	Highest 1-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)	Annual Conc. / O_3's Peak Season Conc. ($\mu g/m^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu g/m^3$)	Highest 24-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)	Highest 8-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)
NO_2	2019	142	36	-	65	-
	2020	106	30	-	51	-
	2021	115	32	-	65	-
	2022	93	27	-	49	-
	2023	95	27	-	51	-
	5-year Mean	110.2 [55%]	30.4 [76%]	-	56.2 [47%]	-
	AQOs	**200 (18)**	**40**	N/A	**120 (9)**	**N/A**
SO_2	2019	-	-	20	10	-
	2020	-	-	19	7	-
	2021	-	-	15	8	-
	2022	-	-	12	5	-
	2023	-	-	27	4	-
	5-year Mean	-	-	18.6 [4%]	6.8 [17%]	-
	AQOs	N/A	N/A	**500 (3)**	**40 (3)**	N/A
RSP (PM_{10})	2019	-	**31**	-	65	-
	2020	-	24	-	58	-
	2021	-	26	-	60	-
	2022	-	21	-	48	-
	2023	-	25	-	53	-
	5-year Mean	-	25.4 [85%]	-	56.8 [76%]	-
	AQOs	N/A	**30**	N/A	**75 (9)**	N/A

Pollutant	Year	Highest 1-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)	Annual Conc. / O_3's Peak Season Conc. ($\mu g/m^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu g/m^3$)	Highest 24-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)	Highest 8-hour Conc. beyond the allowed exceedance ($\mu g/m3$)
FSP ($PM_{2.5}$)	2019	-	**20**	-	**41**	-
	2020	-	15	-	33	-
	2021	-	**16**	-	32	-
	2022	-	14	-	30	-
	2023	-	15	-	30	-
	5-year Mean	-	**16** [**107%**]	-	33.2 [89%]	-
	AQOs	N/A	**15**	N/A	**37.5 (18)**	N/A
O_3	2019	-	**111**	-	-	**197**
	2020	-	**103**	-	-	**165**
	2021	-	**101**	-	-	**168**
	2022	-	99	-	-	**188**
	2023	-	96	-	-	**163**
	5-year Mean	-	**102.1 [102%]**	-	-	**176.2 [110%**]
	AQOs	N/A	**100**	N/A	N/A	**160 (9)**

Notes: (i) Underlined and **bold** values mean exceedance of the AQOs.

(ii) Values in ( ) mean the number of exceedances allowed.

(iii) Percentages (%) of the AQOs are shown in [ ]. The 5-year mean is the arithmetic average.

(iv) In consideration of the numbers of exceedances allowance in the AQOs, 19th highest 1-hour NO_2, 10th highest 24-hour NO_2, 10th highest 24-hour RSP, 19th highest 24-hour FSP, 4th highest 24-hour SO_2, 4th highest 10-minute SO_2, and 10th highest 8-hour O_3 concentrations are presented in above table.

(v) N/A – Not applicable since there are no AQOs for these parameters.

5.2 The future background concentration data predicted by PATH v3.0 in Year 2028 at Grid (45_45) are summarised in Table 5.2 below.

Table 5.2 Summary of PATH v3.0 Background in Year 2028

Pollutant	PATH Grid	Highest 1-hour Conc. beyond the allowed exceedance ($\mu g/m^3$) [1]	Annual Conc. / O_3's Peak Season Conc. ($\mu g/m^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu g/m^3$) [2]	Highest 24-hour Conc. beyond the allowed exceedance ($\mu g/m^3$) [3]	Highest 8-hour Conc. beyond the allowed exceedance ($\mu g/m^3$) [4]
NO_2	(45_45)	55	12	-	26	-
	AQOs	**200 (18)**[5]	**40**	N/A	**120 (9)**	N/A
SO_2	(45_45)	-	-	25	8	-
	AQOs	N/A	N/A	**500 (3)**	**40 (3)**	N/A
RSP	(45_45)	-	20	-	54	-
	AQOs	N/A	**30**	N/A	**75 (9)**	N/A
FSP	(45_45)	-	13	-	32	-
	AQOs	N/A	**15**	N/A	**37.5 (18)**	N/A
O_3	(45_45)	-	**128**	-	**-**	**179**
	AQOs	N/A	**100**	N/A	N/A	**160 (9)**
CO	(45_45)	611	**-**	-	523	563
	AQOs	**30000 (0)**	N/A	N/A	**4000 (0)**	**10000 (0)**

Noted:

[1] 19th highest 1-hour concentration of NO_2; highest 1-hour concentration of CO

[2] 4th highest 10-minute SO_2 concentration.

[3] 10th highest 24-hour concentration of NO_2; 4th highest 24-hour concentration of SO_2; 10th highest 24-hour concentration of RSP; 19th highest 24-hour concentration of FSP_3; highest 24-hour concentration of CO.

[4] 10th highest 8-hour concentration of O_3; highest 8-hour concentration of CO.

[5] Values in ( ) mean the number of exceedances allowed.

[6] Underlined and **bold** values mean exceedance of the AQOs.

5.3 It can be seen from the above Table 5.1 that, the trends of NO_2, RSP and FSP concentrations in the area have been decreasing in general since 2019. According to the PATH data, the predicted concentrations for all the pollutants in 2028 are below the AQO limit values except the O_3. According to the latest Air Quality Objectives Review 2030, the 8-hour concentration of O_3 in most parts of Hong Kong exceed the previous AQO (no change for 8-hour concentration of O_3 in the current AQO) due to the relatively high regional background concentration of O_3. The Government will continue to work closely with the Guangdong Provincial Government to improve regional air quality, and explore the scope for further tightening the relevant AQOs in the next review.

6. AIR SENSITIVE RECEIVERS

6.1 In accordance with Annex 12 of the TM-EIAO, Air Sensitive Receivers (ASRs) include any domestic premises, hotel, hostel, hospital, clinic, nursery, temporary housing accommodation, school, educational institution, office, factory, shop, shopping centre, place of public worship, library, court of law, sports stadium or performing arts centre. Any other premises or places with which, in terms of duration or number of people affected, have a similar sensitivity to the air pollutant as the aforelisted premises and places would also be considered as a sensitive receiver.

6.2 Existing ASRs were identified by means of reviewing topographic maps, aerial photos and supplemented by site inspection. They mainly include developed residential buildings and schools. Representative ASRs within assessment area and ASRs of the proposed Development have been identified in Table 6.1 and shown in Figures 2a and 2b.

Table 6.1 Representative ASRs

ASR ID	Description	Land Use	Distance from the proposed Development	Number of Storeys
Existing ASRs				
A01	PLK Riverain Primary School	Educational	28m	9
A02	HKTA Shun Yeung Primary School	Educational	30m	7
A03	Ma On Shan Swimming Pool	GIC	91m	-
A04	Ma On Shan Park	GIC	255m	-
A05	Marbella	Residential	35m	34
A06	The Waterside	Residential	125m	39
A07	Fok On Garden	Residential	165m	31
A08	The Tolo Place	Residential	220m	31
A09	Bayshore Towers	Residential	290m	25
A10	Villa Oceania	Residential	440m	17
A11	Ma On Shan Centre	Residential	485m	32
A12	Sunshine City	Residential	380m	37
A13	Kam Fung Court	Residential	145m	13
A14	Chung On Estate	Residential	165m	35
A15	CUHKFAA Chan Chun Ha Secondary School	Educational	230m	9

ASR ID	Description	Land Use	Distance from the proposed Development	Number of Storeys
A16	Tsung Pik Shan Secondary School	Educational	381m	8
A17	KCWC Fung Yiu King Memorial Secondary School	Educational	477m	7
A18	St. Francis Church	GIC	396m	4
A19	Chung On Shopping Centre	Commercial	356m	4
A20	Ma On Shan Sports Centre	GIC	145m	3
A21	Ma On Shan Public Library	GIC	230m	3
A22	Ma On Shan Promenade	Leisure	4m	-
A23	Ma On Shan Sai Sha Road Garden	Leisure	90m	-
A24	HKCT Jockey Club Undergraduate Campus	Educational	445m	8
A25	The Met. Bliss	Residential	355m	15
A26	Potential Developments at On Chun Street Car Park	GIC	6m	8
ASRs of the proposed Development				
A27	Residential tower	Residential	-	14
A28	Clubhouse / Shops / Eating Places	Commercial	-	3
A29	Exhibition or Convention Hall	Commercial	-	1
A30	Swimming Pool	Recreational	-	-

7. PLUME IMPINGEMENT ASSESSMENT

7.1 According to the HKPSG[1], the buffer distance for industrial chimney is 200m. For the proposed Development, as validated by the site surveys conducted on 4 December and 10 September 2024, no industrial chimney is located within a 500m radius of the project site. Therefore, air quantitative impact assessment due to the industrial emission is hence not necessary. It is confirmed that adverse air quality impact due to industrial chimney is not anticipated for the proposed Development.

7.2 No chimney will be developed from the proposed Development, adverse air quality impact from the proposed Development due to industrial chimney is not anticipated.

8. MARINE EMISSION ASSESSMENT

8.1 As validated by the site surveys conducted on 4 December and 10 September 2024, no pier and vessel in operation are located within a 500m radius of the project site. Therefore, adverse air quality impact due to marine emission is not anticipated for the proposed Development.

9. VEHICULAR EMISSION ASSESSMENT

9.1 According to the Annual Traffic Census 2023 published by Transport Department, On Chun Street is classified as "Local Distributor". The required buffer distance for 'Local Distributor' is 5m as stipulated in the HKPSG. For the proposed Development, the distance between the local road and the project boundary is 6m. The separation is greater than the required buffer distance as specified in the HKPSG with a summary given in Table 9.1 and illustrated in Figures 3a – 3e. Therefore, air quantitative impact assessment due to the vehicle emission is not necessary to be carried out.

Table 9.1 Separation between Road and the Project Boundary

Road name	Road Type	Shortest Distance between Project Boundary and the Road	Remark
On Chun Road	Local Distributor	6m	All ASRs comply with the HKPSG requirement

9.2 The residential flats will rely on openable window for ventilation. The location of openable windows can satisfy the buffer distance requirements under HKPSG. No air-sensitive uses including openable window, fresh air intake and recreational use in the open space would be located within the buffer zone. Therefore, adverse air quality impact due to vehicle emission is not anticipated for the proposed Development.

10. AIR QUALITY IMPACT DUE TO CARPARK OF THE PROPOSED DEVELOPMENT

10.1 The detailed design of the proposed carpark is not available at this stage. The location of the exhaust outlet would be designed with reference to the "ProPECC PN 2/96 – Control of Air Pollution in Car Park"[2]. The exhaust air from the carpark would be discharged to the atmosphere with proper mitigation treatments in such a manner and at a location not to result in any air nuisance to occupants in the proposed Development and to the neighboring building and to the public. Hence, adverse air quality impact due to the proposed carpark is not anticipated.

11. AIR QUALITY IMPACT DUE TO EATING PLACE OF THE PROPOSED DEVELOPMENT

11.1 The detailed design of the proposed eating place is not available at this stage. The exhaust system of the eating place and the location of the exhaust outlet would be designed with reference to the EPD's guideline "Control of Oily Fume and Cooking Odour from Restaurant and Food Business"[3]. Appropriate high performance air pollution control equipment will be installed for treating cooking fume emissions before discharged to the atmosphere and at a location not to result in any air nuisance to occupants in the proposed Development and to the neighboring building and to the public, which it is preferable to extend the exhaust to a level of at least 3m above the highest point of the eating place's own building and of any adjacent or attached buildings that fall within a 20m radius according to the EPD's guideline. Hence, adverse air quality impact due to the proposed eating place is not anticipated.

12. MITIGATION MEASURES FOR CONSTRUCTION WORK

12.1 The major construction activities of the proposed Development are Alterations and Additions works (A&A works). In addition, the construction activities will not be taking place concurrently at entire work sites. Detailed construction programme is not available at this stage. With the implementation of dust suppression measures and good site management, adverse construction air quality impact is not anticipated.

Emission from Fuel Combustion Equipment

12.2 Apart from the dust impact during construction phase, there will be exhaust emissions from the construction plants and machineries. Requirements stipulated in the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations (i.e. using liquid fuel with a Sulphur content of less than 0.001% by weight) will be complied with to minimise the exhaust emissions from non-road mobile machineries and construction vehicles. The scale of the project is relatively small, the number of construction plants will be limited.

Recommended Construction Best Practices

12.3 As the proposed Development only involves A&A works, without any major dusty activities. However, the Contractor is recommended to follow the procedures and requirements given in the Air Pollution Control (Construction Dust) Regulation. The following dust suppression measures should be incorporated by the Contractor to control the dust nuisance throughout the construction phase:-

- Any stockpile of dusty material should be covered entirely by impervious sheeting or sprayed with water to maintain the entire surface wet and then removed where practicable within 24 hours of unloading;
- Any dusty material remaining after a stockpile is removed should be wetted with water and removed where practicable;
- A stockpile of dusty material should not extend beyond the pedestrian barriers, fencing or traffic cones;
- The load of dusty materials on vehicles leaving a construction site should be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the vehicle;

- Where practicable, vehicles washing facilities including a high pressure water jet should be provided at every designated vehicle exit point. The area where vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials of hardcores;

- Immediately before leaving a construction site, all vehicles shall be washed to remove any dusty materials from its body and wheels;

12.4 Enhanced dust mitigation measures will be provided for the institutional ASRs which have less than 10m distance to the proposed Development:-

- Adopt site hoarding at sufficient height close to the concerned ASRs;

- Locate the haul road away from the concerned ASRs;

- Avoid dusty works or placing stockpiles near to the concerned ASRs;

- Minimise unpaved and exposed earth by immediate covering or permanent paving as soon as the works have been completed; and

- Avoid the works during school hour as far as practicable.

Concurrent Project

12.5 There is no concurrent project within 500m of the proposed Development. With the implementation of dust control measures stipulated in the Air Pollution Control (Construction Dust) Regulation and requirements stipulated in the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, adverse cumulative air quality impact is not anticipated

12.6 Therefore, the potential dust and exhaust emission impact from the construction works to the ASRs in the vicinity would be limited.

13. CONCLUSION

13.1 The buffer distance requirements are satisfied for vehicular and chimney emissions stipulated under the Hong Kong Planning Standards and Guidelines (re. Table 3.1, Chapter 9, HKPSG). Therefore, adverse air quality impacts associated with the proposed Development during operational phase are not anticipated.

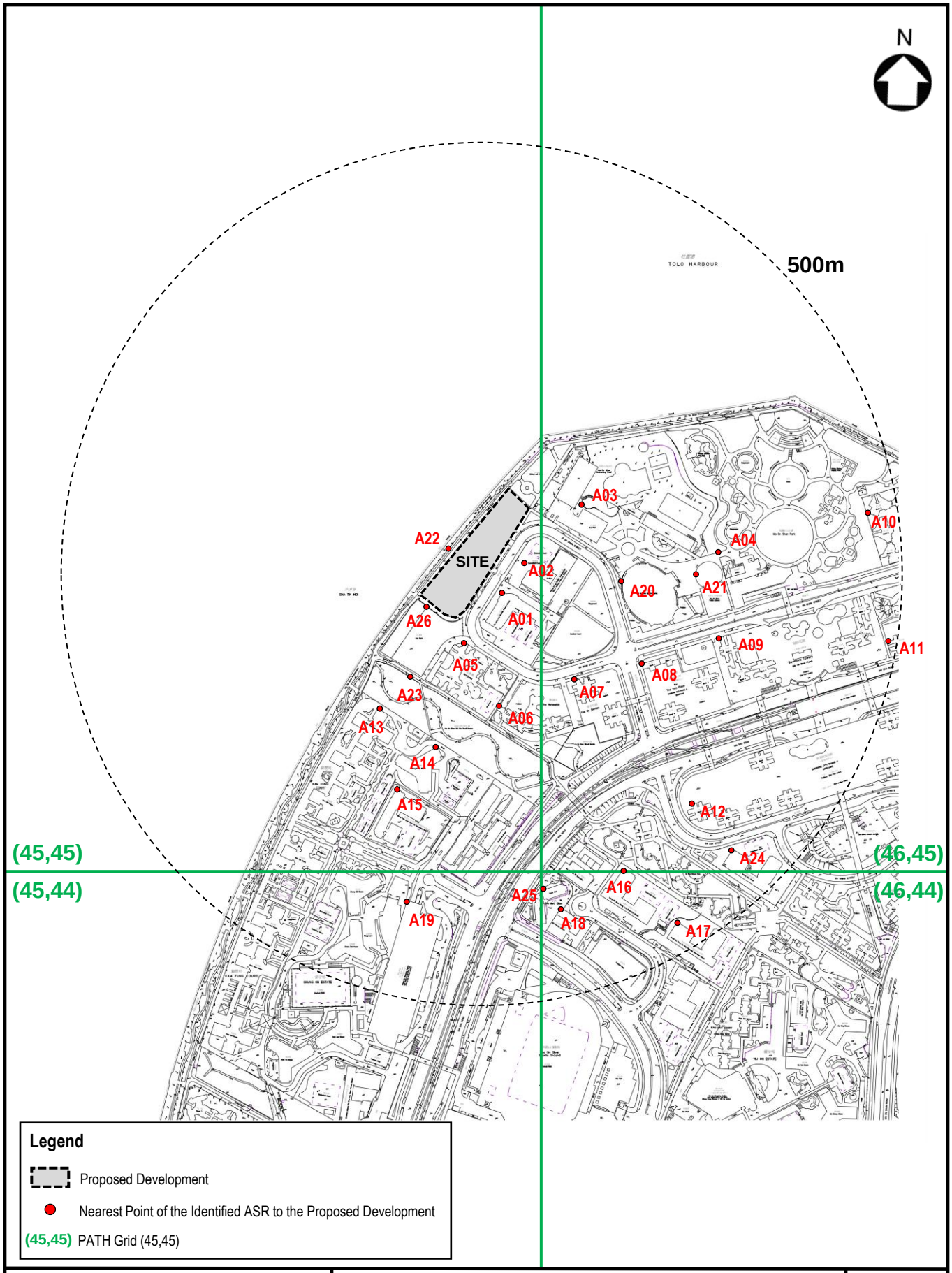
13.2 Control requirements in the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations will be complied with. Relevant mitigation measures will be implemented accordingly. Under such circumstances, no adverse air quality impacts in association with the proposed Development during construction phase are anticipated.

