2025年 1月 2日
此文件在_____收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on -2 JAN 2025.
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S16-III
表格第 S16-III 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 Proposal Only Involving Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas, or Renewal of Permission for such Temporary Use or Development*

適用於祇涉及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/發展或該等臨時用途/發展的許可續期的建議*

****Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area)and Renewal of Permission for such Temporary Use or Development.***
****其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展)及有關該等臨時用途/發展的許可續期，應使用表格第S16-I號。***

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

240205 5/1/2024 By Hand Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-FTA/258
	Date Received 收到日期	-2 JAN 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)

Hong Kong Chilled Meat & Poultry Association Limited (香港冰鮮禽畜業商會有限公司)

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)

C&K Land Management Company 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）	Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482RP, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories
(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 20249 sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 15206.84 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）	1882 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	Fu Tei Au & Sha Ling OZP S/NE-FTA/18
(e)	Land use zone(s) involved 涉及的土地用途地帶	Agriculture
(f)	Current use(s) 現時用途	Abandoned agriculture land (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04-12-2024及05-12-2024 (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02-12-2024 (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

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas
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
(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B))
(如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary Cold Storage for Poultry and Distribution Centre and Filling of Land for Site Formation Works for a Period of 3 Years (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☑ year(s) 年 3 ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	12253.25	sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	7995.75	sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	17	
Proposed domestic floor area 擬議住用樓面面積	N/A	sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	15206.84	sq.m ☑About 約
Proposed gross floor area 擬議總樓面面積	15206.84	sq.m ☑About 約

Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)

See attached

Proposed number of car parking spaces by types 不同種類停車位的擬議數目

Private Car Parking Spaces 私家車車位	7
Motorcycle Parking Spaces 電單車車位	2
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)	

Proposed number of loading/unloading spaces 上落客貨車位的擬議數目

Taxi Spaces 的士車位	
Coach Spaces 旅遊巴車位	
Light Goods Vehicle Spaces 輕型貨車車位	
Medium Goods Vehicle Spaces 中型貨車車位	
Heavy Goods Vehicle Spaces 重型貨車車位	22
Others (Please Specify) 其他 (請列明)	8 Container Vehicles

Proposed operating hours 擬議營運時間

24 hours (Daily)

(d) 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)) Lo Wu Station Road ☐ 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	☐

(e) 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。)

(i) 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
	No 否	☑
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	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 ....14351..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..not exceeding 1.5.. 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	☐

(iii) 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) See attached

(B) 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臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/_____/_____
(b) Date of approval 獲批給許可的日期	..... (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	..... (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途／發展	
(e) Approval conditions 附帶條件	☐ The permission does not have any approval condition 許可並沒有任何附帶條件 ☐ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 ☐ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： _____ _____ _____ Reason(s) for non-compliance: 仍未履行的原因： _____ _____ _____ (Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)
(f) Renewal period sought 要求的續期期間	☐ year(s) 年 ..... ☐ month(s) 個月 .....

7. 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）。

See attached

8. 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

ANDY YIU ..... Planning Consultant .....

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 C&K Land Management Company Limited .....

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

Date 日期 2-12-2024 ..... (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。

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	Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482RP, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories
Site area 地盤面積	20249 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 1882 sq. m 平方米 ☑ About 約)
Plan 圖則	Fu Tei Au & Sha Ling OZP S/NE-FTA/18
Zoning 地帶	Agriculture
Type of Application 申請類別	☑ Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Temporary Cold Storeage for Poultry and Disribution Centre and Filling of land for Site Formation Works for a period of 3 Years

(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
		Domestic 住用	N/A ☐ About 約 ☐ Not more than 不多於	N/A ☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	15206.84 ☑ About 約 ☐ Not more than 不多於	0.75 ☑About 約 ☐Not more than 不多於
(ii)	No. of blocks 幢數	Domestic 住用	N/A	
		Non-domestic 非住用	17	
(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A m 米 ☐ (Not more than 不多於)	
			N/A Storeys(s) 層 ☐ (Not more than 不多於)	
		Non-domestic 非住用	About 3 to not more than 20.675 m 米 ☑ (Not more than 不多於)	
			1-2 Storeys(s) 層 ☐ (Not more than 不多於)	
(iv)	Site coverage 上蓋面積		39.5 % ☑ About 約	
(v)	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 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 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) _____ _____	9 7(including 1 disable Space) 2	
		Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____	30 22 HGV Loading/ Unloading bays 8 Container Vehicles Loading/Unloading bays	

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） Location Plan , Section Plan (Cold Storage)	☐	☑
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）	☐	☐

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。

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confi

From: [redacted]
Sent: 2025-09-16 星期二 10:03:14
To: Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject: A/NE-FTA/258 - submission of consolidated revised documents

Dear Shirley Chan TP/N1, PlanD

We hereby give notice that the consolidated version is to supersede the previous further information submissions dated 11.4.2025, 9.7.2025, 18.7.2025, 21.7.2025, 22.7.2025, 23.7.2025, 25.7.2025, 29.7.2025, 1.8.2025, 4.8.2025, 5.8.2025 and 6.8.2025; it contains no new information other than that already accepted by the Town Planning Board, and should be exempted from the publication and recounting requirements.

Regards

Leo Wong

Direct Line : [redacted]
Mobile / Whatsapp : [redacted]
Fax : [redacted]

Section 16 Planning Application

Planning Statement

Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works

Lots 471 S.B RP (Part), 472, 473, 474, 475,
476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P.,
501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89
and adjoining Government Land, Man Kam To Road,
Sha Ling, New Territories

Oct 2024

Prepared by

C&K Land Management Company Limited

EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as "the Board") in support of a planning application (hereinafter referred to as "the current application") for **Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works** (hereinafter referred to as "the proposed development") at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories (hereinafter referred to "the Application Site"). The Planning Statement serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board.

The Application Site is subject to a previously-approved application (No. A/NE-FTA/201 and A/NE-FTA/220) (hereinafter referred to as "the approved application") submitted by Hong Kong Chilled Meat & Poultry Association. In response to the most recent policies geared towards making Hong Kong an international centre for I&T and reviving the logistics industry through enhancing the use of technology and productivity of private sectors, the applicant, a key stakeholder in the logistic industry, aims to follow this regional and territorial direction and deliver the same vision by incorporating intelligent logistics solutions and the Internet of Things in the current application. The current application is also aimed at overcoming challenges in the traditional food logistic industry with the use of technology to boost efficiency and ensure public hygiene as well as safeguarding food safety. In order to put forth the concept of Innovation and Technology envisioned by the Northern Metropolis Development Strategy whilst at the same time meet the demands on chilled/frozen meat and poultry in the Territory and ensuring a centralized cold storage for poultry and distribution centre, the current application is so submitted to the Board with boundary and intensity adjustment.

The proposed development, with a site area of about 20249, m^2, total floor area of about 15206.84m^2, comprises Three 2-storey structure for cold storage and 14 ancillary structures for E&M room, FS Facilities, Plant room, Guard house and Management Office. The proposed filling of land would not exceed 1.5m and the operation hours of the proposed development is from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. daily. Hong Kong Chilled Meat & Poultry Association have been looking for suitable land for a proper cold storage and distribution center since the outbreak of Avian Influenza in 2003. The proposed development is of great importance since it will be handling 95% of the imported chilled poultry from the Mainland serving Hong Kong. The current application strives to adopt modern logistics operation with a view to materializing a modern cold storage and distribution centre at the Application Site.

The Application Site currently falls within an area zoned "Agriculture" ("AGR") on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/18 (hereinafter referred to as "the Current OZP"). As detailed throughout this Planning Statement, the proposed development is well justified on the grounds that:-

(a) The proposed development is in line with Government's policy to provide a centralized cold storage and distribution centre for chilled poultry to meet the increasing demand for cold storage and distribution centre for poultry and to serve the Territory;

(b) There is an insurmountable difficulty in implementing the approved application due to change in circumstances, and adjustment on development parameters is inevitable to materialize the long-needed cold storage and distribution centre;

(c) The modified development parameters from the approved application enables the employment of smart intensive warehouse system which can greatly boost efficiency and reduce reliance on human input with a view to overcoming manpower shortage faced in recent years, while creating an environmental and labour-friendly working environment through modern logistic operation.

(d) The Applicant is committed to reprovision the footpaths and open space such that the agreed planning gains in the previously-approved application can be materialized;

(e) The nature of the proposed development and approval period sought in the current application is the same as the approved application.