14. REFERENCE

[1] "Hong Kong Planning Standards & Guidelines" (Chapter 9), March 2014 of Hong Kong Government

[2] ProPECC PN 2/96 "Control of Air Pollution in Car Park" of the Environmental Protection Department

[3] "Control of Oily Fume and Cooking Odour from Restaurant and Food Business", EPD



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580 **Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin**	**Locations of Identified ASRs within 500m from The Proposed Development**	**2a**

Legend

- Identified ASRs within The Proposed Development
- Nearest Point of the Identified ASR to On Chun Road

Westwood Hong & Associates Ltd

PROJECT: 22580

Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin

TITLE:

Locations of Identified ASRs within The Proposed Development – L1 Floor

FIGURE

2b-1

Legend

- Identified ASRs within The Proposed Development
- Nearest Point of the Identified ASR to On Chun Road

Westwood Hong & Associates Ltd

PROJECT: 22580

Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin

TITLE:

Locations of Identified ASRs within The Proposed Development – Mezz Floor

FIGURE

2b-2

Legend

- Identified ASRs within The Proposed Development
- Nearest Point of the Identified ASR to On Chun Road

Westwood Hong & Associates Ltd

PROJECT: 22580

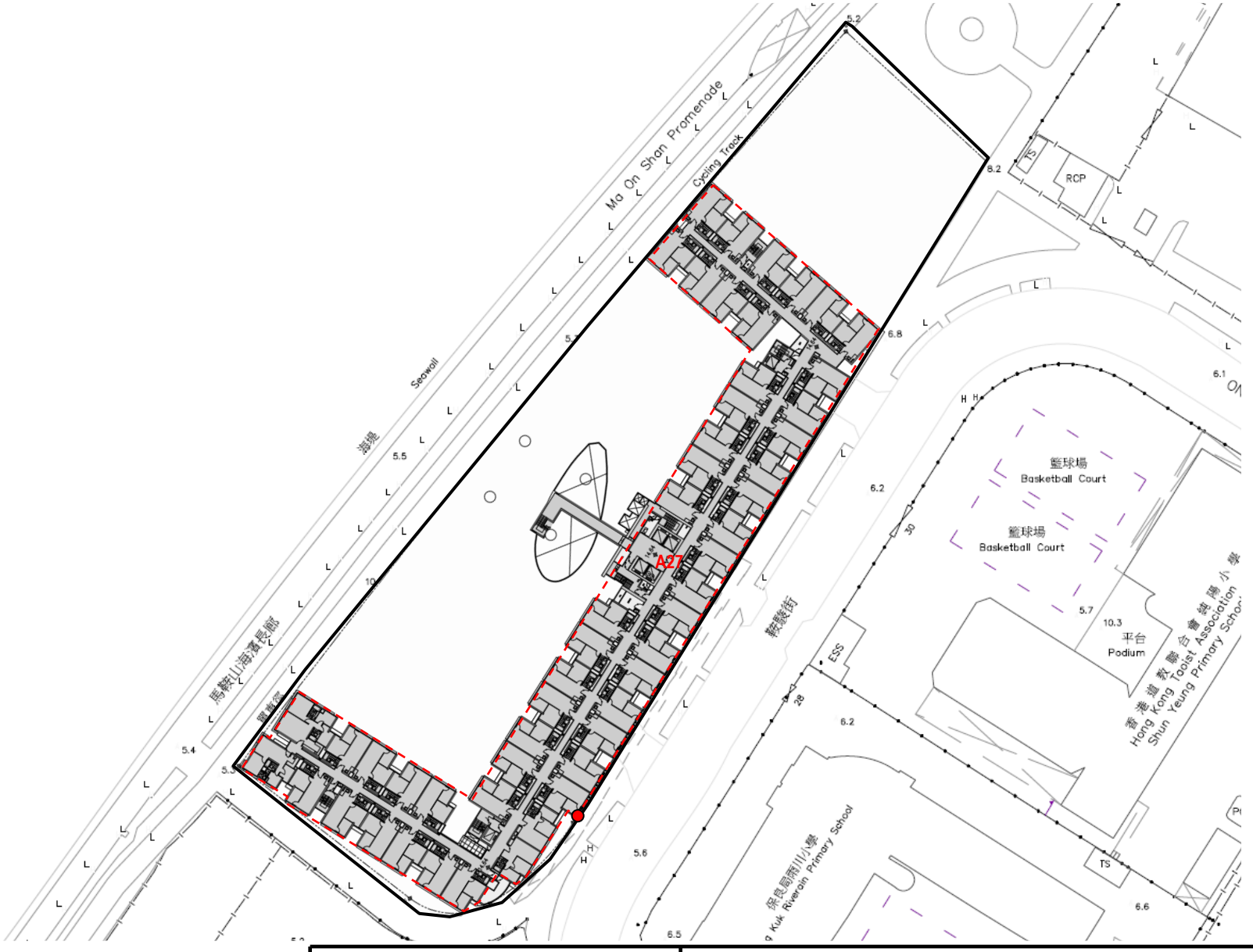
Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin

TITLE:

Locations of Identified ASRs within The Proposed Development – L2 Floor

FIGURE

2b-3



Legend

- Identified ASRs within The Proposed Development
- Nearest Point of the Identified ASR to On Chun Road

Westwood Hong & Associates Ltd

PROJECT: 22580

Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin

TITLE:

Locations of Identified ASRs within The Proposed Development – L3 Floor

FIGURE

2b-4

Legend

- Identified ASRs within The Proposed Development
- Nearest Point of the Identified ASR to On Chun Road

Westwood Hong & Associates Ltd

PROJECT: 22580

Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin

TITLE:

Locations of Identified ASRs within The Proposed Development – Typical Floor

FIGURE

2b-5

Remark:
No air-sensitive uses including openable window, fresh air intake and recreational use in the open space would be located within the buffer zone.

Legend

- 5m Buffer Distance from Local Road
- Nearest Point of the Identified ASR to On Chun Road

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580 **Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin**	**Shortest Distance between Project Boundary and the Road – L1 Floor**	**3a**

Remark:
No air-sensitive uses including openable window, fresh air intake and recreational use in the open space would be located within the buffer zone.

Legend

- 5m Buffer Distance from Local Road
- Nearest Point of the Identified ASR to On Chun Road

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580 **Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin**	**Shortest Distance between Project Boundary and the Road – Mezz Floor**	**3b**

Remark:
No air-sensitive uses including openable window, fresh air intake and recreational use in the open space would be located within the buffer zone.

Legend

- 5m Buffer Distance from Local Road
- Nearest Point of the Identified ASR to On Chun Road

Westwood Hong & Associates Ltd

PROJECT: 22580

Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin

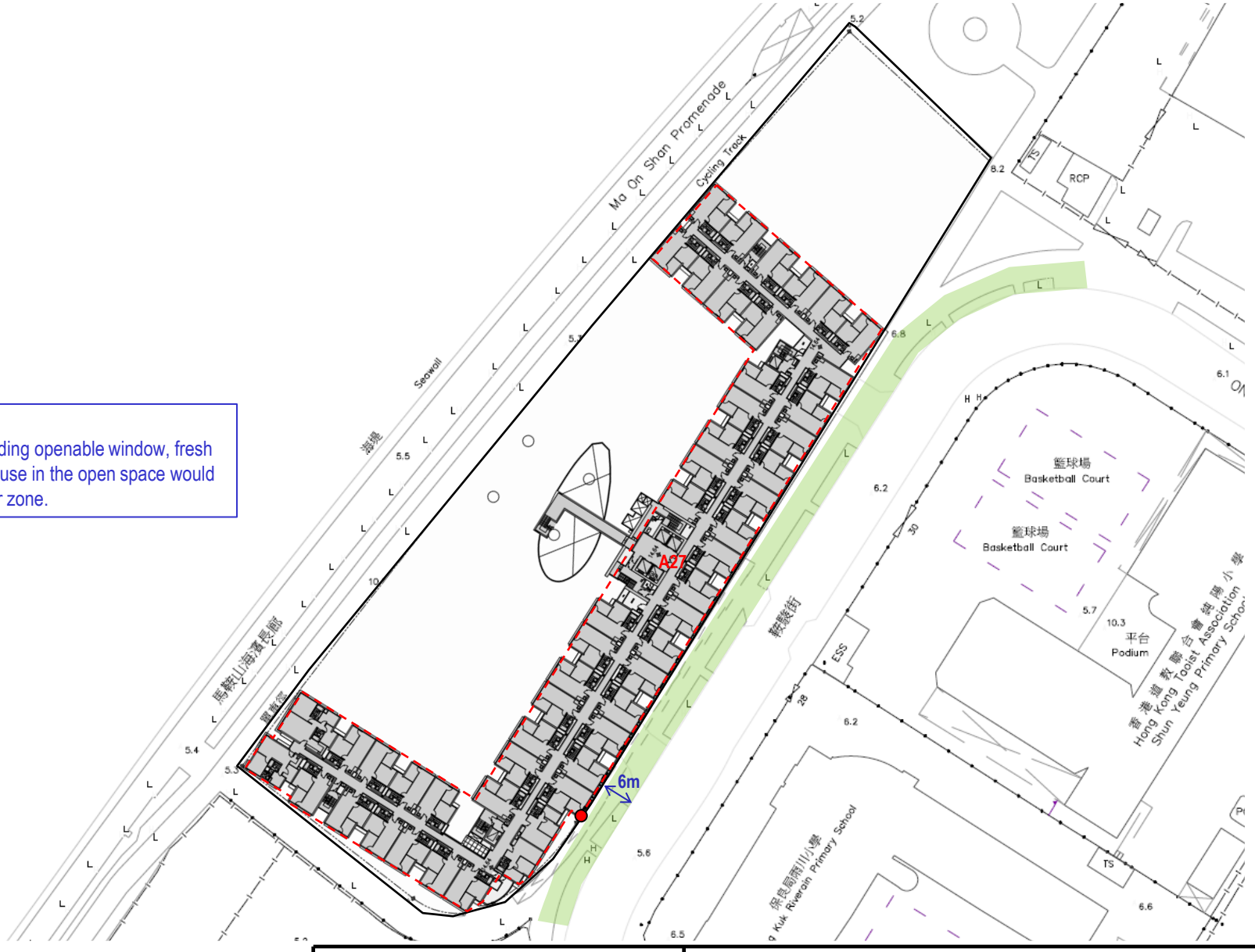
TITLE:

Shortest Distance between Project Boundary and the Road – L2 Floor

FIGURE

3c

Remark:
No air-sensitive uses including openable window, fresh air intake and recreational use in the open space would be located within the buffer zone.



Legend

- 5m Buffer Distance from Local Road
- Nearest Point of the Identified ASR to On Chun Road

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580 **Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin**	**Shortest Distance between Project Boundary and the Road – L3 Floor**	**3d**

Remark:
No air-sensitive uses including openable window, fresh air intake and recreational use in the open space would be located within the buffer zone.

Legend

- 5m Buffer Distance from Local Road
- Nearest Point of the Identified ASR to On Chun Road

Westwood Hong & Associates Ltd

PROJECT: 22580

Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin

TITLE:

Shortest Distance between Project Boundary and the Road – Typical Floor

FIGURE

3e

APPENDIX 1

ARCHITECTURAL DRAWINGS

CARPARK SCHEDULE:

RESIDENTIAL C/P	:148 Nos.
RESIDENTIAL VISITOR	: 5 Nos.
COMMERCIAL C/P	: 21 Nos
EXHIBITION/CONVENTION HALL C/P	: 7 Nos.
TOTAL	:181 Nos
Motorcycle	: 12 Nos
Bicycle	:120 Nos

No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

BASEMENT FLOOR

Scale : 1:500

Application Site Boundary

Residential

Commercial

Exhibition / Convention Hall

Covered Carpark & Driveway

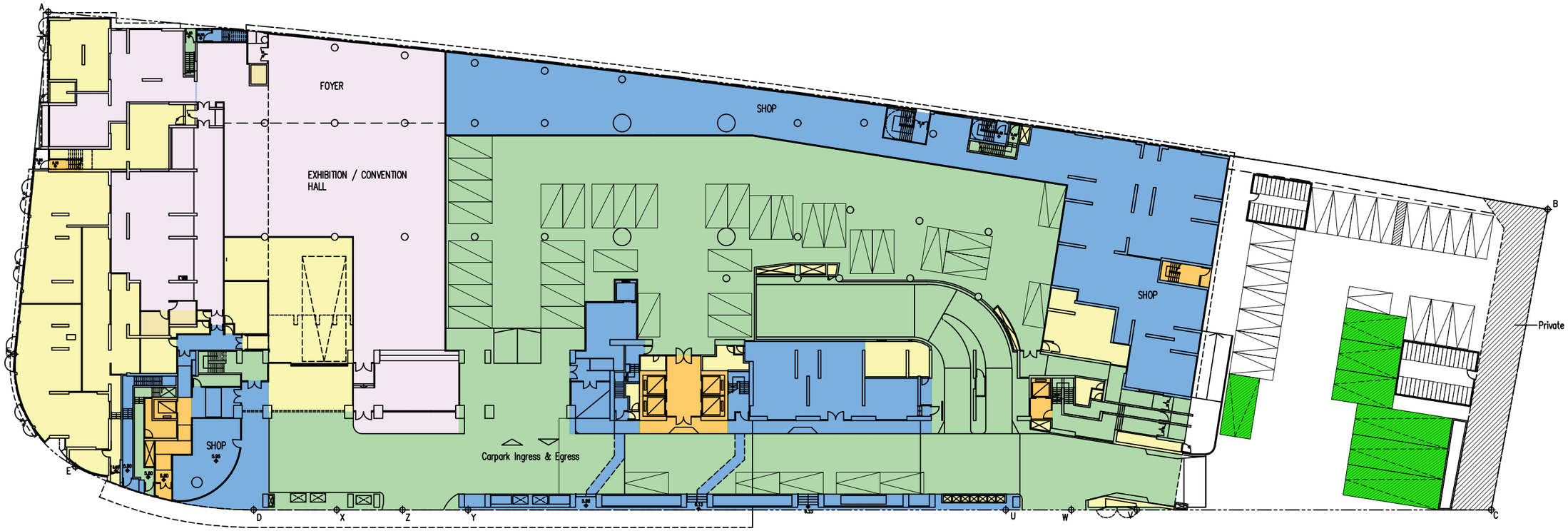
E&M

Double Decked Mechanical Car Parking

Car Parking Space

Double Decked Bicycle Parking

Loading / Unloading Bay



No.29 On Chun Street, Ma On Shan (STTL 461)
S16 Planning Application

PROPOSED SCHEME

L1 FLOOR
Scale : 1:500

Application Site Boundary

Residential

Commercial

E&M

No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

MEZZ FLOOR

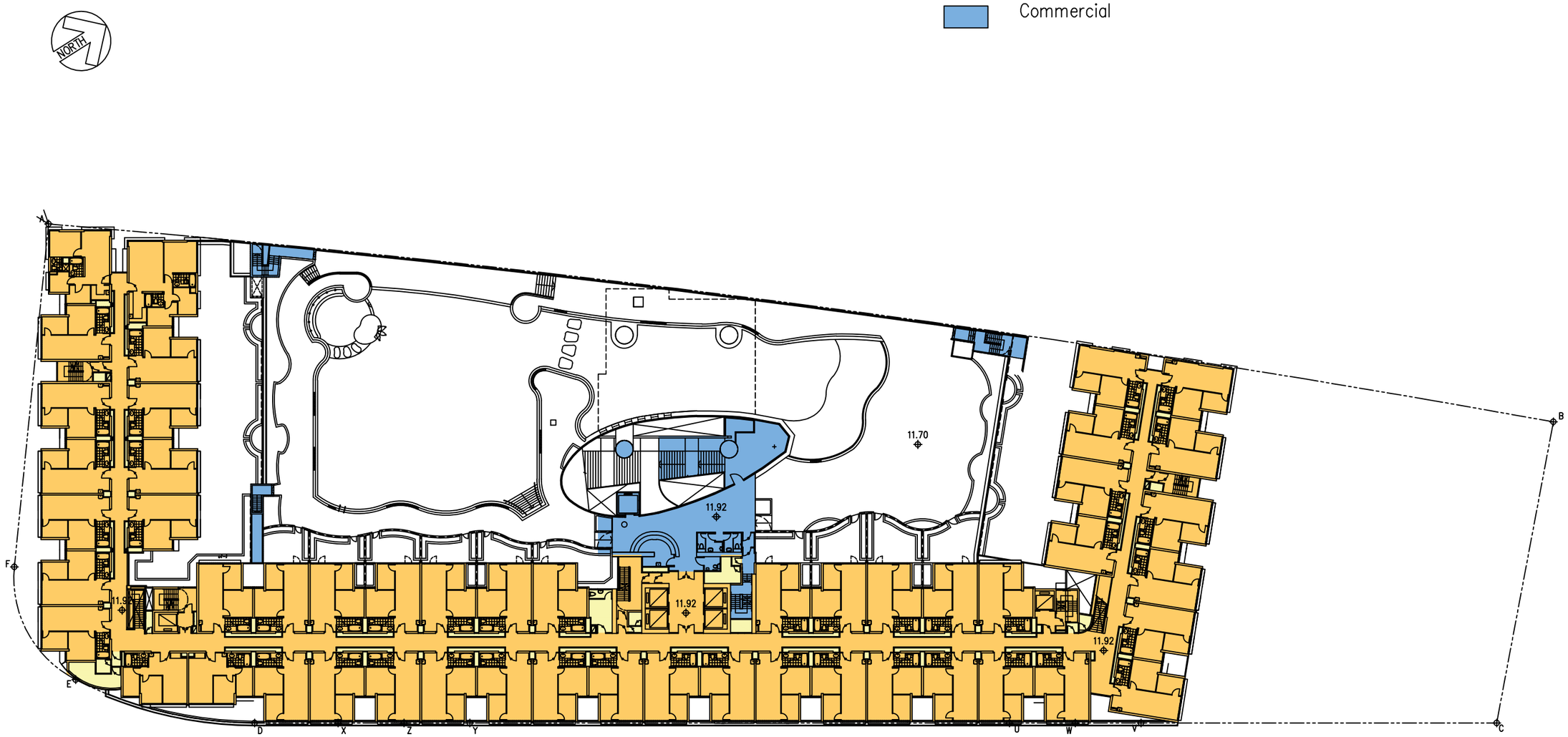
Scale : 1:500

Application Site Boundary

Residential

Commercial

E&M



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

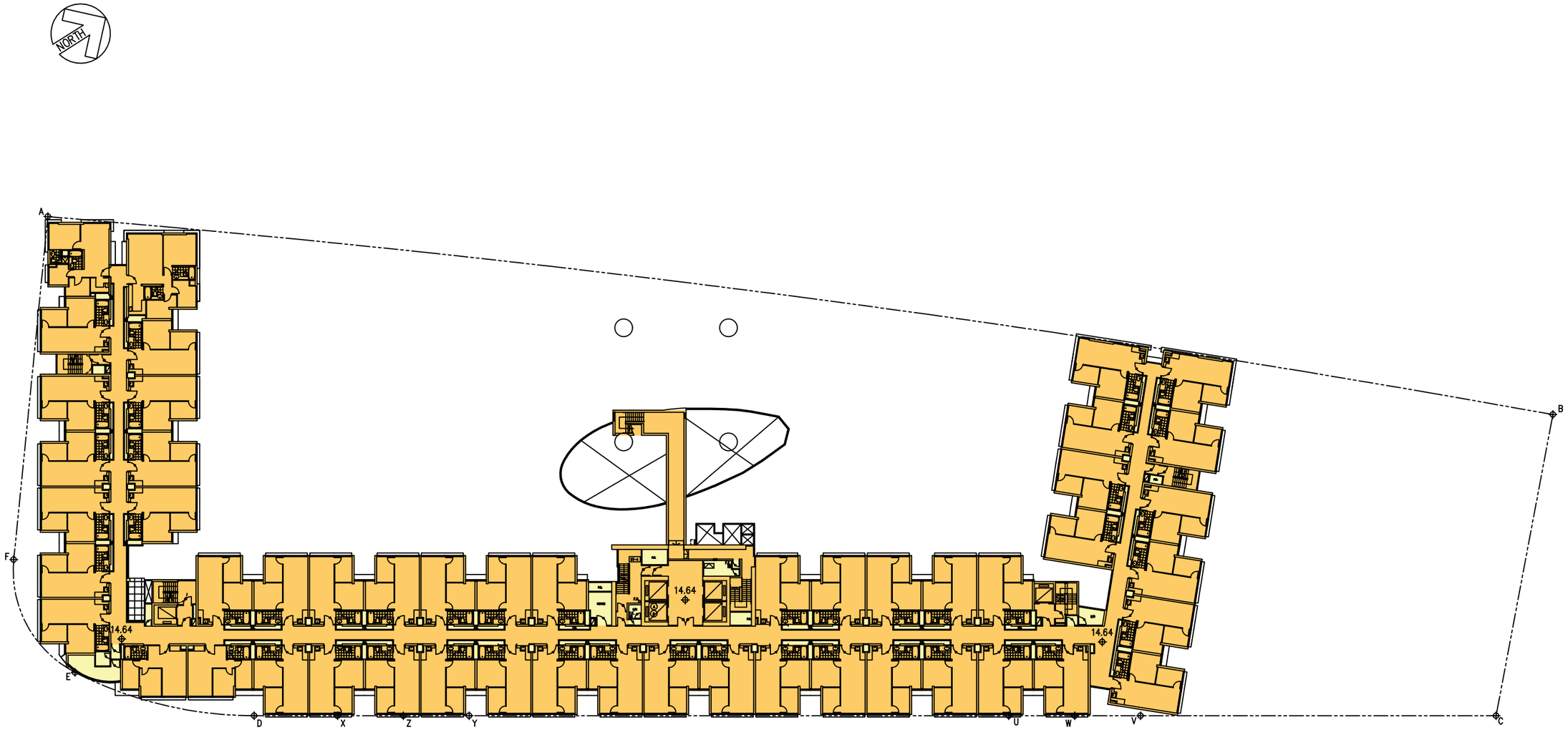
L2 FLOOR

Scale : 1:500

Application Site Boundary

Residential

E&M



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

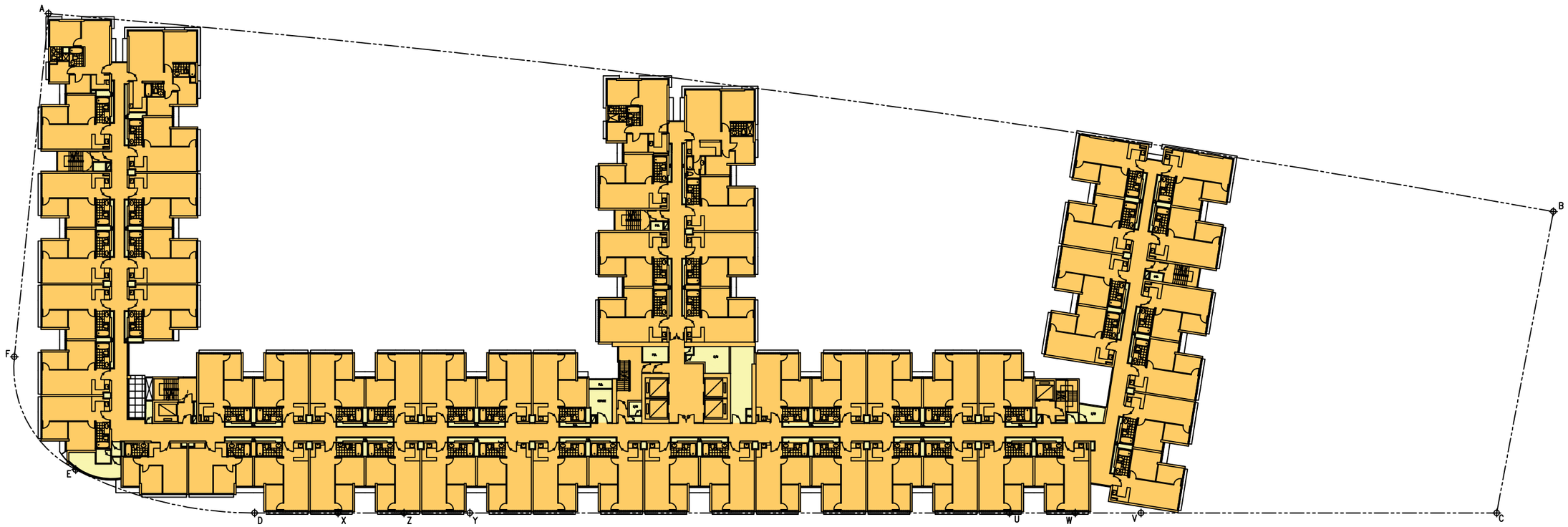
L3 FLOOR

Scale : 1:500

Application Site Boundary

Residential

E&M



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

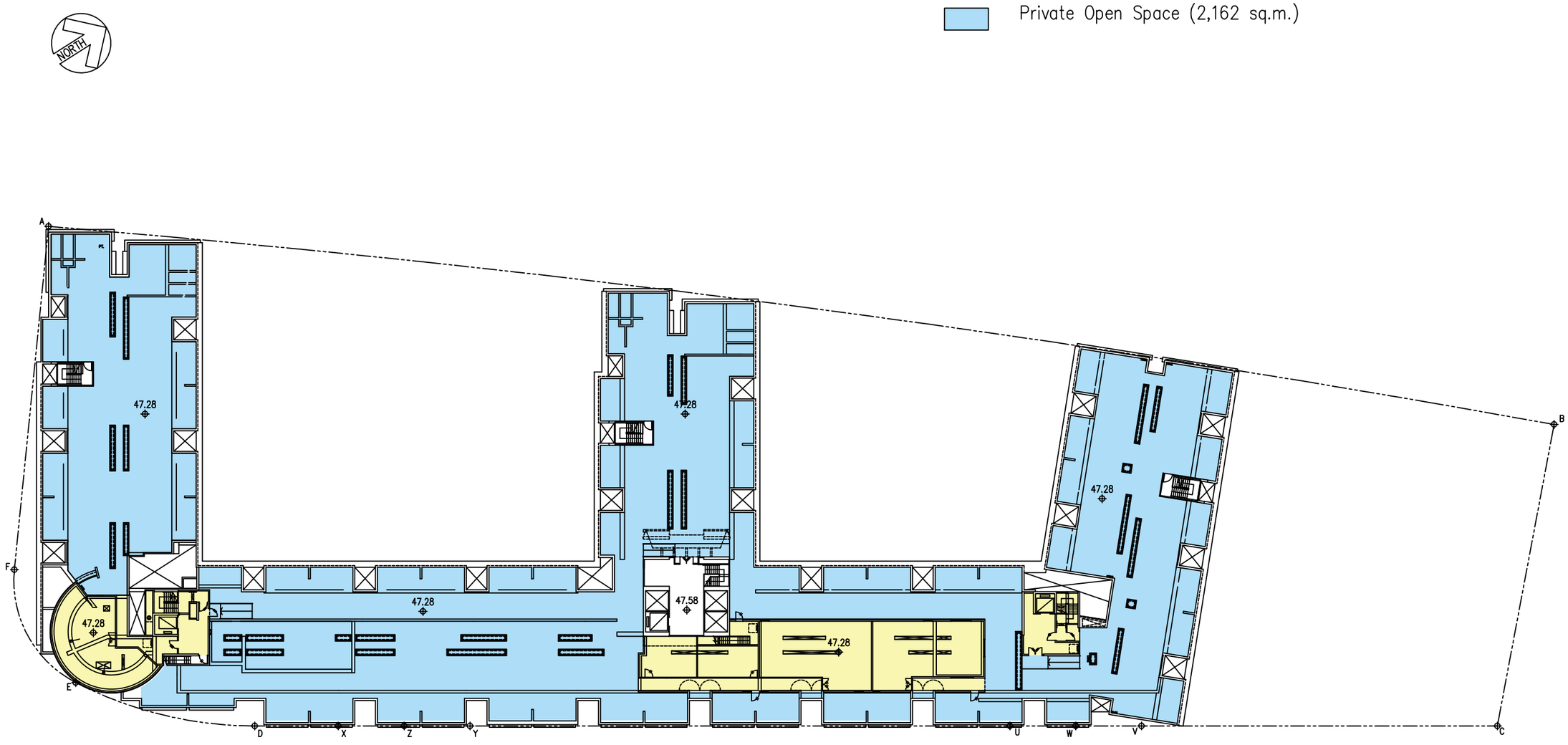
TYPICAL FLOOR (L5~L17)

Scale : 1:500

Application Site Boundary

E&M

Private Open Space (2,162 sq.m.)



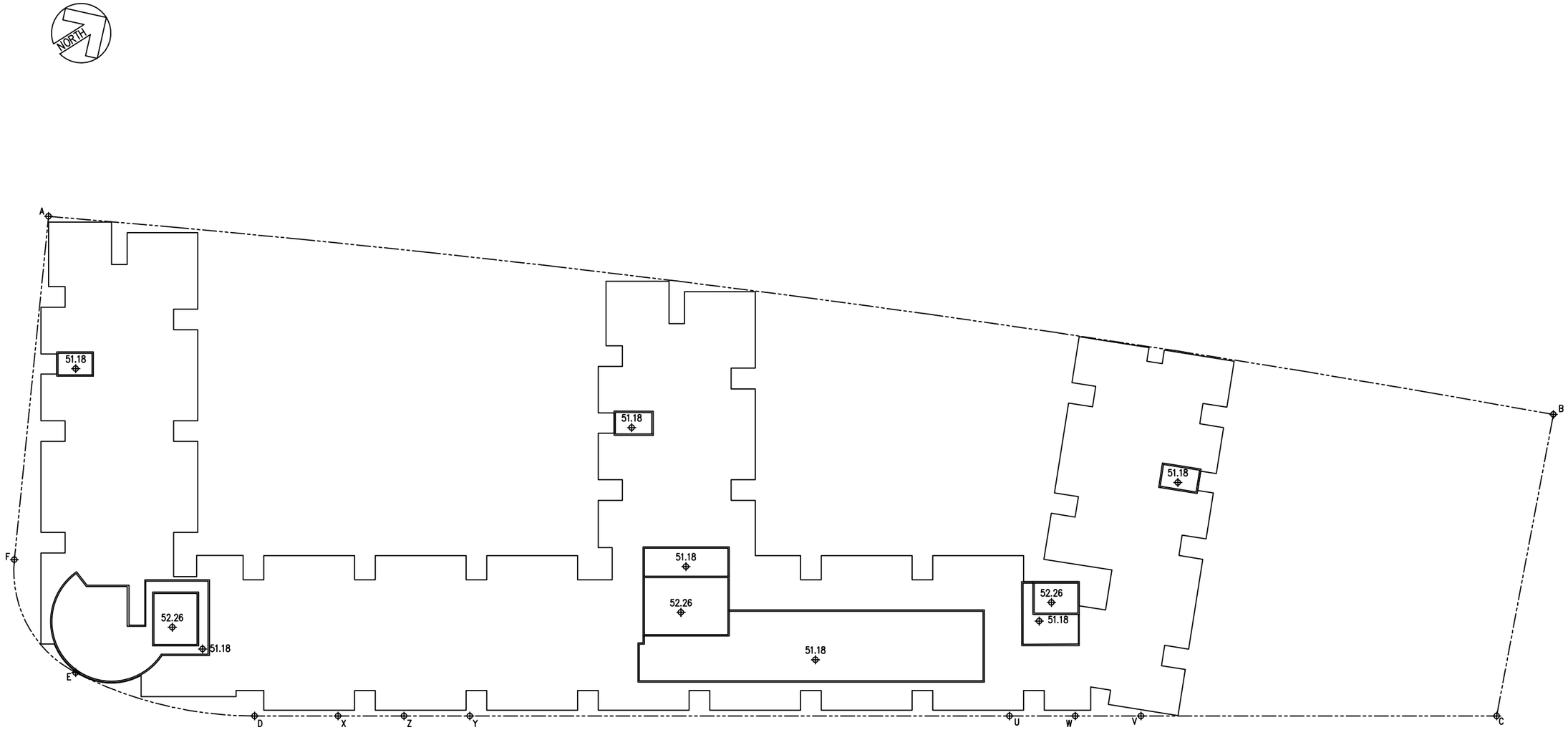
No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

ROOF FLOOR

Scale : 1:500



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

TOP ROOF FLOOR

Scale : 1:500

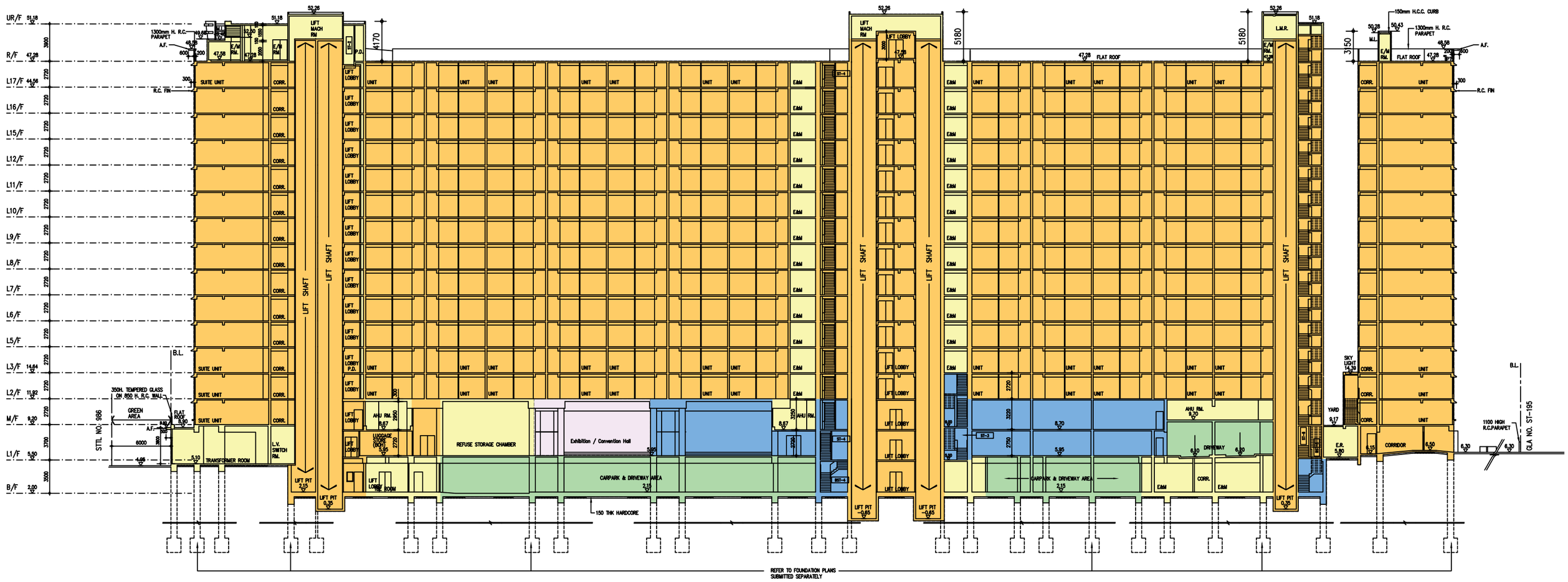
Residential GFA

Commercial GFA

Carpark & Driveway Area

Exhibition / Convention Hall

E&M Area



No.29 On Chun Street, Ma On Shan (STTL 461)