(f) The proposed development is considered compatible with the surrounding land uses;

(g) The Application Site serves the best location for the proposed development with its unique site conditions and close proximity to the Border Control Points;

(h) The Not-In-My-Backyard (NIMBY) nature of the proposed development requires a remote location away from the urban areas;

(i) There are difficulties for the proposed development to be operated in conventional industrial buildings;

(j) HKCMA and the Applicant have been putting efforts to liaise with bureau and Government departments in order to find a suitable place for over 10 years; and

(k) No adverse impacts on traffic, environmental, landscape, drainage, sewage and ecological aspects are envisaged at the Application Site and its surrounding areas.

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to approve the current application for the proposed development for a temporary period of 3 years.

行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及填土以作土地平整工程（以下簡稱「擬議用途」）。該申請所涉及地點位於新界沙嶺文錦渡路丈量約份第 89 約地段第 471 號 B 分段餘段(部分)、第472 號、第 473 號、第 474 號、第 475 號、第 476 號、第 482 號餘段、第 483 號、第 484 號、第 486 號、第 487 號餘段、第 497 號 A 分段餘段、第 501 號、第 502 號、第 504 號 B 分段、第 505 號及第 506 號 B 分段餘段和毗連政府土地（以下簡稱「申請地點」）。此規劃報告書提供該申請的背景資料及規劃理據以支持擬議用途供城規會考慮。

申請地點是受制於香港冰鮮禽畜業商會（以下簡稱 "商會"）提交的一份已獲批准的申請（編號：A/NE- FTA/201及A/NE-FTA/220）（以下簡稱 "批准申請"）。作為物流業界的主要的持分者，申請人希望通過該申請，將智能物流解決方案和物聯網納入該申請的發展方向，以響應香港成為國際創新科技中心和振興物流業的最新政策，共同實現願景。該申請也是為著利用科技以克服傳統食品物流行業的挑戰，提高效率，確保公共衛生和保障食品安全。為了貫徹《北部都會區發展策略》所設想的創新和技術概念，同時滿足本地區對冰鮮/冷凍肉類和家禽的需求，並確保能夠實現一個家禽冷藏庫及分銷中心，該申請在調整邊界和強度後提交給城規會作考慮。

申請地點是由香港冰鮮肉類及家禽協會提交的先前已獲批准的申請（編號：A/NE-FTA/201及A/NE-FTA/220）（以下簡稱 "已獲批准的申請"）。。

申請地點佔地面積約 20249 平方米，總樓面面積約 15206.84 平方米。擬議用途包括三個 一層高的構築物作冷藏庫以及14個附屬構築物作,電力, 消防設備, 機房, 警衛室及寫字樓之用途。擬議填土工程牽涉的厚度將不多於 1.5 米。擬議用途的營運時間是每天上午 9 時至下午 8 時以及下午 11 時至上午 3 時。自 2003 年禽流感爆發以來，香港冰鮮禽畜業商會多年一直尋覓合適的土地作家禽冷藏庫及分銷中心。由於擬議發展將處理 95%從內地進口至香港的冰鮮家禽，擬議發展對本港的冰鮮家禽市場尤其重要。該申請致力採用現代物流營運方式，以於申請地點實現一個現代化的家禽冷藏庫及分銷中心。

申請地點現時於刊憲公佈之虎地坳及沙嶺分區計劃大綱核准圖（編號：S/NE-FTA/18）內被劃為「農業」地帶。此規劃報告書詳細闡述擬議用途的規劃理據，當中包括：-

（一）擬議發展符合政府政策，提供一個合乎規範的冷藏庫及物流分銷中心集中處理冰鮮家禽，以應付社會對家禽冷藏庫及物流分銷中心日益增加的需求，服務全港市民；

（二） 鑒於申請地點的地段需要得到業權人同意上蓋的申請，批准申請的發展計劃(申請編號 A/NE-

FTA/201及A/NE-FTA/220)在建設上蓋實行上有的困難，無法得到部分業權人確認, 因此最新的申請重新整合上蓋的建築位置,配合地政署同意書的規劃申請;

修改批准申請的發展參數乃無可避免；

（三） 修改後的發展參數有利擬議用途採用智能密集倉儲系統，將大幅提高運作效率並減少依賴人手操作，克服近年人力資源短缺問題，亦可透過現代化物流系統實現環境保護和創造理想的工作環境；

（四）申請人承諾重新設置行人通道和休憩空間，以實現批准申請的規劃增益；

（五）擬議發展的性質和期限與先前獲批申請相同；

（六）擬議發展與鄰近的土地用途兼容；

（七）申請地點的獨特位置及其鄰接邊境管制站的地理優勢為擬議用途提供最佳位置；

（八）受限於鄰避效應，擬議用途需要座落於遠離市區的偏遠地區；

（九）擬議用途在傳統工業大廈內運作有重大困難；

（十）香港冰鮮禽畜業商會及申請人於過去十年一直致力與政府各部門協商，希望尋求一個合適的位置； 及

（十一）擬議用途預計不會對交通、環境、園景、排水、排污及生態方面構成不良影響。

鑑於以上各點及此規劃報告書內所提供的詳細規劃理據，懇請城規會體恤考慮，並批准該申請作為期三年之擬議用途。

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1. INTRODUCTION

1.1 Purpose

1.1.1 Pursuant to section 16 of the Town Planning Ordinance (TPO) (Cap. 131), this Planning statement is submitted to the Town Planning Board (hereinafter referred to as "the Board") in support of a planning application (hereinafter referred to as "the current application") for **Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works** (hereinafter referred to as "the proposed development") at Lots 471 S.B RP. 472, 473, 474, 475, 476, 482RP, 483, 484, 486, 487RP, 497SARP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89, and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories (hereinafter referred to as "the Application Site"). The Planning Statement serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board. The Application Site has a total area of approximately 20,249m^2. **Figure 1** indicates the location and the relevant private lots and Government land that the Application Site involves.

1.1.2 The Application Site is subject to a previously-approved application (No. A/NE-FTA/201 and A/NE- FTA/220) (hereinafter referred to as "the approved application") submitted by Hong Kong Chilled Meat & Poultry Association ("hereinafter referred to as "HKCMA"). Being affiliated with HKCMA and having same objective in facilitating the materialisation of the cold storage for poultry and distribution centre at Man Kam To, **Hong Kong Chilled Meat & Poultry Association Limited** (hereinafter referred to as "**HKCMA Ltd**") (香港冰鮮家禽商會有限公司) ("the Applicant"), takes the responsibility to submit the current application with a view to seeking planning permission from the Board. Prepared on behalf of the Applicant, C&K Land Management Company Limited has been commissioned to prepare and submit the current application on its behalf.

1.1.3 The Application Site falls within an area zoned "Agriculture" ("AGR") on the approved Fu Tei Au and Sha Ling Outline Zoning Plan ("OZP") No. S/NE-FTA/18 (please refer to **Figure 2**). The proposed development does not involve the selling of poultry in small/large quantities to individuals or retailers. Hence, the proposed term "Distribution Centre" is used. According to paragraph 10(a) of the Notes of the OZP, it states "…temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Town Planning Board…". The Remarks of "AGR" zone of the respective OZP also stated "…any filling of land shall not be undertaken...without the permission from the Town Planning Board…". Therefore, this Section 16 planning application is submitted.

1.1.4 The purpose of this planning application is to seek approval from the Board under Section 16 of the Ordinance to allow the proposed development at the Application Site with modern logistics operation in order to meet the imminent demand for such facility in the Territory.

1.2 Background

1.2.1 HKCMA members are chilled poultry importers who sell chilled poultry products including chicken, ducks, geese and squabs to meet the Territory's demand for such products. With reference to the "Import Control and Food Safety Guidelines" published by the Centre for Food Safety under the Food and Environmental Hygiene Department ("FEHD"), "chilled poultry" refers to "poultry which had been subject to the pre-chilling process immediately after slaughtering and are kept at a temperature between 0-4 degree Celsius".

1.2.2 The absence of a proper cold storage and distribution centre in Hong Kong has long been an issue for HKCMA since the outbreak of Avian Influenza in 2003. In response to the outbreak of the influenza, the Government has laid down recommended procedures for slaughtering live poultry to prevent further aggravation of the situation. Hence, the supply of live poultry was severely affected, which led to an increase in demand for chilled poultry in the territory. Currently, there is a lack of a centralised processing centre for HKCMA to handle the surging demand for chilled poultry in Hong Kong.

1.3 HKCMA's Efforts to Identify a Suitable Site for Cold Storage and Distribution Centre

Pursuit of a Permanent Site since Early 2010s

1.3.1 HKCMA has been actively searching for suitable sites for its comprehensive daily operations. Since 2009, HKCMA has been continuously liaising with the Food and Health Bureau ("FHB") and Commerce and Economic Development Bureau ("CEDB") for a suitable site to accommodate the storage and distribution activities of chilled poultry products (**Annex 1.1** refers). Meetings with the FHB and CEDB were held on December 2011 and May 2012 to bring forth the issue (**Annex 1.2** refers). In response to Legislative Council member's enquiry on May 2013, the Secretary of Food and Health, Dr. Ko Wing-man, replied that HKCMA should make enquiries and applications to the Government departments for leasing government land to set up a storage and distribution centre (**Annex 1.3** refers).

1.3.2 In response to the above, HKCMA has made various applications to the relevant Government Departments. Under HKCMA's continuous effort, policy support for setting up a storage and distribution centre was obtained from FHB. Subsequently, the FHB made a section 16 planning application (No. A/YL-ST/483) for proposed temporary chilled meat storage facilities for a period of 3 years on Government Land at the junction of Castle Peak Road - Chau Tau and Lok Ma Chau Road, San Tin, Yuen Long (**Annex 1.4** refers). Upon approval by the Board on 4.3.2016, a tendering exercise was conducted for the aforesaid site for the provision of chilled meat and poultry facilities and the storage of chilled meat and poultry thereat by way of short-term tenancy (**Annex 1.5** refers). Although HKCMA submitted a tender offer (**Annex**

1.6 refers), the short-term tenancy was unfortunately not awarded, hence the need to find a suitable site for a central processing centre for HKCMA to handle the surging demand for chilled poultry in Hong Kong has remained unresolved as of today.

Temporary Occupation as Interim Solution in the Late 2010s

1.3.3 A storage and distribution centre, whether temporary or permanent in nature, is urgently required by the Territory's poultry industry to meet the inherent demand. As mentioned above, after overcoming huge hurdles in securing a permanent Government site, HKCMA has continued to undertake a long and strenuous land search process to identify a suitable site for temporary occupation in the private land market.

1.3.4 Several criteria for identifying a suitable site for centralised processing facility are as follows:

Site Area - a large site area that can accommodate a majority of HKCMA members' operations, and sufficient uncovered area for manoeuvring of goods vehicles within the Site;
Terrain - a flat terrain is required to accommodate sufficient loading/ unloading platforms in support of the daily operations of the facility; and
Location - close proximity to the Border Control Point ("BCP") and Man Kam To Animal Inspection Station to minimise transport time and distances of chilled poultry products from the Mainland to Hong Kong. This centralised facility can further facilitate the unloading and repackaging for local distribution of chilled poultry, so that heavy good vehicles from the Mainland are not required to enter the urban area thereby minimising further potential disturbances.

1.3.5 As stated by HKCMA, there were limited choices in the private land market that could fulfil the above three criteria. A rigorous site searching exercise had been conducted by the Applicant between 2011 and 2015 and none of the sites identified fulfil all the above criteria. **Table 1** lists out all the sites previously considered and the main reason(s) for not choosing them.

Table 1: Sites Considered under the Site Search Exercise

Approximate Location		Year	Land Use Zoning	Reason for Not Choosing
1	Lot 872 and various adjoining lots in DD 111, Pat Heung	2011	"Open Storage"	• Area too small • Location too far from BCP/Man Kam To
2	Lot 3576RP and various adjoining lots in DD 116, Tai Tong	2011	"Open Storage"	• Area too small • Location too far from BCP/Man Kam To
3	Lot 1477 S.B and various adjoining lots in DD 117, Tai Tong	2011	"Open Storage"	• Area too small • Location too far from BCP/Man Kam To
4	Lot 817 and various adjoining lots in DD 79, Ta Kwu Ling	2013	"Recreation"	• Area too small
5	Lot 653 and various adjoining lots in DD 79, Ta Kwu Ling	2013	"Agriculture"	• Area too small
6	Lot 1195 and various adjoining lots in DD 119, Tong Yan San Tsuen	2013	"Undetermined"	• Area too small • Location too far from BCP/Man Kam To
7	Lot 1808 and various adjoining lots in DD 125, Hung Shui Kiu	2014	"Undetermined"	• Area too small • Location too far from BCP/Man Kam To
8	Lot 129 and various adjoining lots in DD 125, Hung Shui Kiu	2014	"Open Storage"	• Area too small • Location too far from BCP/Man Kam To
9	Lot 1326 and various adjoining lots in DD 125, Hung Shui Kiu	2014	"Open Storage"	• Area too small • Location too far from BCP/Man Kam To
10	Lot 38 and various adjoining lots in DD 124, Hung Shui Kiu	2014	"Village Type Development"	• Area too small • Location too far from BCP/Man Kam To

1.3.6 After several failed attempts in securing a suitable site in the broader New Territories area, HKCMA focused their efforts on the Man Kam To Area in recent years. Along Man Kam To Road, several sites located near Hung Kiu San Tsuen to the north of Fanling North New Development Area are zoned as "Open Storage". Since these sites are just around 2 to 3km away from the Man Kam To Animal Inspection Station, HKCMA had tried to search for a suitable site for the temporary facility in the private land market. However, these sites with suitable zoning were mostly occupied by other businesses or failed to meet the above criteria (i.e. hilly terrain, not enough manoeuvring area for logistics operations etc.). HKCMA could not identify a site with suitable zoning in the private land market eventually.

1.3.7 Realising that sites under proper OZP zonings were not adequate or unavailable, there was no choice but to search for sites in the private land market which required planning permission from the Board. Given HKCMA's operational needs, this centralised facility must be located close to the BCP and the Man Kam To Animal Inspection Station.

1.3.8 After another lengthy screening process, the Application Site (**Diagrams 1 to 3 in Annex 1.7** refer) was preliminarily identified by HKCMA in 2017. It is located along Man Kam To Road with minimal traffic flow. The operation of a storage and distribution centre would not bring insurmountable traffic burden to Man Kam To Road. Moreover, given its large site area and relatively flat terrain, there would be sufficient space for internal manoeuvring of vehicles and hence would not adversely affect the traffic flow of Man Kam To Road. Besides, the close proximity to Man Kam To BCP and the Man Kam To Animal Inspection Station can reduce unnecessary transportation time and hence facilitate the operation of the poultry industry (**Diagram 2 in Annex 1.7** refers). From the planning perspective, the Application Site is designated as "AGR" zone on the prevailing OZP which requires planning permission under Section 16 of the Ordinance for the proposed temporary use.

1.4 Submission of Previous Planning Application and Changes in Circumstances

1.4.1 In consideration of the above, HKCMA submitted a planning application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Land Filling for Site Formation Works (No. A/NE-FTA/201 and No. A/NE-FTA/220) (i.e. the approved application), which was subsequently approved by he Board on 28.05.2021 and 10.11.2023 (**Annex 2** refers). Nonetheless, due to change in circumstances, HKCMA has encountered constraints concerning the operation and implementation of the approved scheme. Being affiliated with HKCMA, the Applicant has the same objective in facilitating the materialisation of the cold storage for poultry and distribution centre at Man Kam To. The Applicant takes the responsibility and strives to negotiate with relevant parties in resolving the issues, however it is inevitable that these constraints would affect the materialisation of the approved cold storage and distribution centre. In view of the above, the current application is submitted to seek planning permission from the Board for a revised scheme with modified development parameters.

Implementation Constraints

1.4.2 One of the major differences from the approved application is the change in Application Site boundary and construction of structure at the specific private lots. Moreover, the Ingress and Egress should be changed according to the relocated of the structure. With a view to ensuring sufficient floor area for operation and the provision of EVA, revision on layout plans and hence related technical assessments are required. The change in Application Site boundary is presented in

Illustration 1. The current application seeks a planning permission for the proposed development such that the long-needed cold storage and distribution centre could be proceed to implementation stage and cater the imminent need of the industry.

Operation Constraints and The Aspiration to Adopt a Modern Logistics Operation

1.4.3 Another major change in the current application is the aspiration to adopt a modern logistics operation. According to the Applicant, there has been a drastic decline in the number of newcomers to the chilled poultry industry in recent years, which resulted in a severe manpower shortage. During the fifth wave of the pandemic, the operation of cold storages was also significantly affected due to widespread staff infection. Against this background, the Applicant proposed to upgrade the approved cold storage facility to the up-to-date standards in modern logistics industry. The smart logistics facility would be operated by the AI modelling technology and end-to-end robotic automation. As such, it is necessary to require a higher ceiling (proposed max. BH: 20.675m) for the IoT infrastructure built-in to the cold storage facility. The proposed cold storage can operate on a 24-hour basis at high efficiency and significantly reduce the reliance on human input to alleviate manpower shortage problem. Comparing to the approved application, there is an increase of 10.275m building height, mainly due to the technical and structural upgrades to ensure the building safety and to facilitate the operation performance.