S16 Planning Application

PROPOSED SCHEME

SECTION

Scale : 1:500

APPENDIX 2

PHOTOGRAPHS TAKEN ON SITE

Plate 1: The Project Site

Plate 2: Photo showing the Project Site and On Chun Street

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580 **Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin**	**Photographs taken on Site**	**A2**

APPENDIX 3

DETAILS OF SITE SURVEY

1st Site Survey

Date: 10 September 2024
Time: 1:30pm – 6:30pm

Weather: 31°C, 75%RH, generally fine and calm

By: Kit Wong and Samuel Lee of WHA

2nd Site Survey

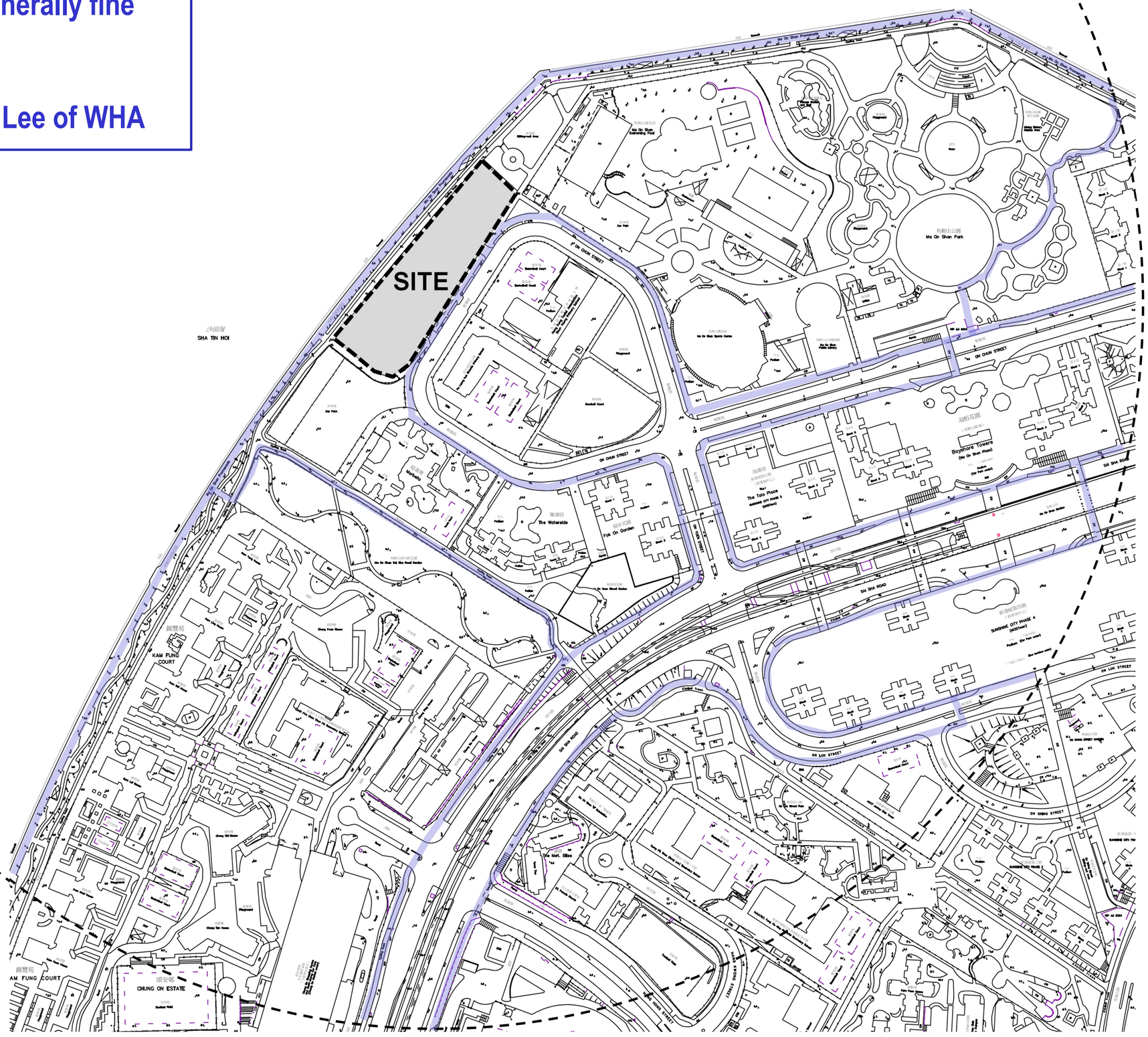
Date: 4 December 2024
Time: 1:30pm – 6:30pm

Weather: 23°C, 65%RH, generally fine and calm

By: Kit Wong and Samuel Lee of WHA

N

500m



Legend

Proposed Development

Route of Site Survey

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22580	**Details of Site Surveys**	**A3**
Proposed Development at Sha Tin Town Lot No. 461, Ma On Shan, Shatin		

Appendix 5

Sewerage Calculation

MOS 461 - SEWAGE DISPOSAL ASSESSMENT

A. G.F.A.

Location	Exisitng G.F.A.	Proposed G.F.A.	Net Reduction / Addition of G.F.A.
Hotel	**50,576.787**	**0**	**-50,576.787**
Commercial	**4,776.228**	**3,067**	**-1709.228**
Residential	**0**	**45,680**	**(45,680)**
Exhibition/ Convention Hall	**0**	**998**	**(998)**

Sewage Discharge Estimation

Existing Hotel Development	
GFA of Hotel (sq. m)	50,576.787
GFA of Commercial (sq.m)	4,776.228
No. of Employee for Hotel / 100 sq. m of GFA [1]	1.40
No. of Employee for Commercial / 100 sq. m of GFA [1]	5.10
Total of Employees (Hotel + Commercial)	952
Unit Flow Factor (cu.m / day) [3]	1.58
Total Foul Water Flow (cu.m /day)	**1,504.16**
Proposed Residential Development	
No. of residential flat	772
Total no. of head	2162
Unit Flow Factor (cu. m/day) [2, 4]	0.19
Foul Water Flow (cu.m/day) for Residential	**410.78**
GFA of Commercial (sq.m)	3,067
No. of Employee for Commercial/100 sq.m of GFA[1]	5.10
Total of Employees	157
Unit Flow Factor (cu. m/day)[3]	1.58
Foul Water Flow (cu.m/day) for Employee	**248.06**
GFA of Exhibition/ Convention Hall (sq. m)	998
No. of Employee for Commercial/100 sq.m of GFA[1]	2.30
Total of Employees	23
Unit Flow Factor (cu. m/day)[3]	0.28
Foul Water Flow (cu.m/day) for Employee	**6.44**
Total Foul Water Flow (cu.m/day)	**665.28**

[1.] **Fig 16 of CIFSUS; PlanD**

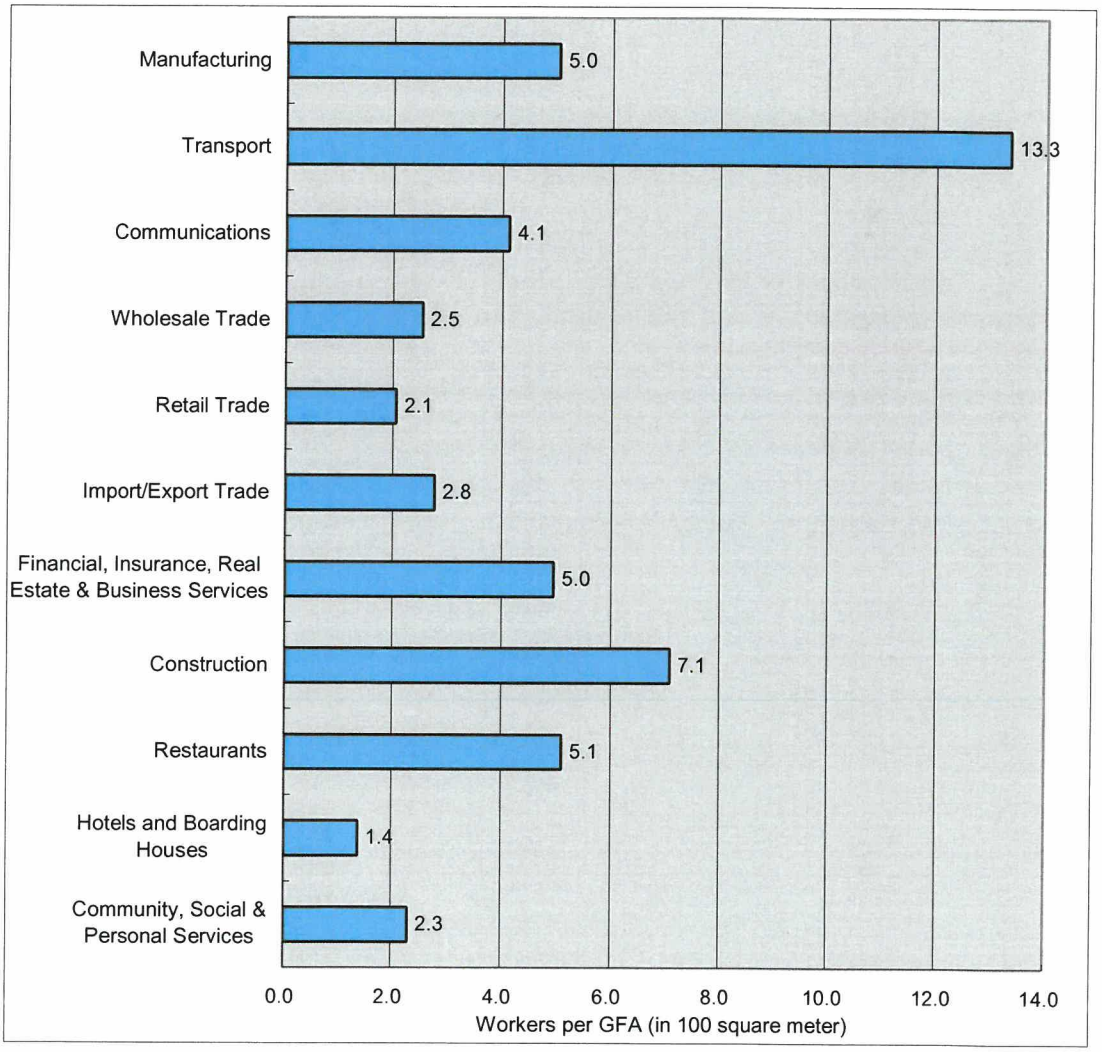
[2 & 3] **Table T-1 & T-2; EPD/TP 1/05, DSD**

[4] **R1 zoning**

Private Commercials (excluding shops)

In Private Commercials (excluding shops), the highest worker density was found amongst Transport establishments (13.3), which was more than six times of the worker density for Retail Industries (2.1) and more than nine times higher than Hotels and Boarding Houses (1.4). (Figure 16)

Figure16: Worker Density in Private Commercials (excluding shops) by Industry Group



8. UNIT FLOW FACTORS – COMMERCIAL AND INSTITUTIONAL FLOWS

8.1 Commercial flows comprise flows due to commercial activities and due to employees. Flows from Job types J2 – J12 are classified as commercial flows. The unit flow factors of the 11 Job types are provided in **Table T-2** below. The derivation of the UFFs of employees and students were presented in **Appendix III.**

Table T-2 : Unit Flow Factors of Commercial Flows and Student Flows

	Unit (per)	Datum (2002) (m^3/day)	Increase per Annum (m^3/day)	Planning for Future (m^3/day)
Commercial Employee	employee	0.080	-	0.080
Commercial activities				
(a) Specific trades:				
J2 Electricity Gas & Water	employee	0.250	-	0.250
J3 Transport, Storage & Communication	employee	0.100	-	0.100
J4 Wholesale & Retail	employee	0.200	-	0.200
J5 Import & Export	employee	-	-	-
J6 Finance, Insurance, Real Estate & Business Services	employee	-	-	-
J7 Agriculture & Fishing	employee	-	-	-
J8 Mining & Quarrying	employee	-	-	-
J9 Construction	employee	0.150	-	0.150
J10 Restaurants & Hotels	employee	1.500	-	1.500
J11 Community, Social & Personal Services	employee	0.200	-	0.200
J12 Public Administration	employee	-	-	-
(b) General –territorial average	employee	0.200	-	0.200
School student	person	0.040	-	0.040

Notes of Table T-2:

(1) For planning of a new sewerage system, the planning unit flow factors should be used and the worst possible combination of commercial flows for the future development scenarios should be considered to ensure that the sewerage system under planning will be sustainable.

(2) For job types J10 and J11, the "per-employee" unit flow factor takes into account the flows of customers and/or tenants.

(3) The total unit flow generated from an employee in a particular trade is the sum of the unit flow factor of employee and the unit flow factor of commercial activities of a particular trade under consideration.

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By Email

Our Ref: S3146/STTL461/24/009Lg

26 August 2025

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

Dear Sir/Madam,

Proposed Exhibition or Convention Hall
within the Permitted In-situ Conversion for Residential Development
cum Shop and Services/Eating Place
"Residential (Group A) 12" Zone
No. 29 On Chun Street, Ma On Shan
Sha Tin Town Lot No. 461
(Planning Application No. A/MOS/131)
Further Information No. 1

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board on 19 September 2025.

We would like to clarify that the parking and loading & unloading space provisions stated in the Form No. S16-I are in support of the proposed Exhibition or Convention Hall only. The proposed internal transport facilities for the whole development are included in the Traffic Impact Assessment.

Should you have any queries in relation to the above, please do not hesitate to contact the undersigned at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Kitty Wong

cc. STNDPO – Ms Elizabeth Ng (by Email)
the Applicant & Team

KT/PL/KW/vy

PLANNING LIMITED
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By Email

Our Ref: S3146/STTL461/24/010Lg

5 September 2025

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

Dear Sir/Madam,

Proposed Exhibition or Convention Hall
within the Permitted In-situ Conversion for Residential Development
cum Shop and Services/Eating Place
"Residential (Group A) 12" Zone
No. 29 On Chun Street, Ma On Shan
Sha Tin Town Lot No. 461
(Planning Application No. A/MOS/131)
Further Information No. 2

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board on 19 September 2025 and the comments from relevant Government Departments received during the period between 2 and 5 September 2025.

Enclosed please find the table containing our responses to the comments together with the relevant annexes for your consideration.

Should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Kitty Wong

Encl.: Responses-to-Comments Table and Annexes A to D

cc. STNDPO – Ms Elizabeth Ng (by Email)
the Applicant & Team

KT/PL/KW/vy

Proposed Exhibition or Convention Hall within the Permitted In-situ Conversion for Residential Development cum Shop and Services/Eating Place in "Residential (Group A) 12" Zone
No. 29 On Chun Street, Ma On Shan
Sha Tin Town Lot No. 461
(Planning Application No. A/MOS/131)

Comments	Responses
Comments from Environmental Protection Department (received on 3 September 2025) (Contact Person: Ms CHENG Hei-yu; Tel.: 2835 1845)	
1. According to the information provided, the applicant intends to convert the existing hotel into a residential development with 'Exhibition or Convention Hall', 'Shop and Services' and 'Eating Place' uses at 29 On Chun Street, Ma On Shan. The subject of the application only involves 'Exhibition or Convention Hall' use, while the residential development with 'Shop and Services' and 'Eating Place' uses on the lowest three floors (the proposed development) is always permitted within the "Residential (Group A) 12" under the approved Ma On Shan Outline Zoning Plan No. S/MOS/28, and serves as indicative purpose only.	The proposed Exhibition or Convention Hall forms part of the in-situ conversion of the existing Hotel into the Proposed Residential Development cum Shop and Services/Eating Place. All relevant technical assessments have been carried out to assess the technical feasibility of the whole development covering all components upon conversion.
2. Based on the noise impact assessment submitted with the planning application, it is noted that the acoustic performance of the fixed noise sources associated with the application would be designed to meet the relevant criteria stipulated in the HKPSG. In this connection, we have no objection to the application from environmental planning perspective.	Noted.
3. Please find our observations below on Appendix 5 "Sewerage Calculation" of the planning statement for supporting the application: (a) 0.27m^3/day should be adopted as the unit flow factor of domestic flow from the proposed development.	The sewerage calculation has been updated (**Annex A** refers).
(b) The instantaneous peak flow from swimming pool should be included in the estimation of sewage flow.	The sewerage calculation has been updated (**Annex A** refers).
4. In passing, please be reminded that a Noise Impact Assessment and a Sewerage Impact Assessment would be required for the proposed development under land lease conditions in relation to the previously approved S12A planning application No. Y/MOS/6.	Noted.

Comments	Responses
Comments from Transport Department (received on 3 September 2025) (Contact Person: Mr Steve K W HO; Tel.: 2399 2408)	
We have the following comment on the Planning Statement and Traffic Impact Assessment (TIA) report from traffic engineering and public transport operation point of view:-	
(a) <u>Comment on Planning Statement</u> (i) Para. 3.1.3: - a. Please clarify if the pedestrian footpath mentioned in para. 3.1.3 is referring to the private street as shown in the L1 Floor Plan in Appendix 1. If not, please indicate the proposed pedestrian footpath on a plan for our information.	The pedestrian footpath mentioned in para. 3.1.3 is referring to the private street as shown in the L1 Floor Plan at Appendix 1.
b. Please provide the traffic layout (in particular the connection/interface detail with the existing public road) of the proposed pedestrian/cyclist access with waterfront promenade/cycling track in north of the Site, which is opened up by your proposed pedestrian walkway.	The traffic layout of the proposed pedestrian/cyclist access with waterfront promenade/cycling track is included at **Annex B** refers.
c. There is actually a 2m width footpath along the northeast-bound cycle track fronting the Site. Your statement "*the cycling track fronting the Site is without a proper pedestrian footpath*" is factually incorrect. Please revise.	Noted. The statement has been deleted. Please refer to the replacement pages of the Planning Statement at **Annex B**.
(ii) Para. 3.2.1 – the location of the double decked mechanical car parking spaces as stated in para. 3.2.1 (i.e. at L1 open carpark area) is not consistent with what is shown on the drawings (at covered carpark). Please review and clarify.	Noted. The double deck mechanical car parking spaces are located at the covered carpark at L1 and para. 3.2.1 has been updated. Please refer to the replacement pages of the Planning Statement at **Annex B**.
(iii) Para. 4.5.2 – Please indicate the existing pedestrian connectivity and the future connectivity (with the proposed pedestrian walkway) with the surrounding area.	The existing and future pedestrian connectivity with the surrounding area is included at **Annex B**.
(iv) Para. 4.7.2: - a. Typo "abd" is observed in the 2nd line of the paragraph. Please revise.	The typo has been rectified. Please refer to the replacement pages of the Planning Statement at **Annex B**.
b. I believe "railing service" in the 6th line of the paragraph should be read as "rail services".	The typo has been rectified. Please refer to the replacement pages of the Planning Statement at **Annex B**.
(b) <u>Comment on TIA Report</u>	Replacement pages of the TIA report are included at **Annex C**.