1.4.4 In light of the above, the Applicant submits the current application to seek planning permission from the Board. It is sincerely hoped that sympathetic considerations could be given in order to ensure the materialisation of a cold storage and distribution centre that has long been striving for

1.5 Temporary Nature of the Application

1.5.1 A temporary planning permission of three years is applied for this development since HKCMA is still searching for suitable sites for a permanent centralised facility. It should be noted that HKCMA has been actively liaising with the Government for a permanent location for over 10 years. Given that the New Territories North (NTN) development is still at the conceptual planning stage with no known implementation programme, this lengthy negotiation process is anticipated to continue with a high degree of uncertainty as to when a permanent centralized facility in the border area could be established. In view of the imminent demand for a centralized facility of chilled poultry, HKCMA and the Applicant thus opts to develop a temporary facility at present to meet such demands.

1.5.2 A permanent storage and distribution centre is still required by the Territory's poultry industry. Searching for a suitable site for the permanent centralised facility near the border area will still be an on-going task for HKCMA and the Applicant, even if the current application for temporary use is approved by the Board .

1.6 Objectives

1.6.1 The current application strives to achieve the following objectives:-

(a) To respond to the Government's policy to provide a centralized cold storage and distribution centre for chilled poultry to serve the Territory;
(b) To meet and relieve the persistent demand for cold storage and distribution centre for poultry;
(c) To demonstrate HKCMA's efforts in finding a suitable location for over 10 years;
(d) To ensure the materialisation of the cold storage and distribution centre at the Application Site with the adoption of modern logistic operation; and
(e) To induce no adverse traffic, environmental, landscape nor infrastructural impacts on its surroundings by providing adequate protection and mitigation measures.

1.7 Structure of the Planning Statement

1.7.1 This Planning Statement is divided into 5 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the Application Site in terms of the current land-use characteristics and neighbouring developments. Planning context of the Application Site is reviewed in **Chapter 3 whilst Chapter 4** provides details of the current application as well as the design of proposed development. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarizes the concluding remarks for the proposed development.

2. SITE PROFILE

2.1 Location of the Application Site

2.1.1 The Application Site covers a total land area of about 20,249m^2. The Application Site is located close to the border in the North District, between the Lo Wu BCP and Man Kam To BCP. It is bounded by a rural road - Man Kam To Road to the east and a rural road - Lo Wu Station Road to the south (**Figure 1 and Illustration 2-I** refer). The Application Site has a relatively flat terrain with an elongated strip profile.

2.2 Current Condition of the Application Site

2.2.1 The Application Site is subject to the approved application with approval conditions. Since the application is approved, land filling and site formation works at the proposed area have been commenced, existing vegetation has been removed as approved (**Illustration 2-II** refers). In addition, HKCMA has been working closely in complying with the approval conditions of planning application (A/NE-FTA/201 and A/NE-FTA/220), in particular, the reprovision of a footpath on the site is about to be commenced. As evidenced in **Illustration 2-II**, the Application Site is no longer an uncultivated land overgrown with weeds and different tree groups compared to that in the approved application.

2.2.2 There is a drainage channel cutting in the middle of the site running from the northeast to southwest direction, separating the Application Site into two halves (**Figure 1.1 in Annex 8** refers). There is a road access (i.e. Lo Wu Station Road) connecting to the southwest end of the Application Site. Several footpaths are also found within the Application Site which connects the existing temporary structures near the freshwater pipelines to the residential dwellings to the northwest of the Application Site (**Illustration 3** refers).

2.3 Surrounding Land-use Characteristics

2.3.1 As shown in **Illustration 2-II**, to the northwest of the Application Site are existing residential dwellings and temporary structures surrounded by dense tree groups. Hence, there is sufficient buffer between the proposed development and nearby residential dwellings. The intensity and scale of the trees provide adequate screening between the proposed development and the surrounding residences.

2.3.2 To the further northwest is the existing Sandy Ridge Cemetery which is currently used for coffin and um burial. The Government has planned to develop a cluster of columbarium developments and related facilities at Sandy Ridge Cemetery for one-stop funeral services and will be completed by phases.

2.3.3 To the southeast of the Application Site, along Man Kam To Road are the fresh water pipelines of the Dongjiang Water major aqueduct system. Across Man Kam To Road,

there is a small cluster of temporary structures and "G/IC" uses including Border District Police Headquarters, Police Dog Unit and Force Search Unit Training School.

2.3.4 Opposite to Lo Wu Station Road at the southwest is Sha Ling Playground. The surrounding context of the Application Site is considerably rural in character, predominated by rural settlements with scattered limited farming activities amongst vacant/abandoned fields. The Application Site has a strategic advantage for logistical uses given its close proximity to the Man Kam To BCP, which is Hong Kong's second busiest BCP in terms of freight transport. Open storages, port back-up uses and logistic operations are commonly found to the further northeast and south of the Application Site, which allow operators to run their business more cost-effectively.

3 3. PLANNING CONTEXT

3.1 The Current OZP

3.1.1 The Application Site falls within an area zoned "AGR" on the approved Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/18 (**Figure 2** refers). According to the Notes of the OZP, temporary use not exceeding a period of three years within "AGR" zone requires planning permission from the Town Planning Board (the Board) notwithstanding that the use is not provided for under the Notes of the OZP. The Notes for the "AGR" zone also provide that filling of land requires planning permission from the Board.

3.2 Previously-approved Planning Application

3.2.1 The Application Site is subject to a previous planning approval for the same proposed development. The approved application No. A/NE-FTA/220 for proposed temporary cold storage for poultry and distribution centre was submitted by HKCMA and was approved by the Board on 10.11.2023 (**Annex 2** refers) mainly on the grounds that (a) there was a genuine operational need for chilled meat and poultry importers and distributors for a centralized CSDC, and there was no other readily available site; (b) despite not being in line with the planning intention of the "AGR" zone, favorable consideration could be given considering the importance of the proposed CSDC in ensuring food safety and diversity of food supply in Hong Kong; (c) the temporary nature of the proposed development would not frustrate the long-term planning intention of the "AGR" zone; (d) no significant adverse impact on the existing landscape resources was anticipated; (e) relevant Government departments did not have in-principle objections on the application; and (f) the proposed development was supported by the stakeholders of the chilled poultry/meat industry, whereas other local objections were properly addressed in the relevant impact assessments.

3.2.2 The nature of the current application in terms of approval period sought and proposed development are the same as that proposed in the approved application. Considering the nature of the current application remains unchanged and the supporting grounds remain valid, it is sincerely hoped that the Board could give sympathetic considerations on the current application.

4 THE DEVELOPMENT PROPOSAL

4.1 Site Configuration, Layout and Operation

4.1.1 The Application Site has a site area of approximately 20,249m^2. The Application Site comprises 17 private lots (i.e. Lot Nos. 471 S.B RP (Part), 472, 473, 474, 475, 476, 482RP, 483, 484, 486, 487RP, 497SARP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89) with an area of about 18,367m^2 and the adjoining Government land of about 1,882m^2 (**Figure 1** refers).

4.1.2 The current application involves the development of 17 structures (**Annex 4** refers) including three main block for cold storage with a building height of not more than 20.675m, other ancillary facilities include of E&M room, FS Facilities, Plant room, Guard house and Management Office. located at the periphery of the Application Site boundary.

4.1.3 The proposed development intends to meet the long-term demand of HKCMA for having a proper cold storage and distribution centre to handle the chilled poultry imported from the Mainland, which is for daily consumption in Hong Kong. Goods vehicles from the Mainland will stop at the Application Site and unload chilled poultry products. These products will then be stored temporarily at the Application Site and will be distributed by light goods vehicles to the rest of the Territory.

4.1.4 An elevated platform accommodating facilities for the proposed development will be constructed within the Application Site to avoid encroachment of the existing watercourse running through the Application Site from northeast to southwest direction. The Section Drawing No. SC-001 in Annex 4 presents the configuration and layout of the proposed elevated platform. The area of the elevated platform decking over the existing water channel is about 4773m2 (about 23.6% of the Site). For the proposed main block, there is a gap of about 1m in height between the proposed ground level and the structure to allow clearing or maintenance of existing watercourse, while the details of the elevated platform construction will be further studied in the detailed design stage. The existing watercourses will not be affected by filling of land, in both construction and operation phase. No construction activities will be conducted within the water sensitive receivers including the existing watercourse.

4.1.5 The Application Site is located with uneven ground level, sloping up from +4.50mPD (Southwest portion) to +6.13mPD (Northeast portion). Thus, filling of land is proposed for levelling the existing ground level differences before constructing the elevated platform. The proposed area for filling of land is about 14351m2 (about 70.8% of the Site) with compact fill of not more than 1.5m depth for site formation. The proposed ground level after filling of land is from +6.00mPD (Southwest portion) to +7.05mPD (Northeast portion) to facilitate the proposed development. Since the existing topography at the central L/UL area of the proposed development is at +6.00mPD, no landfilling is involved in the subject area. Meanwhile, the area of the elevated platform decking over the existing water channel is about 4773m2 (about 23.6%)of the Site),

which would not involve any filling of land. Only necessary land filling is proposed to facilitate the proposed development. In addition, land filling and site formation works in accordance with the proposal as stated in the approved application have been commenced, and there is no additional increase in filling of land under the current application.

4.1.6 Excavation of land is proposed for the underground stormwater tanks at the manoeuvring area at the southeastern of the Application Site. The proposed excavation of land would not intact the existing watercourse (**Annex 4** refers).

4.1.7 The key development parameters of the proposed development and details of site formation dare summarized in **Table 2**:

Table 2: Major Development Parameters of the Proposed development

Major Development Parameters	
Site Area	**About 20,249 m²** (Including Government Land of about 1,869m²)
No. of Structures	**17**
Height of Structures	**About 3 m – Not more than 20.675 m**
Total Floor Area Main Block - Area for Cold Storage - Area for Ancillary Office - Area for FS facilities - Area for switch room, water meter rooms, plant rooms, office and guard house	**About 15206.84 m²** - About 13592 m²(Building Height: 20.675m) - About 415.09 m²(Building Height: 3m) - About 315.85 m²(Building Height: 3-6m) - About 883.9 m² (Building Height: 3-9m)
Proposed Plot Ratio	**0.75**
Site Coverage	**About 39.5%**
No. of Loading/Unloading Bays Light Goods Vehicles (LGVs) Heavy Goods Vehicles (HGVs) Container Vehicles	**Total 30** 0 22 8
No. of Parking Spaces Private Car Parking Spaces Motorcycle Paing Spaces	**Total 9** 7 (including 1 disabled carparking space) 2
Provided Common Greenery	**5637 m²**
Greenery Ratio	**About 27.8%**
Area of Decking Over	**4773 m²**
Filling of Land for Site Formation Area of Filling Depth of Filling Type of Filling Materials Existing Ground Level Proposed Ground Level	 About 14351m² (70.8% of the Site) Not more than 1.5 m Compact fill +4.50 mPD (Southwest portion) +6.13 mPD (Northeast portion) +6.00 mPD (Southwest portion) +7.05 mPD (Northeast portion)
Excavation of Land for Proposed Underground Stormwater Tanks Area of Excavation Depth of Excavation	**1660 m²** **2m**
* *The area and depth of excavation will be confirmed in detailed design stage. The Applicant will commit to hire professional land surveyor to conduct a detailed land survey and provide the exact area and depth of excavation involved in the proposed development should the current application be approved.*	

As shown on the **Master Layout Plans** in **Annex 4,** G/F of the Main Block is divided by the proposed loading and unloading area (hereinafter referred to as "L/UL area"). G/F of the Main Block is of a floor height of about 4.8m and the two sections of building at G/F will be accommodating a total GFA of approximately 15206.84m^2 for cold storage. 1/F of the Main Block would be fully connected with a floor height of about 15.2m. The Main Block consists of cold storage area, transformation/utilities room and office/ancillary use.

4.2 Comparison of the Major Development Parameters of the Current Application and the Approved Application

4.2.1 **Table 3** encapsulates a comparison of the major development parameters/items of the current application and the approved application.

4.2.2 In comparison with the approved application No. A/NE-FTA/220 , the current application has a significant addition in Application Site area (about 21.6%) after including of 5 private lots (i.e., Lot 482 RP, 497 S.A RP, 484, 486 and 487 RP)and as like as No. A/NE-FTA/201 and A/NE-FTA/220 . With a view to maintaining the sufficient GFA and room for operation, the proposed site coverage is increased and building height would be unchanged. However, there is no significant increase in plot ratio when comparing to the approved application

Table 3: Comparison of the Major Development Parameters of the Current Application and the Approved Application

Major Development Parameters	**Approved Application No. A/NE-FTA/201 (a)**	**Approved Application No. A/NE-FTA/220(b)**	**Current Application (c)**	**Difference/Remark(s) (c) – (a) (c) – (b)**
Site Area	About 20,506 m^2 (Including G.L. of about 1,903 m^2)	About 16,060 m^2 (Including G.L. of about 1,869 m^2)	About 20,249 m^2 (Including G.L. of about 1,882 m^2)	-257m^2 (-1.3%) +4189 m^2 (+26.1%)
No. of Structures	4	6	17	+13 +11
Height of Structures	About 3 m – 10.4 m	About 3 m – Not more than 20.675 m	About 3 m – Not more than 20.675 m	+ 10.275 m (+98.8%) 0 m (+0%)
Total Floor Area	About 12,736 m^2	About 11,615 m^2	About 15206.84 m^2	+ 2470.84 m^2 (+19.4%) + 3591.84 m^2 (+30.9%)
Proposed Plot Ratio	0.621	0.723	0.75	+0.129(+20.8%) +0.027(+3.7%)
Site Coverage	31.51	56.94	39.5	+.7.99(+25.4%) -17.44(-30.6%)
No. of Loading/Unloading Bays Light Goods Vehicles (LGVs) Heavy Goods Vehicles (HGVs) Container Vehicles	**Total 34** 25 7 2	**Total 30** 0 22 8	**Total 30** 0 22 8	 -25 / 0 +15 / 0 +6 / 0
No. of Parking Spaces Private Car Parking Spaces Motorcycle Parking Spaces	**Total 15** 13 (including 1 disabled carparking space) 2	**Total 9** 7 (including 1 disabled carparking space) 2	**Total 9** 7 (including 1 disabled carparking space) 2	 -6(-46.2%) 0 (0%)
Landscape and Open Space Area	**6,666 m^2**	**About 5,152 m^2** (About 4,105.6 m^2 for common greenery provision and About 1,045.9 m^2 for open space provision)	**About 5,637 m^2**	-1,514 m^2 (-22.7%) + 485 m^2 (+9.4%)
Greenery Ratio	**About 32.51%**	**About 25.6%**	**About 27.8%**	-5.01% +1.9%

Area of Decking Over	**6,890 m²** (33.6% of the Site)	**About 7,029 m²** (43.8% of the Site)	**About 4,773 m²** (23.6% of the Site)	-2117 m²(-30.7%) -2256 m²(-32.1%)
Filling of Land for Site Formation Area of Filling	5,810 m² (28.3% of the Site)	About 4,071 m² (25.3% of the Site)	About 14351m² (70.8% of the Site)	+8541 m²
Depth of Filling	Not more than 1.5 m	Not more than 1.5 m	Not more than 1.5 m	(+147%)
Type of Filling Materials	Compact fill	Compact fill	Compact fill	
Existing Ground Level	+4.50 mPD (Southwest portion) +6.13 mPD (Northeast portion)	+4.50 mPD (Southwest portion) +6.13 mPD (Northeast portion)	+4.50 mPD (Southwest portion) +6.13 mPD (Northeast portion)	
Proposed Ground Level	+6.00 mPD (Southwest portion) +6.90 mPD (Northeast portion)	+6.00 mPD (Southwest portion) +**7.05** mPD (Northeast portion)	+6.00 mPD (Southwest portion) +7.05 mPD (Northeast portion)	+10280 m² (+252.5%)
Excavation of Land for Proposed Underground Stromwater Tanks Area of Excavation	N.A.	**About 787 m²**	**About 1660 m²**	**+ 1660 m²**
Depth of Excavation	N.A.	**4.8 m**	**2m**	**+ 873 m²**

* *The area and depth of excavation will be confirmed in detailed design stage. The Applicant will commit to hire professional land surveyor to conduct a detailed land survey and provide the exact area and depth of excavation involved in the proposed development should the current application be approved.*