Comments	Responses
(i) Pedestrian Traffic Impact Assessment – As evening event at the proposed Exhibition or Convention Hall may be held, please include the case of assuming all pedestrian would be attracted to the proposed development at PM Peak for the pedestrian impact assessment and revise Section 4.8 to 4.11 of the report accordingly.	Noted. As evening event may be held at the proposed exhibition or convention hall, it is assumed all pedestrians would be attracted to the proposed development at PM peak for conservative purposes. Please refer to updated Section 4.8 to 4.11 (attached replacement pages 13 – 18 of the TIA report) for details.
(ii) Para. 4.11.3 – The quoted reference is outdated. Please obtain the 2024 Statistics for Tuen Ma Line in the latest "TLB's reply to initial questions raised by Legislative Council Members in examining the Estimates of Expenditure 2025-26". https://www.tlb.gov.hk/eng/legislative/transport/special/land/TLB-2-el_2025.pdf	The quoted reference is updated accordingly. Please refer to updated Section 4.11 (attached replacement pages 17 – 18 of the TIA report) for details.
(iii)Table 4.13 – The growth rate adopted for the patronage should be calculated from the relevant data in 2022, 2023 and 2024. Please revise.	Noted. The growth rate adopted is updated accordingly and presented in the footnote of Table 4.13 (attached replacement page 17 of the TIA report).
(iv) Section 4.11 – Please review if the latest figures for the PT demands of the proposed development has been used. It is noted that 744 persons/hr will be attracted while you only used the figure of pedestrian generation (i.e. 688 persons/hr) for your assessment. Please provide explanation to the adoption of such figures in your report.	Noted. Section 4.11 (attached replacement page 17 – 18 of the TIA report) is reviewed and updated accordingly.
(v) Table 5.2 – Please advise the number of visitor parking spaces out of the 150 car parking space and the 3 disabled car parking spaces. Please improve the presentation of the table.	Table 5.2 (attached replacement page 21 of the TIA report) is reviewed and updated accordingly.
(c) Comment on the Floor Plan (i) Please indicate the disabled parking space on the floor plan.	The disabled parking spaces have been indicated on the basement floor plan (**Annex D** refers).
(ii) According to the Traffic Impact Assessment (TIA) Checklist for Development Project (https://www.td.gov.hk/filemanager/tc/publication/tia%20checklist%20for%20development%20projects_202507.pdf), please review if 25% more on top of the HKPSG required provision of motorcycle parking spaces for residential development could be required.	On site observation revealed that there was no motorcycle illegally parked at On Chun Street. Therefore, 25% more on top of the HKPSG required provision of motorcycle parking spaces is not necessary.

Comments	Responses
(iii) Further to comment item (c)(ii) above, it appears that more parking spaces could be provided without any change to the proposed carpark area. Please review the carpark layout to provide more parking spaces in the proposed development.	Noted. The increase in carpark number will be allowed under the flexibility clause of the land lease. Hence, the carpark layout will be further reviewed during GBP submission stage.
Comments from Lands Department (received on 5 September 2025) (Contact Person: Alan KK TSIO; Tel.: 2158 4846 and Christy LY WONG; Tel.: 2155 2621)	
2. The existing Ma On Shan Horizon Suites Hotel is situated at Sha Tin Town Lot No. 461 ("the Lot") governed by New Grant No. 13008 ("the New Grant") subject to the following restrictions: (a) The Lot or any part thereof or any building or part of any building erected or to be erected thereon shall not be used for any purpose other than for hotel purposes ("Hotel Purposes") and the other purposes including the purpose of bank, fast food shop, place of public entertainment, private club and retail shop only ("Commercial Purposes"), which may only be accommodated within the first three floors above the ground level of the building erected or to be erected on the Lot. (b) Hotel Purposes shall not include service apartment purposes. (c) The total GFA permissible for the Lot under lease shall not exceed 56,000m^2, of which the GFA for the Commercial Purposes shall not exceed 16,000m^2. (d) Design and disposition (including external elevations and finishes) clause. (e) The prescribed parking, loading and unloading requirements for Hotel Purposes and Commercial Purposes under the New Grant.	Noted.
3. Lands Department's comments on the Submission. **(a) <u>Comments from District Lands Officer/Sha Tin, Lands Department</u>** The "Exhibition or Convention Hall" on its own on L1/F under subject planning application is not permitted under lease. In fact, the Proposed Scheme for the proposed residential development cum shop/services/eating place as well as the "Exhibition or Convention Hall" as a whole as detailed in the Supporting Planning Statement (Para. 3) is not permitted under lease. If Town Planning Board approves the subject planning application, the owner of the	Noted.

Comments	Responses
Lot is required to apply to Lands Department for a lease modification to implement the Proposed Scheme. The lease modification will take into account the planning approval obtained and the details of proposed development in the application, if any. Regarding this, please also refer to the comments from Land Supply Section, Lands Department below. Our office defers to other departments to comment on the technical assessments.	
(b) <u>Comments from Chief Estate Surveyor/Land Supply, Lands Department</u> Our comments/observation based on the applicant's information as follows:- (i) It is noted that the subject planning application is confined to the proposed 'Exhibition or Convention Hall' use ("the Proposed Use"). In this regard, we are given to understand that the proposed residential development with shop and services, and eating place uses as presented in part 3 of the Supporting Planning Statement is not the subject of the current application and is for indicative purpose only.	Please note that this Planning Application includes a proposed Exhibition or Convention Hall as part of the in-situ conversion of an existing hotel into a residential development cum Shop and Services/Eating Place. Residential, shop and services and eating place are uses under Column 1 and therefore do not require TPB approval. However, it is important to highlight that the proposed Exhibition or Convention Hall is specifically located on L1 of the future converted development with its proposed size delineated on the plan. In addition, all technical assessments have been conducted based on this future converted development, making the application scheme-based in nature. The subsequent A&A plan submission will follow the scheme including development parameters approved by the Town Planning Board (TPB).
(ii) We would like to clarify and reiterate that notwithstanding that an indicative development scheme has been demonstrated in support of the Proposed Use, in case if the proposed residential development would be implemented along with the Proposed Use, lease modification shall be required and shall be processed in accordance with the maximum development parameters as permissible for the Lot under the approved Ma On Shan Outline Zoning Plan No. S/MOS/28 ("the OZP") and in accordance with the approved planning permission, including but not limited to a maximum plot ratio of 7.0 within the "Residential (Group A) 12" zone under the OZP, instead of the demonstrated scheme with a maximum plot ratio of 6.353 in the subject planning permission. However, there is no guarantee that the lease modification application would be approved. Such	The Applicant would like to emphasize that the proposed redevelopment is based on a wholesale conversion of the existing hotel buildings, instead of demolishing the existing buildings to make way for private residential and commercial development. A feasibility analysis has been conducted with a conclusion that addition of extra GFA to attain plot ratio of 7.0 is infeasible under the current statutory control.

Comments	Responses
application, if received, will be considered by Lands Department acting in its capacity as the landlord at its sole discretion and any approval given will be subject to such terms and conditions including, inter alia, payment of premium and administrative fee, as may be imposed by Lands Department.	

Compiled by: KTA
Date: 05 September 2025

Annex A

MOS 461 - SEWAGE DISPOSAL ASSESSMENT

A. G.F.A.

Location	Exisitng G.F.A.	Proposed G.F.A.	Net Reduction / Addition of G.F.A.
Hotel	**50,576.787**	**0**	**-50,576.787**
Commercial	**4,776.228**	**3,067**	**-1709.228**
Residential	**0**	**45,680**	**(45,680)**
Exhibition/ Convention Hall	**0**	**998**	**(998)**

Sewage Discharge Estimation

Existing Hotel Development	
GFA of Hotel (sq. m)	50,576.787
GFA of Commercial (sq.m)	4,776.228
No. of Employee for Hotel / 100 sq. m of GFA [1]	1.40
No. of Employee for Commercial / 100 sq. m of GFA [1]	5.10
Total of Employees (Hotel + Commercial)	952
Unit Flow Factor (cu.m / day) [3]	1.58
Total Foul Water Flow (cu.m /day)	**1,504.16**
Proposed Residential Development	
No. of residential flat	772
Total no. of head	2162
Unit Flow Factor (cu. m/day) [2, 4]	0.27
Foul Water Flow (cu.m/day) for Residential	**583.74**
GFA of Commercial (sq.m)	3,067
No. of Employee for Commercial/100 sq.m of GFA [1]	5.10
Total of Employees	157
Unit Flow Factor (cu. m/day) [3]	1.58
Foul Water Flow (cu.m/day) for Employee	**248.06**
GFA of Exhibition/ Convention Hall (sq. m)	998
No. of Employee for Commercial/100 sq.m of GFA [1]	2.30
Total of Employees	23
Unit Flow Factor (cu. m/day) [3]	0.28
Foul Water Flow (cu.m/day) for Employee	**6.44**
Instantaneous peak flow from swimming pool	
Volume of Pool (Cu. M)	1171.60
Turnover Period (Hr) [1]	6
Filtration Rate (Cu. M / Hr)	195.27
Backwash Cycle (No. / Day)	1
Duration of Backwash Cycle (S)	180
Total Sewage Design Flow from Swimming Pool (Cu. M / Day)	9.80
Filtration Pump provided (No.)	2
Instant Peak Flow of Filtration System (Cu. M / Hr) [2]	**97.64**
Total Foul Water Flow (cu.m/day)	**935.88**

[1.] **Fig 16 of CIFSUS; PlanD**

[2 & 3] **Table T-1 & T-2; EPD/TP 1/05, DSD**

[4] **R2 zoning**

Annex B

3. THE PROPOSED SCHEME

3.1 The Scheme

3.1.1 The Schematic drawings for the proposed Exhibition or Convention Hall within the permitted in-situ conversion of existing Hotel into the Proposed Residential Development cum Shop and Services/Eating Place have been devised and are presented in **Appendix 1** of this Supporting Planning Statement. The Level 1 ("L1") floor comprises the Exhibition or Convention Hall of about 998 sq.m with supporting retail/dining facilities. The top floor of the existing building has to be demolished due to the need to comply with the domestic site coverage requirement under the Building (Planning) Regulations. As a result, the development bulk is in fact reduced and there is a reduction in number of units of the existing hotel i.e. 831 as compared to the current proposed 772 nos. of residential units (i.e. an reduction of 59 nos. of units). The whole development is targeted to be completed in 2028.

L1 Layout

3.1.2 The proposed Exhibition or Convention Hall at L1 aims to provide a venue for the public to arrange exhibitions, conventions, conferences, receptions, trade fairs and ceremonies. The hall will be well equipped with exhibition lightings, audio-visual system, multimedia projector, projection screen, display panels, ceremonial platform and furniture for holding exhibitions and various events. Movable panels will be provided to partition the hall to cater for holding different events at the same time or exhibition of different themes. Access to the Exhibition or Convention Hall is provided at On Chun Street, pedestrian footpath at the southwestern side and also via the shop entrance at the northeastern side of the Site.

3.1.3 Retail and dining facilities will be provided in support of the proposed Exhibition or Convention Hall. These facilities are proposed along the waterfront promenade as well as On Chun Street frontage to enhance the vitality and vibrancy of the area, in particularly the waterfront. Besides, bicycle parking spaces will be provided at the northeastern portion of the Site to provide parking facilities for cyclists to park their bicycles before visiting the retail/dining facilities at the Site. To enhance pedestrian safety and connectivity, a pedestrian walkway is provided at the open carpark/bicycle parking area linking On Chun Street which will open up another pedestrian/cyclist access with the waterfront promenade/cycling track in the north.

3.1.4 Ancillary carparking spaces, loading and unloading bays and driveway will also be provided at L1 floor.

Basement Floor (B/F) Layout

3.1.5 Carparking spaces and Electrical and Mechanical ("E&M") facilities are

Table 3.2 Proposed Uses of Different Floors

Floor	Current Uses	Proposed Uses
B/F	Carpark, Hotel Back-of-House ("BOH") Facilities and E&M Facilities	Carpark and E&M Facilities
L1	Hotel lobby, Shop and Services/Eating Place, Hotel BOH Facilities, E&M Facilities and Loading/Unloading Area	Exhibition / Convention Hall, Shop and Services/Eating Place, Residential Lift Lobby, Carpark (covered and uncovered), Loading/Unloading Area and E&M Facilities
M/F	Hotel rooms, Gymnasium, Hotel BOH Facilities and E&M Facilities	Residential units, Gymnasium (Commercial Facilities) and E&M Facilities
L2	Hotel Rooms, Swimming Pool, Hotel BOH Facilities and E&M Facilities	Residential Units, Swimming Pool and E&M Facilities
L3 – L17 (L4 omitted)	Hotel Rooms, Hotel BOH Facilities and E&M Facilities	Residential Units and E&M Facilities
L18	Hotel Rooms, Hotel BOH Facilities and E&M Facilities	N/A
R/F	E&M Facilities	E&M Facilities and Private Open Space

3.2 Access Arrangement and Transportation Provision

3.2.1 Vehicular access to the Proposed Development will be via the existing run-in/out at On Chun Street. It is proposed to provide 181 nos. of carparking spaces (148 nos. for residents, 5 nos. for visitors, 21 nos. for retail use and 7 nos. for Exhibition/Convention Hall), 12 nos. of motorcycle parking spaces and 120 nos. of bicycle parking spaces. 7 nos. of loading and unloading bays will be provided at L1. The internal transport facilities will be provided at B/F and L1. To maximize the provision of parking spaces, double decked mechanical carparking spaces will be adopted at L1 covered carpark area.

4.7 No Adverse Impact

Traffic

4.7.1 A Traffic Impact Assessment ("TIA") has been carried out (**Appendix 2** refers). Traffic count survey was conducted to establish the current traffic conditions at the concerned junctions during AM and PM peak periods. Based on the existing traffic flows with the adjustment factors, the junction assessments show that all junctions are operating satisfactorily during the existing AM and PM peak hours. It should be noted that the future population of the proposed residential development will be similar to the existing population of the hotel use as the proposed flat numbers are less than the hotel room numbers. Therefore, it is expected the future impact to the public transport services would be minimal.

4.7.2 As compared with the existing hotel, the Proposed Development would generate 32 pcu/hour additional traffic during AM peak hour and 19 pcu/hour additional traffic during PM peak hour. The junction capacity assessment shows that all junctions will operate with capacity for both the Reference and Design Scenarios. Public transport assessment was carried out for the future year. With the existing rail services, the public transport demand for the Proposed Development can be fully accommodated. Based on the findings of the TIA, it can be concluded that the Proposed Development will not induce adverse traffic impact onto the adjacent road network and shall be acceptable in traffic viewpoint.