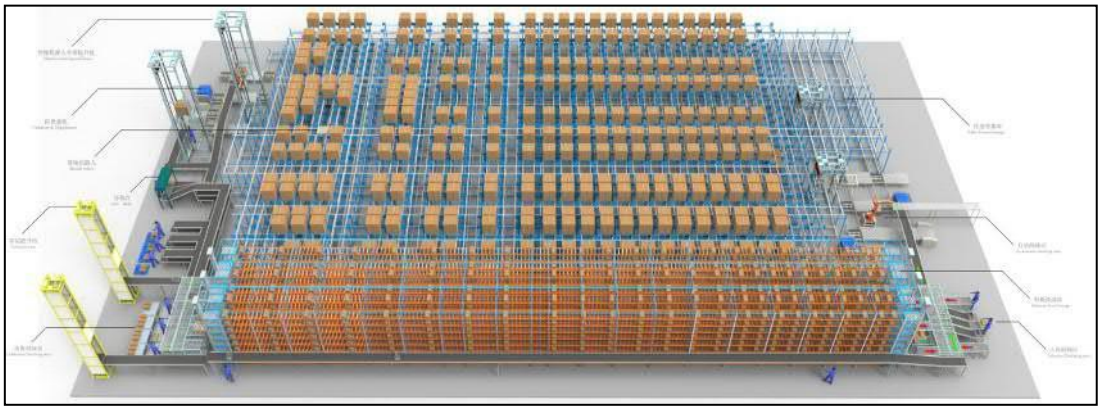
4.3 Modern Logistics Operation in the Cold Storage Facility

4.3.1 Allowing the current application will enable to effectively upgrading the approved cold storage facility to the up-to-date standards in modern logistics industry. The traditional practice for chilled meat distribution requires substantial labour input for loading and unloading, goods handling and storage. To keep the goods refrigerated at 4 degree Celsius in ensuring food safety, an efficient and smooth loading and unloading and storage chain is necessary. However, the frozen storage area where activities are carried out are undesirable for human work in long duration in traditional practice. In addition, according to the Applicant, there is also an increasing labour shortage observed in recent years. While many industries have accelerated the adoption of automation and digitalization to maintain competitiveness to prepare for uncertain future, the proposed development seeks to adopt an efficient logistics system that is less-labour intensive with a view to overcoming manpower shortage, promoting the application of smart innovation and technology, and safeguarding food safety.

Maximisation of Storage Capacity

4.3.2 As mentioned above, the proposed cold storage will be handling 95% of all imported chilled poultry from Mainland China. Since the start of the COVID-19 pandemic, the popularization of online shopping has led to a skyrocketing demand for chilled food storage and delivery services. It is evident that the storage capacity of the proposed warehouse shall be increased accordingly. According to the Applicant, with the adoption of the 4-way shuttle automation system, the high-density cubic storage of racks, pallets or totes could allow the maximization of warehouse space utilization and greater flexibility in warehouse utilization with the space saving (**Annex 13** refers). As such, the proposed high-density intelligent storage system will certainly accommodate more storage capacity than tradition racking system, which assists in stabilizing the supply of chilled poultry to the market.

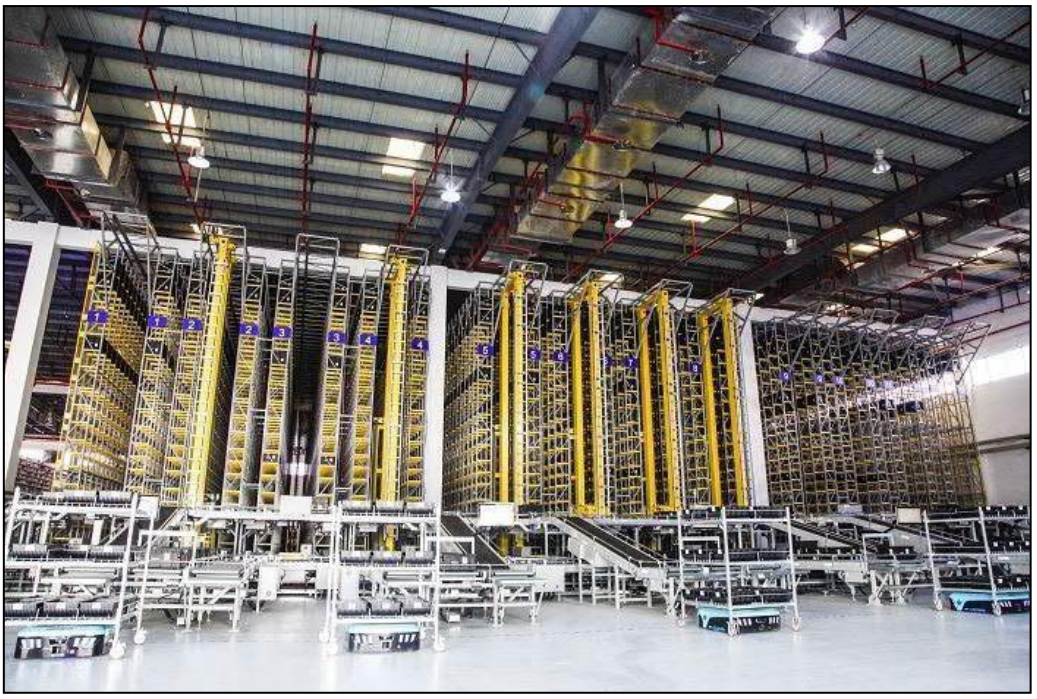
Diagram 1: Smart Intensive Warehousing System



Improvement in Operation Efficiency and Reduction in Manual Operation

4.3.3 According to the Applicant, there has been a drastic decline in the number of newcomers to the chilled poultry industry in recent years, which resulted in a severe manpower shortage. During the fifth wave of the pandemic, the operation of cold storages was significantly affected due to widespread staff infection. The proposed increase in building height allows the use of intelligent logistics transport equipment such as fully-automated shuttle robots and special hoists. The proposed cold storage can be managed through a smart and integrated control system and operate on a 24- hour basis with a 50-70% reduction in human input to alleviate manpower shortage problem. With a high throughput volume and a simplified operation flow, the efficiency of the modern logistics operation can be greatly accelerated compared to manual operation, and the accuracy can reach up to 99.99%.

Diagram 2: Shuttle Robot Special Hoists



Ensuring Public Hygiene and Safeguarding Food Safety

4.3.4 The proposed development involves a centralized distribution centre that helps minimize cross-contamination for food contact surfaces and refrigerators in different cold storages. The proposed cold storage facility is fully enclosed for sorting and storage of processed chilled meat and poultry and does not involve any food processing activity, therefore, no adverse public health and safety issue is anticipated. And given the long history and rich operation experience of HKCMA, hygienic issues would be taken care vigilantly. In addition, compared to the approved application, the proposed development in the current application involves an upgrade of the approved cold storage facility with intelligent logistics transport equipment and a smart intensive warehouse system, which will be operated by AI modelling technology and end-to end robotic automation. The proposed cold storage facility

that can be managed through a smart and integrated control system, offers a more organized and contactless operation. The proposed development is considered as an optimization of the approved scheme in the approved application and shall better safeguard public hygiene and food safety.

Creating an environmental-friendly and labour-friendly working environment

4.3.5 In addition, the adoption of modern logistic operation in the proposed cold storage can significantly reduce its energy and electricity consumption, considering that 40- 50% of the warehouse area can operate under zero lighting with robotic operation. The current application also strives to create a safe and labour friendly environment by separating human work from undesirable frozen storage area. It should also be noted that the Applicant's proposal received appreciation from the industry as it will facilitate and encourage the future development of the industry and the society (**Annex 13** refers).

Prevailing Trend to Adopt Modern Logistic Operation

4.3.6 The adoption of modern logistic operation is a prevailing trend in the logistic industry and is widely recognised and supported by operators and distributors. A similar application (No. A/YL-PH/804) for proposed temporary wholesale trade (food) at Pat Heung was approved by the Board in 2019. The proposed development in Application No. A/YL-PH/804 comprises two single storey structures with a building height of 15m and a total floor area or cover area of about 15,916m^2 and a site coverage of 76%, which is in similar nature and scale with the current application. Following the planning approval in 2019, an increase of building height from 15m to 18m (+20%) was approved under Class B amendment in the same year. The proposed development has employed the same automated storage system within the 18m building envelope (**Annex 13** refers). As tabulated in **Table 4**, there are other similar planning applications with similar building envelopes to the current application (about or over 15m) approved by the Board in recent years. As per experiences of the local logistic industry, the proposed building height in the current application (i.e, BH: 20.675m) is considered to be essential in accommodating the aforementioned automation system.

Table 4: Approved Planning Application with Similar Development Intensity to the Current Application

Application No.	Proposed development	Decision	Proposed Building Height
A/YL-PH/804	Proposed Temporary Wholesale Trade (Food) for a Period of 5 Years	Approved with condition(s) on a temporary basis on 12.04.2019	15m
A/YL-PH/804-1	Proposed Temporary Wholesale Trade (Food) for a Period of 5 Years (Class B Amendment)	Approved on 05.07.2019	18m
A/YL-NTM/393	Temporary Warehouse (Excluding Dangerous Goods Godown), Goods Vehicle Park (Not Exceeding 24 Tonnes) and Container Carrying Cargo Weighing Station with Ancillary Site Office and Staff Canteen for a Period of 3 Years	Approved with condition(s) on a temporary basis on 01.11.2019	Not More than 15m (1-2 storeys)
A/YL-PH/846	Proposed Temporary Wholesale Trade (Food) for a Period of 5 Years	Approved with condition(s) on a temporary basis on 01.09.2020	Not More than 15m (2 storeys)
A/HSK/312	Temporary Logistics Centre, Warehouse, Cold Storage, Open Storage of Containers and Container Vehicle Park with Ancillary Workshop (including Compacting, Unpacking and Tyre Repairing) and Canteen for a Period of 3 Years	Approved with condition(s) on a temporary basis on 09.07.2021	Not More than 15m (2 storeys)

4.3.7 With a view to facilitating separate or/and cooperative operation and management among members of HKCMA, the proposed development involves a generally extensive cold storage area (about 9,625m^2) and sufficient ancillary storage/office space (about 483m^2) for multiple operators/distributors under HKCMA. **Table 5** shows the major chilled poultry operators and distributors of the proposed development, as well as the approved Mainland chilled poultry importers. Since there are multiple operators/distributors to handle about 200,000 chilled poultry daily, sizeable cold storage area with high ceiling for automatic storage system is necessary for a hygienic and orderly environment and adhere to the cold storage license requirements.

Table 5: Major Chilled Poultry Operators and Distributors of the Proposed development

Category	Company Name
Chilled Poultry Operator	Best Union Chilled Meat Company (佳聯冰鮮禽畜有限公司)
	Tong Shun Hing Poultry (Hong Kong) Company Limited (唐順興家禽(香港)有限公司)
	Lun Kee Poultry Limited (倫記家禽有限公司)
	Ching Da Trading (Hong Kong) Company Limited (正大貿易(香港)有限公司)
	Kwong Lee Trading Company (廣利貿易公司)
	New Sam Hing Food Trading Company Limited (新三興食品貿易有限公司)
	Lilai Foods Company Limited (利來食品貿易有限公司)
Mainland Chilled Poultry Importers	廣州市大鵬家禽養殖有限公司
	廣東溫氏佳潤食品有限公司新興肉食品加工廠
	惠州順興食品有限公司
	東莞市虎門聯歡家禽加工廠
	佛山市高明海達高新科技孵化養殖基地有限公司加工場
	河源市匯先豐食品有限公司
	惠東縣百事盛農牧有限公司
	廣東得寶食品有限公司
	廣州市百興畜牧飼料有限公司
	深圳市龍崗區邢記綜合農場
Chilled Poultry Distributor	Prominent Sharp Limited (金利進有限公司)
	Admire Kingdom Limited (利立有限公司)
	Rexfield Development Limited (朗豐環球有限公司)
	Frans Trading Enterprises Company Limited (鎮威貿易帝國有限公司)

4.3.8 According to the Applicant, sufficient storage space is essential for daily operation as is it is estimated that around 40,000 vented plastic crates will be stored and will be used for handling about 200,000 chilled poultry every day. In order to facilitate separate or/and cooperative operation and management among members of HKCMA, the proposed ancillary office is necessary for daily operation and administration works.

4.4 Re-provision of Footpath and Greenery as Proposed in Approved Application

4.4.1 Compared to the approved application, the current application has a significant addition in site area (about 26%). In particular, the reprovisioning of agreed footpath is concerned with regards to the including of lots 482 RP, 484, 487 RP and 497 S.A. RP from the Application Site boundary, the subject lot owners expressed no objection to utilise the abovementioned 4 private lots for the reprovisioning of existing footpath and greenery. In this connection, the Applicant takes this opportunity to implement the proposed footpath as agreed in the approved application and propose greenery and communal open space at the subject area (hereinafter referred to as "proposed amenity area") (**Illustration 4** refers). The preliminary proposal is presented in Appendix II of **Annex 9**. The Applicant is willing to comply with departmental requirements by way of approval conditions should the current application be approved.

4.4.2 Notwithstanding there is an increase in site coverage and greenery provision within the Application Site, a total of about 5637m^2 greenery area are to be provided for public enjoyment and amenity purpose (See Appendix II of **Annex 9** and **Annex 10**).While the landscape value of the Application Site is not considered high, the proposed development has respected the existing landscape settings. The proposed development will integrate with the surrounding landscape through a number of proposals, including provision of peripherical planting to create a soft planted edge and transparent panels along the boundary to alleviate this visual impact.

4.4.3 A 2.5m metal mesh will be erected mainly along the northwestern to northeastern and western boundary of the Application Site for security purposes. The proposed footpath along the northern boundary of the Application Site will not be obstructed by this metal mesh. The following segments of fixed/movable noise barriers will be installed to minimise the potential noise impact (Revised Master Layout Plan in **Annex 4** and **Figure 3.4** of **Annex 6** refer):

i. A 5m barrier along the internal road in the southeast portion of the Site;
ii. A 10m barrier along the internal road in southwest portion of the Site;
iii. A 12m barrier towards the northwest direction of the central L/UL area of the Site.

4.4.4 While the current application site boundary that involves certain government land and abandoned existing water provision facilities, which was previously approved under A/NE-FTA/201. The applicant is willing to liaise with neighbouring landowners and make minor adjustments to the fencing boundary, should such modifications be deemed necessary during the implementation phase.

4.5 Operational Arrangement

4.5.1 The proposed development will operate 24 hours a day, 7 days per week on a year-round basis. The major operating hours are from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. The presence of two major timeslots is to cater to different operational activities at the Application Site and to accommodate the needs of on- time delivery and normal delivery for chilled poultries.

4.5.2 The 9:00a.m. to 8:00p.m. timeslot is mainly for importing and sorting different types of chilled poultries imported to the Application Site from Mainland China and examined by Man Kam To Animal Inspection Station. The chilled poultries will be distributed to goods vehicles and delivered to the respective destinations in Hong Kong.

4.5.3 During 11:00p.m. to 3:00a.m., the workers will sort and deliver the remaining chilled poultries. Some industries like retail and food and beverage require on-time delivery before their operation hours in the early morning. Thus, the proposed development will also operate at night to cater those needs. This is similar to the existing operation period for fish, vegetables and meat wholesale markets.

4.5.4 For any food business involving storage of food under refrigeration in any warehouse, a Cold Storage License must be obtained from FEHD before commencement of business. The Applicant will adhere to and fulfil those relevant requirements for the license upon obtaining planning permission from the Board and prior to the formal commencement of business.

4.6 Demand of Chilled Meat and Poultry

4.6.1 **Table 6** and **Table 7** includes the latest internal statistics of estimated quantities of imported chilled poultry and chilled meat by the member of HKCMA which currently accounts for about 95% of the market share in Hong Kong. This estimation may vary according to supply and demand of chilled poultry consumption, festive needs and prevailing Government policies.

4.6.2 Upon the approval of the previous application and the subsequent proposal of a cold storage for poultry and distribution centre using modern logistics operations and an automatic system, the applicant has received much enthusiasm from the members of the HKCMA. The proposal to increase the overall capacity of a centralised distribution centre would enable all members to store and manage their goods in an efficient way, different from traditional labour-intensive operations. With full support, the members expressed their eagerness to increase their imported volume and storage once the proposed development is permitted. The Applicant also received enquiries from other chilled poultry meat importers and distributors, asking for collaboration. Following the government directives in reviving the logistics industry, and the positive feedback from members, it is informed by the Applicant that an overall increase of 40% in daily imported chilled/frozen poultry and meat is anticipated. As shown in **Table 6** and **Table 7**, the estimated number of daily imported chilled/frozen poultry

and meat is about 350,000 pieces and 61.6 tonnes respectively.