Environmental Noise

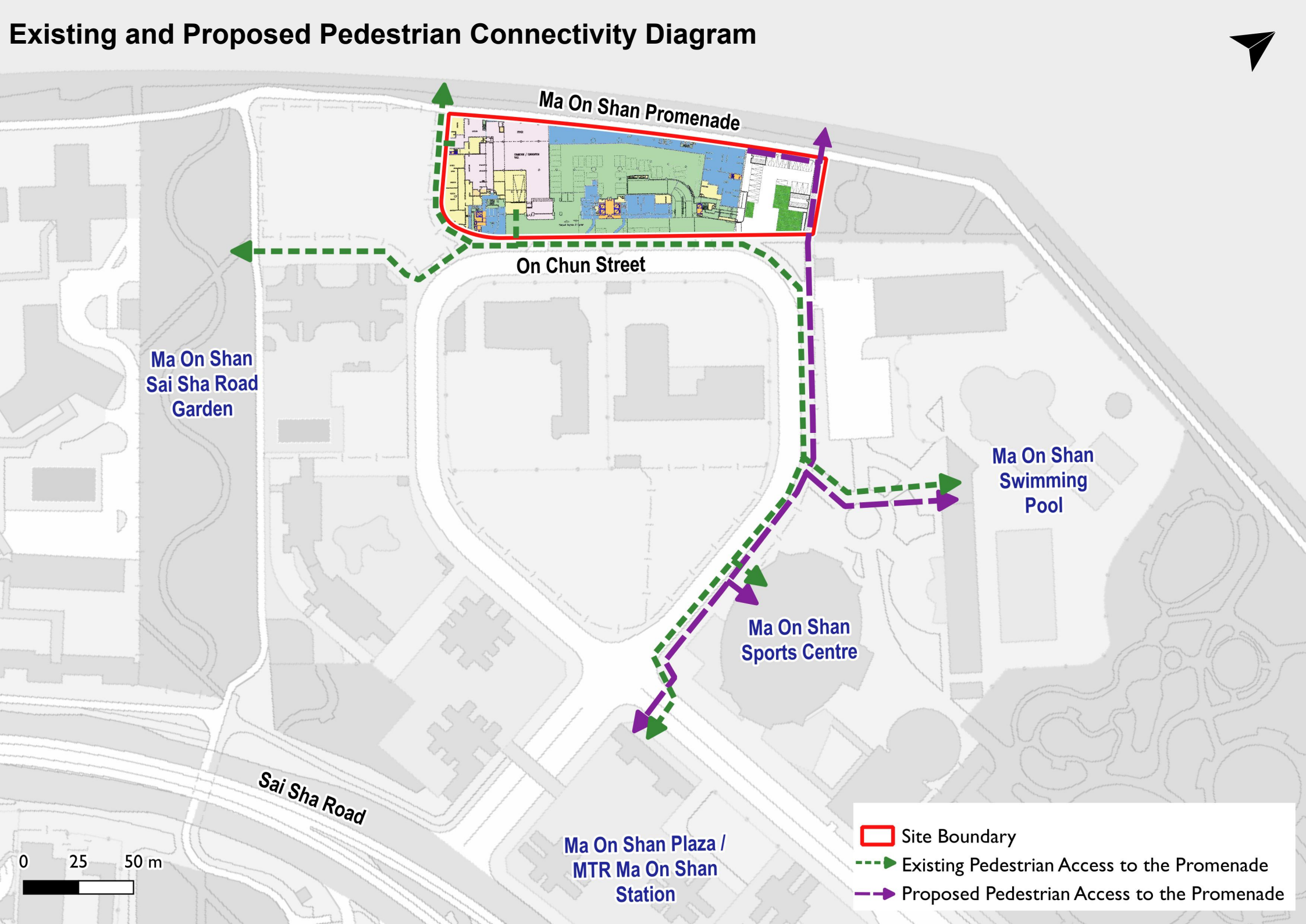
4.7.3 A Noise Impact Assessment (**Appendix 3** refers) has been conducted to predict the road traffic noise impacts on the Proposed Development. The prediction of road traffic noise was carried out based on the traffic forecast for year 2043. For the Base Scenario (without any noise mitigation measures), the predicted maximum road traffic noise level of the residential flats will be 73dB(A), which exceeds the 70dB(A) noise criterion. Therefore, noise mitigation measures are required. With the provision of noise mitigation measure of acoustic window (baffle type), the assessment results indicate that the predicted road traffic noise levels at all the residential flats (i.e. 100%) will comply with the 70dB(A) noise criterion. Site survey has been conducted to investigate the fixed noise sources in the vicinity of the Proposed Development, no significant fixed noise source was identified. The Proposed Development would not be affected by the fixed noise sources.

Environmental Air Quality

4.7.4 A Environmental Air Quality Impact Assessment (**Appendix 4** refers) has been conducted. The buffer distance requirements are satisfied for vehicular and chimney emissions stipulated under the Hong Kong Planning Standards and Guidelines (re. Table 3.1, Chapter 9, HKPSG). Therefore, adverse air quality

Proposed Traffic Layout of the Proposed Pedestrian/Cyclist Access with Waterfront Promenade and Cycling Track

Existing and Proposed Pedestrian Connectivity Diagram



Annex C

Table 4.8 Pedestrian Trip Rates from Surveyed Buildings

Building (Type of Building)	Address	Unit/ Content	AM Peak Hour			PM Peak Hour		
			Gen.	Att.	2-way	Gen.	Att.	2-way
Pedestrian Generation – Residential (persons/hr)								
The Met. Bliss	15 Hang Kwong Street	364 units	292	81	373	62	182	244
The Entrance	1 Lok Wo Sha Lane	148 units	114	18	132	20	67	87
Pedestrian Generation – Retail (persons/hr)								
Marbella Mall	23 On Chun Street	Around 5,200 m^2	83	125	208	300	312	612
Derived Trip Rates for Residential (persons /hr/unit)								
The Met. Bliss			0.80	0.22	–	0.17	0.50	–
The Entrance			0.77	0.12	–	0.14	0.45	–
Largest Trip Rates (1)			**0.80**	**0.22**	**–**	**0.17**	**0.50**	**–**
Derived Trip Rates for Retail (persons /hr/100 m^2)								
Marbella Mall			**1.60**	**2.40**	**–**	**5.77**	**6.00**	**–**

Note: Gen. – Generation; Att. – Attraction.
(1) The largest rates are adopted for conservative assessment purpose.

4.8.6 By considering the pedestrian trip rates above, the additional pedestrian generation and attraction of the proposed development are also estimated and tabulated in **Table 4.9**.

Table 4.9 Estimated Pedestrian Traffic Generation of the Proposed Development

Use	Unit/ Content	AM Peak			PM Peak		
		Gen.	Att.	Total	Gen.	Att.	Total
Adopted Pedestrian Trip Rates (1)							
Residential (1)	persons/hr /units	0.80	0.22	–	0.17	0.50	–
Retail (2)	persons/hr /100 m^2	1.60	2.40	–	5.77	6.00	–
Estimated Pedestrian Generation of the Proposed Development							
Residential	772 units	618	170	788	132	386	518
Retail	3,067 m^2	50	74	124	177	185	362
Exhibition / Convention Hall (3)(4)	998 m^2	0	500	500	500	500	1,000
Total		**668**	**744**	**1,412**	**809**	**1,071**	**1,880**

Notes: Gen. – Generation; Att. – Attraction.
(1) The pedestrian trip rates derived based on pedestrian survey are larger than that based on design population and therefore are adopted for conservative assessment purpose.
(2) The pedestrian trip rates derived in **Table 4.8** are adopted.
(3) Generally, staff will arrive earlier than the visitors to set up the exhibition hall and they will not arrive at the hall in the same hour. However, for conservative assessment purpose, it is assumed all visitors and staff will be attracted to the proposed development in the same hour.

(4) As evening event may be held at the proposed exhibition or convention hall, it is assumed all pedestrians would be attracted to the proposed development at PM peak for conservative purposes.

4.8.7 The proposed development is estimated to generate 2-way pedestrian flows of 1,412 and 1,880 persons/ hour during AM and PM peak hours respectively.

4.8.8 In order to establish the mode of transport for the proposed development, reference was made to the 2021 Population Census as shown in **Table 4.10**. Since few mode of transports, such as ferry/vessel is not available in close proximity, company bus/van and school bus are not guarantee to be available, etc, they are excluded from the mode of transports for the proposed development. Their users will be distributed to the available mode of transports on a pro-rata basis.

Table 4.10 Estimated Modal Split for the Proposed Development

Mode	Number of Persons			Percentage	Adjusted Modal Split
	Work [a]	Study [b]	Total [a] + [b]		
MTR (Local line)	106,720	33,518	140,238	39.88%	43.28%
Bus	75,614	17,166	92,780	26.38%	28.63%
On foot only	18,460	25,218	43,678	12.42%	13.48%
Private car / Passenger van	20,746	6,363	27,109	7.71%	8.37%
Public light bus	11,989	5,755	17,744	5.05%	5.48%
Company bus / van	6,758	--	6758	1.92%	N.A. (2)
School Bus	--	14,361	14,361	4.08%	N.A. (2)
Taxi	2,021	439	2,460	0.70%	0.76%
Residential coach service	2,054	781	2,835	0.81%	N.A. (2)
Ferry / Vessel	154	47	201	0.06%	N.A. (2)
Others	3,262	266	3,528	1.00%	N.A. (2)
Total	247,778	103,914	351,692	100.00%	**100%**

Notes: (1) Source: Table B203 and Table C204 of Shatin District in 2021 Population Census.

(2) The transport mode is not applicable to the proposed development. Their users will be distributed to the available mode of transports on a pro-rata basis.

4.8.9 In **Table 4.10**, the adjusted modal split of MTR users for the proposed development is 43.28%. It should be noted that this figure is derived by making reference to the overall Shatin District. In fact, the proposed development site is located at 600m walking distance away from the Ma On Shan MTR Station, the percentage of the MTR users should be significantly more than 43.28% because the number includes remote developments in the Shatin District.

4.8.10 In the subsequent analysis, the pedestrian generation and attraction based on the above adjusted different mode of transports are estimated and presented in AM and PM hour is estimated in **Table 4.11**.

Table 4.11 Estimated Pedestrian Generation and Attraction Based on Different Mode of Transports during AM and PM Peak Hour

Mode of Transport	Adjusted Modal Split	Estimated Peak Hour Pedestrian Flows (persons / hr)					
		AM Peak Hour			PM Peak Hour		
		Gen.	Att.	Total	Gen.	Att.	Total
MTR Station	43.28%	289	322	611	350	463	813
Bus	28.63%	191	213	404	232	307	539
On foot only	13.48%	90	100	190	109	144	253
Private car / Passenger van	8.37%	56	62	118	68	90	158
Public light bus	5.48%	37	41	78	44	59	103
Taxi	0.76%	5	6	11	6	8	14
Total	**100.00%**	**668**	**744**	**1,412**	**809**	**1,071**	**1,880**

Note: Gen. – Generation; Att. – Attraction.

4.9 Reference and Design Pedestrian Flows

4.9.1 The 2031 Reference Pedestrian Flows, i.e. the pedestrian flows in the local road without the proposed development, were estimated based on the following equation.

2031 Reference Pedestrian Flows = 2025 Existing Pedestrian Flows x $(1 + 0.5\%)^6$ +

4.9.2 The 2031 Design Pedestrian Flows, i.e. the pedestrian flows in the local road network with the proposed development, were estimated based on the following equation:

2031 Design Pedestrian Flows = 2031 Reference Flows + Additional Pedestrians Induced by the proposed development

4.10 Footpath Capacity Assessment

4.10.1 Capacity analysis of the concerned footpath was carried out for the assessment year 2031. The pedestrians generated and attracted by the proposed development that anticipated to travel to/from MTR Ma On Shan Station will use the routings shown in **Figure 3.4**. However, for conservative assessment purposes, all pedestrians are assumed to use the routing at the south of the Site only. The assessment results are shown in **Table 4.12**.

Table 4.12 Year 2031 Capacity Analysis of the Concerned Footpaths

Ref.	Location	Actual Width (m)	Effective Width (m)(1)	Peak Hour flow (ped/hr)		Flow Rate(2) ped/m/min [LOS]	
				AM	PM	AM	PM
2031 Reference Scenario							
P1	Eastern footpath of On Chun Street	3.9	2.9	53	49	0.3 [A]	0.3 [A]
P2	Southern footpath of On Chun Street	3.9	2.9	467	413	2.7 [A]	2.4 [A]
P3	Southern footpath of On Chun Street (near The Waterside)	2.7	1.7	615	714	6.0 [A]	7.0 [A]
P4	Eastern footpath of On Yuen Street	3.7	2.7	539	381	3.3 [A]	2.4 [A]
P5	Northern footpath of Sai Sha Road	3.4	2.4	400	570	2.8 [A]	4.0 [A]
2031 Design Scenario							
P1	Eastern footpath of On Chun Street	3.9	2.9	53	49	0.3 [A]	0.3 [A]
P2	Southern footpath of On Chun Street (near The Tolo Place)	3.9	2.9	467	413	2.7 [A]	2.4[A]
P3	Southern footpath of On Chun Street (near The Waterside)	2.7	1.7	1,898	2,422	18.6 [B]	23.7 [C]
P4	Eastern footpath of On Yuen Street	3.7	2.7	1,632	1,836	10.1 [A]	11.3 [A]
P5	Northern footpath of Sai Sha Road	3.4	2.4	1,493	2,025	10.4 [A]	14.1 [A]

Notes: (1) A clearance zone of 0.5m on side with obstruction was adopted.
(2) For LOS "C" or above, flow volumes should be less than 33 ped/m/min.

4.10.2 **Table 4.12** shows that the condition of the concerned footpaths will be satisfactory after accommodating the pedestrians generated and attracted by the proposed development in both AM and PM Peak hours with LOS "C" or above.

4.11 Public Transport Assessment – Railway Patronage Capacity

4.11.1 In order to ensure sufficient railway capacity will be able to accommodate for the proposed development, an assessment was conducted to review the rail patronage capacity. Since railway services in AM are generally busier than that in PM, AM peak hour is considered more than critical in conducting railway capacity assessment, the AM scenario is used for analysis purpose.

4.11.2 Having considered attracted pedestrians may board from different MTR stations along Tuen Ma Line, the impact has been spread throughout these stations and therefore insignificant. But all pedestrians generated from the proposed development have to board on the same station, the Ma On Shan MTR Station, hence the impact of generation pedestrian traffic is considered more significant to railway patronage capacity and adopted for the subsequent assessment.

4.11.3 As shown in **Table 4.11**, 1,412 persons will be induced by the proposed development and 611 persons are anticipated to use railway services during AM peak hour. Taking into consideration the proposed development site is located at 600m walking distance away from the Ma On Shan MTR Station, a conservative assessment is carried out to assume ALL pedestrian traffic generated by the proposed development using the railway services, which 668 persons/hour will be generated from the proposed development.

4.11.4 According to the latest "TLB's reply to initial questions raised by Legislative Council Members in examining the Estimates of Expenditure 2025-26", the existing morning peak hour loading factor of Tuen Ma Line at critical section (Tsuen Wan West to Mei Foo) in 2024 is 62%, which the passenger demand and capacity (based on 6 passengers per square meter) are 36,200 persons/hour and 58,800 persons /hour, respectively. Although the critical section is not identified at Ma On Shan MTR Station, for conservative assessment purposes, numbers of the critical section are adopted for Ma On Shan MTR Station.

4.11.5 In 2031, the passenger demand is projected to be increased to approximately 41,900 persons /hour. The 2031 railway capacity performance is then evaluated by considering the 2031 passenger demand and the additional passengers to be induced by the proposed development. The results are tabulated in **Table 4.13**.

Table 4.13 2031 Railway Capacity Performance

Items	Capacity (persons /hour /direction)	Reference Scenario (see Note 1)	Design Scenarios (see Notes 1, 2 and 3)
2031 Projected Morning Peak Hour Passenger Demand (persons/hour)	-	41,900	42,568 [+668]
Loading factor - Existing Peak Hour Capacity	58,800	71%	72%

Note 1: According to statistics for the Heavy Rail System in 2022, 2023 and 2024, the patronages for Tuen Ma Line are as follows: 2022: 34,700 2023: 35,700 2024: 36,200.
Based on the above, the average growth rate for Tuen Ma Line between 2022 and 2024 is calculated to be 2.1% and adopted in the subsequent assessment.
2031 Reference Scenario = 2024 morning peak hour passenger demand x $(1+2.1\%)^7$

Note 2: 2031 Design Scenario = 2031 Reference Scenario + Additional passenger demand induced by the Proposed Development.

Note 3: Figures in square brackets indicate the increase in passengers due to the proposed development.

4.11.6 From **Table 4.13**, after accommodating the additional passengers induced by the proposed development, the 2031 morning peak hour loading factor of Tuen Ma Line at critical sections, based on existing peak hour capacity, will be 72% (6 passengers per square meter).

4.11.7 It should be noted that the increase in passenger during the morning peak hour at Tuen Ma Line due to the proposed development, are only 688 persons. The increase in passengers only constitute 1.6% of the passenger demand of Tuen Ma Line, which are considered insignificant.

Table 5.2 Summary of Overall Transport Facilities Provisions

Facilities	Dimensions	Proposed Provision			
		Residential	Retail	Exhibition /Convention Hall	Total
Car Parking Space	2.5m (W) x 5.0m (L) x 2.4m (H)	145	20	6	**171**
Visitor Parking Space	2.5m (W) x 5.0m (L) x 2.4m (H)	5	0	0	**5**
Disabled Car Parking Space	3.5m (W) x 5.0m (L) x 2.4m (H)	3	1	1	**5**
Motorcycle Parking Space	1.0m (W) x 2.4m (L) x 2.4m (H)	8	3	1	**12**
Loading/Unloading Bay		1	4 (1)	2 (1)	**7**
LGV	3.5m (W) x 7.0m (L) x 3.6m (H)	0	3	1	**4**
HGV	3.5m (W) x 11.0m (L) x 4.7m (H)	1	1	1	**3**
Bicycle Parking Space	-	120			**120**

Note: (1) Goods vehicle provision is divided into 65% LGV and 35% HGV as per HKPSG requirement

5.2.5 The development proposal will follow the existing building footprint and building form. In the layout design, the carparking area in the basement will be maximized to accommodate more parking spaces for residential use to achieve the high-end of the HKPSG requirement as far as possible and there is no extra space to accommodate a Public Vehicle Park. However, there are 28 nos. of car parking spaces provided for the commercial use and exhibition/convention hall use and these spaces can be opened for public use as hourly parking.

Annex D

CARPARK SCHEDULE:

RESIDENTIAL C/P	:148 Nos.
RESIDENTIAL VISITOR	: 5 Nos.
COMMERCIAL C/P	: 21 Nos
EXHIBITION/CONVENTION HALL C/P	: 7 Nos.
TOTAL	:181 Nos
Motorcycle	: 12 Nos
Bicycle	:120 Nos

No.29 On Chun Street, Ma On Shan (STTL 461)
S16 Planning Application

PROPOSED SCHEME

BASEMENT FLOOR
Scale : 1:500

PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 HOI BUN ROAD, KWUN TONG
KOWLOON, HONG KONG
九龍觀塘海濱道133號
萬兆豐中心16樓K室
電話TEL (852) 3426 8451
傳真FAX (852) 3426 9737
電郵EMAIL kta@ktaplanning.com

By Email

Our Ref: S3146/STTL461/24/012Lg

15 September 2025

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

Dear Sir/Madam,

Proposed Exhibition or Convention Hall
within the Permitted In-situ Conversion for Residential Development
cum Shop and Services/Eating Place, "Residential (Group A) 12" Zone
No. 29 On Chun Street, Ma On Shan
Sha Tin Town Lot No. 461
(Planning Application No. A/MOS/131)
Further Information No. 3

This letter supersedes our previous letter dated 10 September 2025 (Ref. No. S3146/STTL461/24/011Lg).

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board ("TPB") on 19 September 2025. At the request of Sha Tin, Tai Po and North District Planning Office, we would like to supplement the followings for the consideration of the TPB:

(a) Separate Entrance for the Proposed Exhibition/Convention Hall and Future Residential Development Upon In-situ Conversion

The Proposed Exhibition/Convention Hall is segregated from the future residential use (upon in-situ conversion) by the above-ground carpark and separate entrances for the proposed Exhibition/Convention Hall and future residential use will be provided to ensure no disturbance or nuisance to the future residents. A plan showing the separate entrances to the two uses is attached.

(b) Location of the Proposed Exhibition/Convention Hall

Please note that the proposed Exhibition/Convention Hall is located at the western corner of the future converted development which is currently occupied by restaurant and kitchen uses.

(c) Completion Year of the Proposed Residential Development Upon In-situ Conversion

The target completion year of the Proposed Residential Development is 2028 as it involves in-situ conversion of existing hotel into residential development (with Exhibition or Convention Hall and permitted Shop and Services/Eating Place) only instead of redevelopment which involves a longer development programme.

(d) GFA of Carpark and Driveway

The basement carpark is exempted from GFA calculation while the driveway and covered carpark at L1 is accountable for 50% of the GFA (i.e. 50% of about 2,156 m^2). The total accountable GFA of carpark and driveway for the Proposed Development is about 1,078 m^2.

PLANNING LIMITED
規劃顧問有限公司

(e) Justifications for the Provision of Exhibition/Convention Hall at the Site

Ma On Shan area is only served by one community centre and one community hall at present. The Site is conveniently located at the waterfront and well served by public transport and the proposed Exhibition or Convention Hall at the Site (which is well equipped with various facilities for holding exhibitions and events) would provide a venue for the different events including exhibitions, conventions, conferences, receptions, trade fairs and ceremonies to take place. The proposal is also in-line with Government's policies as announced in the 2023 and 2024 Policy Addresses to expand the Convention and Exhibition (C&E) facilities in order to facilitate further development of the C&E industry and enhance the incentives for recurrent exhibitions.

(f) Building Height of the Proposed Residential Development Upon In-situ Conversion

We would also like to clarify that the building height of the Proposed Residential Development (with Exhibition / Convention Hall and permitted Shop and Services/Eating Place) upon in-situ conversion is 16 storeys (including 1 level of basement). The E&M floor at the roof would not be counted towards the height of the building in accordance with Joint Practice Note No. 5.

Should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at [redacted].

Thank you for your kind attention.

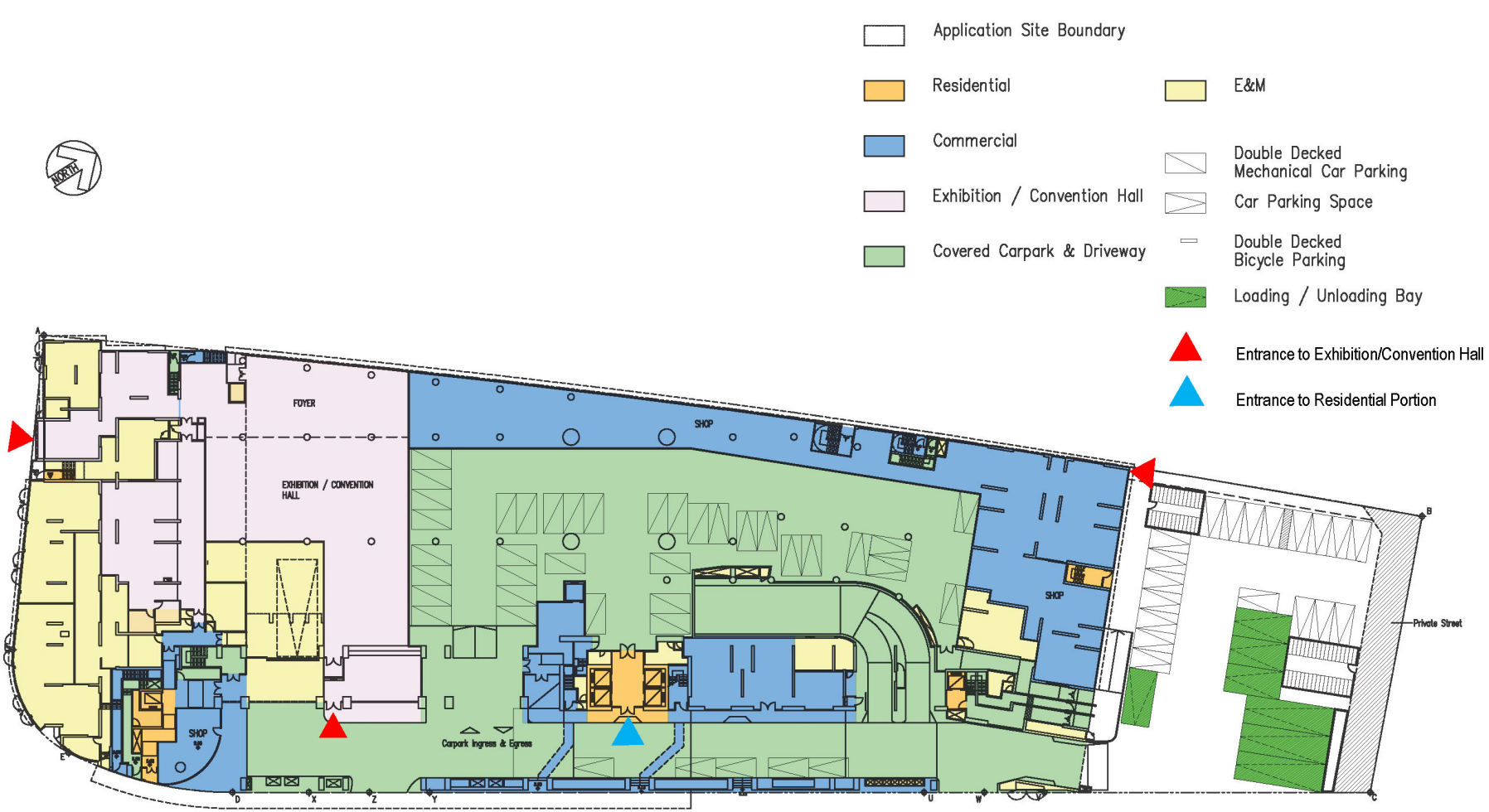
Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Kitty Wong

Encl.: Location of Entrances for the Proposed Exhibition/Convention Hall and Residential Portion

cc. STNDPO – Ms Elizabeth Ng (by Email)
the Applicant & Team

KT/PL/KW/vy



No.29 On Chun Street, Ma On Shan (STTL 461)
S16 Planning Application

LOCATION OF ENTRANCES FOR PROPOSED EXHIBITION/ CONVENTION HALL AND RESIDENTIAL PORTION

L1 FLOOR
Scale : 1:500

Appendix II of RNTPC
Paper No. A/MOS/131

Recommended Advisory Clauses

(a) to note the comments of the District Lands Officer/Sha Tin, Lands Department (DLO/ST, LandsD) that the proposed exhibition or convention hall on its own on L1/F under the current application is not permitted under lease. In fact, the proposed scheme for the proposed residential development cum shop/services/eating place as well as the exhibition or convention hall as a whole as detailed in the Supplementary Planning Statement is not permitted under lease. If the Town Planning Board approves the application, the owner of the Lot is required to apply to LandsD for a lease modification to implement the proposed scheme. The lease modification will take into account the planning approval obtained and the details of proposed development in the application, if any.

(b) to note the comments of the CES/LS, LandsD that:

(i) notwithstanding that an indicative development scheme has been demonstrated in support of the proposed exhibition or convention hall, in case if the proposed residential development would be implemented along with the proposed exhibition or convention hall, lease modification shall be required and shall be processed in accordance with the maximum development parameters as permissible for the Lot under the approved Ma On Shan Outline Zoning Plan (OZP) No. S/MOS/28 and in accordance with the approved planning permission, including but not limited to a maximum plot ratio (PR) of 7.0 within the "Residential (Group A) 12" zone under the OZP, instead of the demonstrated scheme with a maximum PR of 6.353 in the subject planning permission; and

(ii) however, there is no guarantee that the lease modification application would be approved. Such application, if received, will be considered by LandsD acting in its capacity as the landlord at its sole discretion and any approval given will be subject to such terms and conditions including, inter alia, payment of premium and administrative fee, as may be imposed by LandsD.

(c) to note the comments of the Director of Environmental Protection that a Noise Impact Assessment and a Sewerage Impact Assessment would be required for the proposed development under land lease conditions in relation to the approved s.12A planning application No. Y/MOS/6.

(d) to note the comments of the Chief Building Surveyor/New Territories East (2) and Rail, Buildings Department (CBS/NTE2&Rail, BD) that:

(i) if the proposed exhibition or convention hall is constructed or adopted to be used for a Places of Public Entertainment (PPE), the requirements for PPE under the Code of Practice for Fire Safety in Buildings 2011 should be complied with;

(ii) before any new building works are to be carried out on the application site (the Site), the prior approval and consent of the BD should be obtained, otherwise they are Unauthorized Building Works. An Authorized Person should be appointed as the coordinator for the proposed building works in accordance with the Buildings Ordinance;

(iii) if the proposed use under application is subject to the issue of a licence, any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority; and

(iv) detailed comments will be given during general building plans submission stage.

(e) to note the comments of the Commissioner for Transport (C for T) that the applicant should devise in land administration stage a traffic layout of the proposed pedestrian/cyclist access with water front promenade/cycling track in north of the Site for the connection/interface detail with the existing public road and carry out the subsequent necessary roadworks for the modification of the existing public road at its own cost.

(f) to note the comments of the Director of Fire Services (D of FS) that detailed fire safety requirements will be formulated upon receipt of the formal submission of general building plans or upon referral from the relevant licensing authority.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential 1 10 15

From:
Sent: 2025-09-03 星期三 11:15:03
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 回覆城規會規劃意見書(規劃申請編號:A/MOS/131)
Attachment: 03092025105408.pdf; 03092025105330.pdf; 03092025105321.pdf; 03092025105312.pdf; 03092025105303.pdf; 03092025105254.pdf; 03092025105246.pdf; 03092025105237.pdf; 03092025105200.pdf; 03092025105150.pdf; 03092025105141.pdf; 03092025105108.pdf; 03092025105606.pdf; 03092025105558.pdf; 03092025105549.pdf

Dear Sir,

We received 15 nos. of residents' comment which are attached for your information.

Best regards,
Jacky Chan
Property Manager- Property Management Services
PMP(Tier 1)
Hop On Management Company Limited

CHINACHEM GROUP
華懋集團

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/MOS/131

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

如果在四周房屋旁边起18楼高度，太高，太密集，与四居高度不一致，落差不利影响楼宇的规划性，强烈反对起高密度的高楼，如果起低层，10层左右就可以。

「提意見人」姓名/名稱 Name of person/company making this comment ____________________

簽署 Signature 梁[illegible] 日期 Date 25. 08. 2025

2

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates
<u>A/MOS/131</u>

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

为免影响环境及空氣，建築不应超过三層樓高度(標準住宅高度)以休閒為主

「提意見人」姓名/名稱 Name of person/company making this comment ____________________

簽署 Signature ____________________ 日期 Date Aug 23th 2025

3

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

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Details of the Comment (use separate sheet if necessary)

該項目對周邊環境造成負面影響，包括空氣質
降低，噪音污染增加及綠化空間減少。
現時該區的公共設施已接近飽和，未見有足夠配套及
改善措施。

「提意見人」姓名/名稱 Name of person/company making this comment 梁美鳳

簽署 Signature _____ 日期 Date 28. 8. 2025

4

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
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有關的規劃申請編號 The application no. to which the comment relates
A/MOS/131

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

反對任何改動

「提意見人」姓名/名稱 Name of person/company making this comment _____

簽署 Signature _____ 日期 Date 30/8/2025

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
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By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
<u>A/MOS/131</u>

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

請建低於九米以下建築物，政府
民主政府不得侵犯原區居民的生存權！
不然，因太高而引致財產下降，政府
相關群團體必須給賠償

「提意見人」姓名/名稱 Name of person/company making this comment 張淑虹

簽署 Signature 張淑虹　　日期 Date 2025/8/31

6

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/MOS/131

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

強烈要求不建超過十米高的建築物，意既侵犯了原居民業主的陽光權，以致健康問題！強烈抗議建高於十米高以上高樓！

「提意見人」姓名/名稱 Name of person/company making this comment YU SHZE HING

簽署 Signature [signature]　　日期 Date 2025/9/1

7

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/MOS/131

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)
New building may have direct access to the interiors of the surrounding residences, thereby invading the privacy of the residents.
The noise impacts resulting from the construction period and the subsequent operation.
Canceling the existing parking lots will exacerbate the problem of parking difficulties in the area. It will also increase the pressure on the surrounding public facilities (parks, recreational space).
The original sea view will be permanently blocked, which will affect the property value and the living experience.

「提意見人」姓名/名稱 Name of person/company making this comment Dr. Yanping Duan

簽署 Signature Yanping Duan 日期 Date 29 Aug. 2025

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

8

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/MOS/131

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

It will affect the lives of nearby residents, especially as the surrounding area is already a high-density residential zone.
The new building also has traffic impact. it will introduce vehicle traffic, and the existing road network may not be able to handle it.
The new building will affect the city's ventilation, it may block the natural ventilation corridors that allow the existing sea breeze to enter the community.

「提意見人」姓名/名稱 Name of person/company making this comment Dr. Gangyan Si

簽署 Signature Gangyan Si 日期 Date Aug. 29, 2025

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

9

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**
A/MOS/131

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

反對

「提意見人」姓名/名稱 Name of person/company making this comment 郭漢揚

簽署 Signature 郭漢揚 日期 Date 1-9-2025

9

致城市規劃委員會秘書函（Reference : TPB/A/MOS/13)

興建香港運動體驗展博館建議書

香港土地「尺」金「寸」土，貴乎善用，所謂「善用」，乃貴乎知其「地之所宜」，香港「勢之所趨」，全港市民之「是否樂見」。今以此地之規模而建之以住樓商場，可謂千篇一律，毫無創意，復得拙於思維，無視天然優點之笨評。惜哉！痛哉！

所謂「地之所宜」，即謂此地最具價值、具新見、具智慧之運用方式，能盡其地之所宜而用之。

所謂「勢之所趨」，即謂今時今日，以此等地段空間，如何配合當今香港之氣運形勢而用之，否則即屬暴殄天物，煮鶴焚琴，愚不可及。

現先述「勢之所趨」之說：
目下香港所最缺者，並非商住樓宇，且地價低呆、樓值輒貶，建樓商住，一如雪上加霜，殊為下下之策。住屋問題，雖仍重要，但非必用於此地然後可，亦非適用於此地此時，復見港人移民甚眾，人口減少（且未終結），住屋問題政府當自細為策劃，以作解決，非此文所關。至於經營商場之利，更是秋風殘葉，十有四空，此為鐵般事實，如此經濟困境，未見政府能作良策以應，動作多，效應少，嗚呼！

當下之勢，且看香港近三十年之發展，當以運動表現最為觸目及勢頭可觀。故撇開樓建商住此等低層次思維，而較之以目光炯遠之創思，則理應配合運動體育之建設為首優之務，方見政府之善綢繆，懂氣勢。
應「地之所宜」，乃謂以所得之空間及其四周生態及生活環境，應作何等施為方為上上之策！

查此地段空間狹小，下有溶洞，若建商住樓房，則屬「細眉細眼」之作，可有可無，未能充份思量此地之最佳運用價值，作為若此焉能稱之曰「規劃」，直是「行之若素，抱舊盲新」，可惜！

此地臨海，咫尺之間為馬鞍山游泳池、圖書館、體育館、公園，一箭之遙為馬鞍山田徑足球場，其旁即是單車徑，如此環境何不巧作利用，若仍思之以商住陳施，實笨拙甚矣。

9

興建「香港運動體驗展博館」之構思，乃因有其特具之價值：

1. 這類綜合式之運動展覽、博物館及賽場舉世皆無。
2. 「體驗」乃指可於館內及附近場地作相關之體育訓練，有利體育、運動之發展。
3. 此館可建立成為所有運動之綜合統籌處，成為香港各類運動之「總大腦」。
4. 因其水陸運動皆宜，地利之用可發揮至極。
5. 此館之建立亦有助香港之經濟發展及聲譽之昌隆，益者多矣。

此館之大概建設為展覽、博物式，亦可作比賽場地。其草擬大綱如下：

1. 地下可作單車博物館及水上活動展覽館，並行政策劃處。
2. 二樓為籃球場，此場地可作彈性轉變為排球場或沙灘排球賽場。
3. 三樓為劍擊博物館連訓練所，並作比賽場地。
4. 四樓為體育運動展覽館(國際性體育活動之展介及按時更換之專題展覽)。
5. 五樓為其他球類活動場所及博物館（如乒乓球、羽毛球、壁球等）。
6. 六樓為射擊及射箭之活動場所。
7. 七樓國術及體操訓練館。
8. 天台為風箏館：風箏活動及展覽所。
9. 館外之吐露港，可定為滑浪風帆、划艇、龍舟、滑水等活動之場地，更可擴充為「快艇比賽」處。

至於其他如足球、田徑、游泳、跳水等體育活動，則可與此館相互籌劃及配合，此為行政策劃及運作功能之構思，有待細擬。

上述建議，自忖遠勝「商住」故策，未審城市規劃委員諸公以為然乎？

市民　郭漢揚謹上

26-8-2025

10

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/MOS/131

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

強烈反對，對社會一
點好處都沒有！

「提意見人」姓名/名稱 Name of person/company making this comment ERIC WONG

簽署 Signature _____ 日期 Date 1 SEPT 2023

11

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
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有關的規劃申請編號 **The application no. to which the comment relates**
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Details of the Comment (use separate sheet if necessary)

這肯定是商業的考慮，既不能幫助現時的房屋問題又會加深馬鞍山的交通問題。業主應該把努力放在怎樣把酒店的業務做好，而不是想着改變用途來賺錢，這更符合當初批地的目的。

「提意見人」姓名/名稱 Name of person/company making this comment CHOI YUNG CHUN

簽署 Signature _____ 日期 Date 1 SEPT 2025

12

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
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有關的規劃申請編號 **The application no. to which the comment relates**
A/MOS/131

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

See attached

「提意見人」姓名/名稱 Name of person/company making this comment LO TIN HOI

簽署 Signature _____ 日期 Date 2 SEP 2025

12

I DO NOT support the proposed development due to the following considerations.

1. The existing On Chun St. is narrow and already quite congested, with many private cars, public light buses and school buses around. The proposed development will bring in more traffic and worsen the situation.
2. There is a serious shortage of parking places in the area, and will become worse due to the development.
3. It will be a nuisance to the existing residents during the construction period (which could last for several years) – creating noise, air pollution and traffic problems. In particular, there are several schools around and will be seriously affected by the building work.

The above issues must be fully addressed before the proposed development can be considered.

13

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 ：2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
<u>A/MOS/131</u>

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

本人就上述規劃申請提出反对意見：

1. 交通負荷问題 — 發展增加区内交通流量，尤在繁忙时段導致嚴重擠塞。現时本区道路設計及公共交通已飽和，未見足夠配套改善措施。
2. 社区承載能力不足 — 發展導致人口急增，对区内教育、医療及社会服務設施造成壓力，影响居民生活質素。

「提意見人」姓名/名稱 Name of person/company making this comment ____________

簽署 Signature ____________ 日期 Date 28.8.2025

14

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/MOS/131

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

制造大量垃圾，破坏环境环境
马鞍山需要有一间酒店，方便旅客和市民。

「提意見人」姓名/名稱 Name of person/company making this comment 張甬亚

簽署 Signature _____ 日期 Date 26/8/2025

15

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
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有關的規劃申請編號 The application no. to which the comment relates
A/MOS/131

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

建築物改建後，參觀或旅遊的人數會上升。
隨著行人使用行人路面的人數將會增加。
而主要交通配套在馬鞍山站附近，建議把項目和車站連接，由福安商場，經雅濤居，迎濤灣到達海澄軒的駿發街行人路上加建有蓋通道，可參考荃灣城至藍田站沿茜發道的有蓋行人通道。有蓋通道可加強項目的使用及方便附近居民的出入。

「提意見人」姓名/名稱 Name of person/company making this comment 黃元斌

簽署 Signature _____ 日期 Date 26 AUG 2025

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2025-09-05 星期五 03:29:21
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/MOS/131 29 On Chun Street, Ma On Shan

16

A/MOS/131

29 On Chun Street, Ma On Shan

Site area: About 8,000sq.m

Zoning; "Res (Group A) 12"

Applied development: 772 Units / Exhibition-Convention Hall / PR 6.353 / 188 Vehicle Parking

Dear TPB Members,

Strong Objections. By approving rezoning to Res A 12 on 12 May 2023 with no conditions with regard to the provision of hotel rooms, members effectively opened the door for the developer to convert. the entire building into units for sale.

At that time the developer was deliberately vague in its intentions:

"Two indicative schemes, namely the "Residential cum Hotel Scheme" with 637 flats and 194 hotel rooms and the "Full Residential Scheme" with 758 flats, for a population of about 2,013 and 2,396 respectively, were submitted by the applicant under the agreed s.12A application in support of the proposed conversion of the existing hotel for residential use."

But now the developer has eliminated the hotel element and will effectively leave a district of over 200,000 with no hotel or short-term rental options. This is certainly not in line with prudent town planning whereby each district should have a certain level of accommodation of this nature.

But in order to have his cake and eat it, there is now an application for an exhibition/convention centre:

4.3 Providing the Much Needed Exhibition or Convention Space in Ma On Shan

4.3.1 The proposed Exhibition or Convention Hall at L1 aims to provide a venue for the public to arrange various events including ***exhibitions, conventions****,* ***conferences,*** *receptions,* ***trade fairs*** *and ceremonies. The hall will be well equipped with various facilities for holding exhibitions and events. The convention and exhibition ("C&E") industry is returning to 70 to 80 percent of the pre-pandemic levels. It is announced in the 2023 Policy Address that the Government would continue to expand C&E facilities in Hong Kong to meet the foreseeable demand.* ***Hence, the proposed Exhibition or Convention Hall would be in support of the C&E industry on a district basis***

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Indeed, however policy support is all about attracting overseas visitors to HK:

"The government also supports the broader MICE tourism sector, promotes Hong Kong brands overseas through pavilions, and is expanding C&E facilities ***to enhance Hong Kong's position as a global hub."***

This means that the facilities need to have accommodation incorporated or nearby, like the Hopewell II development in Wanchai.

Such a facility at this location would only meet the criteria if the hotel element, as proposed in 2023, is retained.

Strong Objections also to any plan that involves the demolition of part of the building. This is a scandalous proposal when we are facing climate change and there is urgent need to reduce the generation of waste and consumption of materials.

It is not clear if ridiculous proposal would be necessary if the hotel rooms are retained.

There is also a substantial increase in the number of parking from 103 in the 2023 plan to 188. This will certainly crease issues in the limited circulation space at the site.

Having failed to protect the community interests in 2023, that could have been easily achieved via Conditions, members now have a duty to take into consideration the impact that frequent large noisy gatherings spilling out onto the waterfront would have on the right of the home owners in the development to quiet enjoyment.

The application should be rejected.

Mary Mulvihlll

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Friday, 24 March 2023 3:23 AM HKT
Subject: MA ON SHAN OZP NO. S/MOS/25

Dear TPB Members,

That Hong Kong will soon face similar conditions of a declining property market as those on the mainland is now inevitable.

The rising interest rates. emigration and bleak economic outlook are impacting the allure of property investment. Some local developers with high gearing will face difficulties in servicing their debt.

Cheung Kong can no longer tout the need for additional residential units to legitimize rezoning. Just a few days ago it launched Phase 2 of its Grand Jete development in Tuen Mun in a crash sale with prices around 20% lower than those for Phase One last year.

The developer recognizes that the market has peaked and that there will be a glut in supply, predicted to reach almost 50.000 units by the end of the year. And this is in

addition to the around 200,000 calculated vacant units when the Vacancy Tax was proposed a few years ago.

TPB members have a duty to consider the overall development of the city and the need for the provision of a diverse range of amenities in each district.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Tuesday, 28 February 2023 10:04 PM CST
Subject: AMENDMENTS TO MA ON SHAN OZP NO. S/MOS/24

AMENDMENTS TO MA ON SHAN OZP NO. S/MOS/24

Dear TPB Members,

Item A – Rezoning of a site on On Chun Street from "Other Specified Uses" annotated "Hotel" to "Res (Group A)12" with stipulation of BHR.

831 room Horizon Suite Hotel Y/MOS/6 Approved 26 Feb 2021

Item B – 3.77ha Rezoning of a site in the southwestern part of Whitehead headland from "CDA (2)" to "Res (Group C)4" ("R(C)4") with stipulation of BHR.

St. Barths. GFA of 40,000m2 and a maximum BH of 50mPD to reflect its as-built conditions.

HOUSEKEEPING

Item C – 2.35ha Rezoning of a site in the south eastern part of Whitehead headland from "CDA (3)" to "Res (Group C)5" ("R(C)5") with stipulation of BHR.

Altissimo GFA of 36,000m2 and a maximum BH of 58mPD with a 15m-wide strip of land as shown on the Plan restricted to 2 storeys to reflect its as-built conditions.

HOUSEKEEPING

Item D – Rezoning of an area on Ma On Shan Road from "OU(Pedestrian Link with Retail Facilities" to an area shown as 'Road'.

A new footbridge with a shorter length is provided between Yan On Estate and Kam Chun Court. This scheduled to be completed in 2023.

HOUSEKEEPING

So the OZP is essentially about Item A.

STRONGEST OBJECTIONS

The application site was originally zoned "GIC" on the draft Ma On Shan OZP No. S/MOS/1;

*The **Visitor and Tourism Study (the Vistour Study) completed in 1995 indicated that there were insufficient hotel rooms and other accommodations for the potential growth in visitors and thus recommended an action plan for the creation of new nodes for tourism development**. Shatin, as one of the new tourism nodes, had been identified as a new node of sporting and leisure activities (including aquatic stadium) and **a new hotel node to act as an intervening accommodation opportunity for visitors from mainland China.** The Site was rezoned to "OU(Hotel)" for hotel development and the hotel was completed in 2002.*

FACTS: Over 11.3 million visitors came to Hong Kong in 1999, among them about 30% were business travellers.

In 2019 the number of visitors was 55.91 million, among whom Mainland visitor numbered 43.77 million.

While the 2019 visitor number will, hopefully, not be reached again, visitors numbers will gradually increase and number in multiple tens of millions per annum. Our government is spending hundreds of millions to attract visitors,

But instead of being prepared to accommodate them a number of existing hotels are being redeveloped in order to accommodate the short term interests of developers. Or as PlanD justifies "to allow the market to respond to demand"

BUT WHAT DEMAND ARE WE TALKING ABOUT HERE? THE ADMINSTRATION IS UNFORTUNATELY TOTALLY FOCUSED ON RESIDENTIAL UNITS INSTEAD OF HAVING A HOLISTIC VISION THAT EXTENDS TO CREATING COMMUNITIES WITH DIVERSE FACILITIES AND EMPLOYMENT OPPORTUNITIES

*The **average occupancy rate of the existing hotel was about 95%.** Among which, about 99% of the hotel guests were locals while only about 1% were tourists. The hotel rooms were allowed for both long and short stays;*

AND THIS WAS DURING COVID RESTRICTIONS INDICATING A VERY HEALTHY DEMAND

The future residential units **would be for sale**;

NO DATA PROVIDED WITH REGARD TO ALTERNATIVE RENTAL ACCOMMODATION IN DISTRICT. SO NOT ONLY WOULD THE DISTRICT HAVE NO HOTEL, THERE WOULD ALSO BE NO CONVENIENT LOCATION TO ACCOMMODATE BOTH VISITIORS AND SHORT TERM RESIDENTS

There were currently a total of six hotels in operation in Sha Tin and Ma On Shan areas. Three of them were completed after the opening of the subject hotel at the Site

BUT THE OTHERS ARE ALL IN SHA TIN – Regal, Alva, Royal Park, Hyatt, Courtyard.

In considering the application, Members generally considered that the application could be supported as the existing hotel had been leased out to the locals for long or short stay

in response to market demand. After conversion, the residential units would be for sale rather than for lease, ***which implied merely a change in the operation mode.***

THIS IS A RIDICULOUS ASSUMPTION. UNLESS THE NEW OWNERS OF THE UNITS WOULD CHOOSE AN *Airbnb* ARRANGEMENT THE UNITS WOULD BE RETAINED AS HOMES OR RENTED FOR LONG TERM ONLY

Two indicative schemes for partial or wholesale conversion of the existing hotel, namely the "Residential cum Hotel Scheme" with ***637 flats and 194 hotel rooms*** *and the "****Full Residential Scheme" with 758 flats****, for a population of about 2,013 and 2,396 respectively, were proposed by the applicant.*

The two proposed schemes were only for indicative purpose and mainly to demonstrate that the proposed partial or wholesale conversion of the existing hotel was technically feasible. If the rezoning application was approved, the Site under the "R(A)" sub-zone proposed by the applicant would allow 'flat' use as a Col 1 use permitted as of right while 'hotel' would be a Col 2 use requiring planning permission from the Board. In that regard, ***if the applicant pursued a 'hotel' use at the Site by way of redevelopment, planning permission would be required****.*

SO IN OTHER WORDS THE HOTEL ELEMENT WILL BE DROPPED

OBJECTIONS IGNORED :

During the statutory publication periods, a total of 164 public comments were received, including five supporting comments from individuals, ***158 objecting or adverse comments*** *from the Sha Tin Rural Committee, residents of Marbella (88 in standard format with additional comments) and individuals, and the remaining one providing views not relevant to the application.*

Cheung Kong has been allowed to manipulate the system over two decades. Instead of building a proper hotel it used the zoning to develop what is essentially rental units, they have individual AC.

Now it wants to liquidate and sees residential units as the most lucrative exit strategy. However the rezoning is not in the best interests of the community.

This is a prime harbour front site. What should be there is a genuine hotel with extensive F&B outlets with open terraces. I have walked all along the Ma On Shan Waterfront. There is not a single outlet where one can relax with an afternoon coffee or admire the sunset over a drink.

If this hotel with an uninterrupted harbour view had been carefully designed and well managed it would be a magnet for both visitors and locals. There is strong local demand for staycations, but not in a dismal facility like the current one. It could have provided a romantic setting for weddings, etc.

The hotel zoning should remain. If Cheung Kong wants out fine, it can sell the development to a more astute organization with the long term vision. For example Gaw Capital Partners has invested in the refurbishment of the InterContinental, now reverted to The Regent brand. This harbourfront location in Ma On Shan could also be

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transformed into what is clearly lacking in the district, an iconic and landmark focal point for the community.

Previous objections to the plan remain relevant.

Mary Mulvihill

P707

From:
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Tuesday, January 28, 2020 4:16:04 AM
Subject: Y/MOS/5 Horizon Suites Ma On Shan

Y/MOS/5
29 On Chun Street, Ma On Shan
Site area : About 8,000sq.m
Zoning :"Other Specified Uses" annotated "Hotel" (831 Rooms)
Proposed Amendment(s): To amend the Notes of "Other Specified Uses" annotated "Hotel" zone to include 'Flat (in wholesale conversion of an existing building only)' as a Col 2 use
637 Flats / 194 Hotel Rooms / 103 Vehicle Parking

Dear TPB Members,

Strongly object to another Cheung Kong plan to cash out while impoverishing the community. An hotel is an essential facility for any mature district in order to provide accommodation for tourists, visiting family members and convenient catering and meeting facilities. This prime waterfront site was designated to provide such facilities :

*9.10.6 In response to the recommendations of the **Visitor and Tourism Study for Hong Kong**, a site at the waterfront in Area 100 is designated specifically for hotel use. Restrictions on plot ratio and building height are imposed on the site to ensure compatibility with the surrounding developments.*

While tourism may be adversely affected at the moment, the long term benefit of a waterfront hotel cannot be discarded. Moreover planned developments in the district, both public and private, will gradually increase the number of residents and the demand for temporary accommodation for various reasons.

Not only is an hotel an essential component of the community, it is quite obvious that Ma On Shan is grossly deficient in local employment opportunities. The intention of the 'Hotel' zoning is both to provide services and to encourage a degree of job creation.

I would also encourage members to take the time to read this report, one of the contributors is Law Chi-Kwong, currently Secretary for Welfare as it is also applicable to Ma On Shan, a district with numerous existing and planned public housing developments :

A Study on Tin Shui Wai New Town

http://www.nentnda.gov.hk/doc/techreport/r3.pdf
In June 2008 PD commissioned the Dept of Social Work and Social Administration HKU to conduct a study on TSW New Town with a view to identifying lessons learnt and shedding light on future planning for New Development Areas in HK.

Issues – Provision of employment opportunities
Lack of a vital local economy caused by the distance from the urban centre and the inorganic management of commercial and retail outlets because of its limited number of management. Lack of competition in TSW was quite evident. This resulted in higher prices for foodstuffs and other commodities.

To ensure that there are sufficient jobs in the new towns we would have to turn to the two largest sectors, namely the trade and retail industry, and the Community/social/personal service industry

A residential development will provide only a few dozen cleaning and security jobs. An hotel provides many more opportunities, particularly part time positions that appeal to parents with children at school.

What is required in Ma On Shan is more commercial activity, more jobs.

If Cheung Kong wants out then the site should be sold to another company that would fulfill the zoning intention.

TPB cannot allow the already very limited scope for local employment to be decimated and facilities to be reduced to a minimum.

Moreover as the number of rooms/units will remain the same, the operator can continue with its current practice of renting them out on long term contracts. The units already function as a component of the local housing supply. Note that the suites come with microwave, induction stove, washer/dryers and individual air cons, The need for rental units must not be overlooked.

This application must not be approved. It would provide no gain with regard to housing supply but would certainly impact grass roots employment and deprive the district of waterfront facilities that cannot be replicated once removed.

Mary Mulvihill

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

17

參考編號 **Reference Number:**	250823-115750-13768
提交限期 **Deadline for submission:**	05/09/2025
提交日期及時間 **Date and time of submission:**	23/08/2025 11:57:50
有關的規劃申請編號 **The application no. to which the comment relates:**	A/MOS/131
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. So

意見詳情
Details of the Comment :

您好：

我是馬鞍山的居民，特此寫信表達我對 規劃申請 A/MOS/131 的反對意見。

在細閱規劃聲明後，我認為這個展覽／會議廳計劃不太合適，原因如下：

不符合居民需要
馬鞍山最欠缺的是常態使用的社區設施，例如老人活動中心、家庭活動室、兒童遊樂空間等。相比之下，展覽廳是偶爾才會使用，並不能解決居民日常需要。

對住戶生活有影響
即使規劃書說會分開出入口，但大型活動一定會帶來大量人流和交通，難免會有噪音和擠迫，影響附近住戶的生活品質。

交通與環境評估不足
聲明書低估了高峰期交通壓力，也沒有清楚交代臨時停車、巴士接駁等安排。噪音方面，建築隔音未必能處理戶外人群或活動期間的影響。

社區凝聚力定位錯誤
規劃文件說展覽廳能促進社區凝聚，但居民真正需要的是能經常使用、讓不同年齡層聚會交流的空間，而不是商業或一次性的展覽活動。

海濱保護不足
這個項目會吸引更多人流到海濱，但規劃書並沒有具體的保育措施。這可能會破壞原有的休憩氛圍，甚至影響生態。

基於以上理由，我誠懇地希望城規會能重新審視這個計劃，並優先考慮居民真正的生活需要。