Table 6: Estimated Number of Daily Imported Chilled/Frozen Poultry through HKCMA

Category		Quantity (Piece)	Subtotal
Chilled Poultry (80%)	Chicken	130,000	200,000
	Duck	40,000	
	Squab	30,000	
Frozen Poultry (20%)	Chicken	32,500.0	50,000
	Duck	10,000.0	
	Squab	7,500.0	
Subtotal of Existing Volume		**250,000**	**250,000**
Estimated Additional Demand (+40%)	Chicken	65,000.0	100,000
	Duck	20,000.0	
	Squab	15,000.0	
Total		**350,000**	**350,000**

Table 7: Estimated Number of Daily Imported Chilled Meat through HKCMA

Category	Quantity (tonnes)
Chilled Meat	44
Estimated Additional Demand (+40%)	17.6
Total	**61.6**

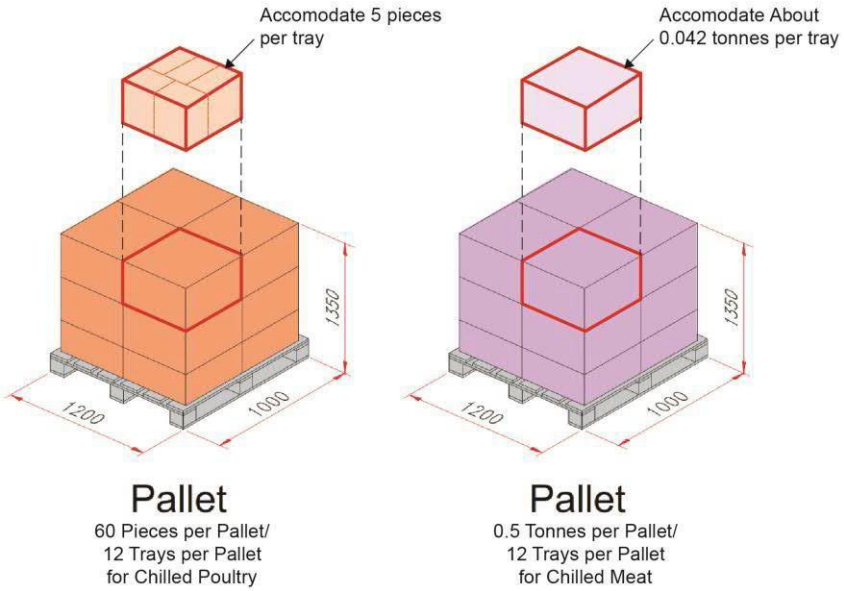
4.7 Spatial Requirements for Operation

4.7.1 According to the Applicant, the imported chilled/frozen poultry and meat would be arranged in trays and pallets for storage and distribution. The dimension of a pallet is 1.2m(L)*1m(W)*1.35m (H) (**Diagram 3** refers). The capacity of trays and pallets for chilled/frozen poultry and meat are shown in **Table 8** and **Diagram 3** illustrates how the chilled/frozen poultry and meat are arranged in trays and pallets.

Table 8: Capacity of trays and pallets for chilled/frozen poultry and meat

Capacity for chilled/frozen poultry	Unit
5 Pieces	per tray
12 Trays	per pallet
60 Pieces	per pallet
Capacity for chilled meat	**Unit**
0.042 Tonnes	per tray
0.5 Tonnes	per pallet

Diagram 3: Capacity of trays and pallets for chilled/frozen poultry and meat



4.7.2 As food hygiene and safety is a key priority in the current proposal, the future operations will ensure that different types of chilled/frozen poultry and meat are stored and distributed separately, without being mixed. To further safeguard food safety, these chilled/frozen poultry and meat will be immediately stored upon arriving at the proposed development in batches. Taking operational practicability into consideration, an 80% utilization rate has been taken into account. Furthermore, additional storage space is required for each tray, including an ice board, to keep the chilled/frozen poultry and meat at a temperature of 4 degrees Celsius or below during transportation. Thus, the proposed development has also factored in the storage material, accounting for an additional 98% utilization rate. **Table 9** encapsulates the numbers of required trays and pallets for operations, factored in the utilization rate.

Table 9: Numbers of required trays and pallets for operation

Category	Category		Quantity (Piece)	Subtotal	Quantity (Tray) (About)	Quantity (Pallets) (About)
Chilled Poultry	Chilled Poultry (80%)	Chicken	130,000	200,000	40,000	3,333.3
		Duck	40,000			
		Squab	30,000			
	Frozen Poultry (20%)	Chicken	32,500.0	50,000	10,000	833.3
		Duck	10,000.0			
		Squab	7,500.0			
	Subtotal of Existing Volume		**250,000**	**250,000**	**50,000**	**4,166**
	Estimated Future Demand	Chicken	65,000.0	100,000	20,000	1,666.7
		Duck	20,000.0			
		Squab	15,000.0			
	Total Demand		**350,000**	**350,000**	**70,000**	**5,833.3**
	Utilisation Rate (ie. FIFO/ By Batch/By date)				87,500.0	7,291.7
	Storage Materials (i.e. ice board/tray)				1,750.0	145.8
	Total trays and pallets required for chilled/frozen poultry				**89,250.0**	**7,438.0**
Chilled Meat	**Category**		**Quantity (tonnes)**		**Quantity (Tray) (About)**	**Quantity (Pallets) (About)**
	Chilled Meat		44		1,056.0	88.0
	Estimated Future Demand		17.6		422.4	35.2
	Total Demand		**61.6**		**1,478.4**	**123.2**
	Utilization Rate (ie. FIFO/ By Batch/By date)				1,848.0	154.0
	Storage Materials (i.e. ice board/tray)				37.0	3.1
	Total trays and pallets required for chilled meat				**1,896.0**	**158.0**
Total	**Total trays and pallets required for operation**				**91,146.0**	**7,596.0**

4.7.3 As refer to **Table 9**, it is estimated that the daily operation would involve about 7,596 pallets of goods, which is equivalent to about 91,146 trays of goods after considering the utilisation rate for operation.

4.7.4 The drawings in **Annex 14** illustrates the detailed layout of the proposed development and shows that current building bulk with a build height of 20.675m is the minimum level required to accommodate the required pallets for operation. The proposed layout with 6 levels for storage would accommodate a total of 7,596 pallets of chilled/frozen poultry and meat.

4.7.5 Referring to the drawings in **Annex 14, Table 10** summarizes the minimum space required for accommodating the required pallets of goods. The current layout of the proposed development is considered the most optimal design in meeting the minimum horizontal and vertical space required to accommodate the required pallets for operation.

Table 10: Minimum Room and Levels Required to Accommodate the Required Pallets for Operation

Footprint (m^2)	Layout Level	Capacity
1,264	3	3,792 Pallets
634	6	3,804 Pallets
Total	N.A.	7,596 (=7,596 pallets required)

Spatial requirement for the automatic system

4.7.6 Apart from providing sufficient space to accommodate the necessary pallets of chilled/frozen poultry and meat, the proposed increase in building height is deemed essential in order to facilitate intelligent logistics transportation equipment, as well as a smart, intensive warehouse system. This system will be operated by AI modelling technology and automated robotics. Adequate void area is reserved as manoeuvring space for robotic arms and automatic installations (see **Annex 14**). It is clarified that the current layout that is similar to a cube, which is the most efficient layout in optimizing both vertical and horizontal movement via robotic automation from technical points of view. Compared to the flat layout in the approved application, which is not likely to utilize such technology, the current application seeks to maximize efficiency while fulfilling the minimum spatial requirements. For more information, the catalogue of the proposed system is attached in **Annex 13**.

4.7.7 Referring to **Drawing 4** in **Annex 14**, the higher ceiling is also attributed to the installation of the E&M system. A headroom of 1.8 m is required for the unit cooler, 2 m for insulation, and 1.5 m for the building structure. The ceiling height for the E&M system is 5.3 m, and the overall ceiling height for the storage part is 15.46 m.

Constraint under current scheme

4.7.8 As refer to para. 1.4.2, due to implementation constraints, the application site boundary has been further reduced when compared to the approved application, resulting in a reduction in floor area of the proposed development which is subject to more design constraints. In addition, the proposed layout in the approved application with a limited floor height can no longer serve the surging demand. Leaving no other alternatives to accommodate the required pallets of chilled meat and poultry for operation, the current application has to explore an inevitable increase in building height to materialize the agreed temporary cold storage for poultry and distribution centre within the application site.

4.8 Transports and Traffic Arrangement

Vehicular Access and Transports Facilities Provision

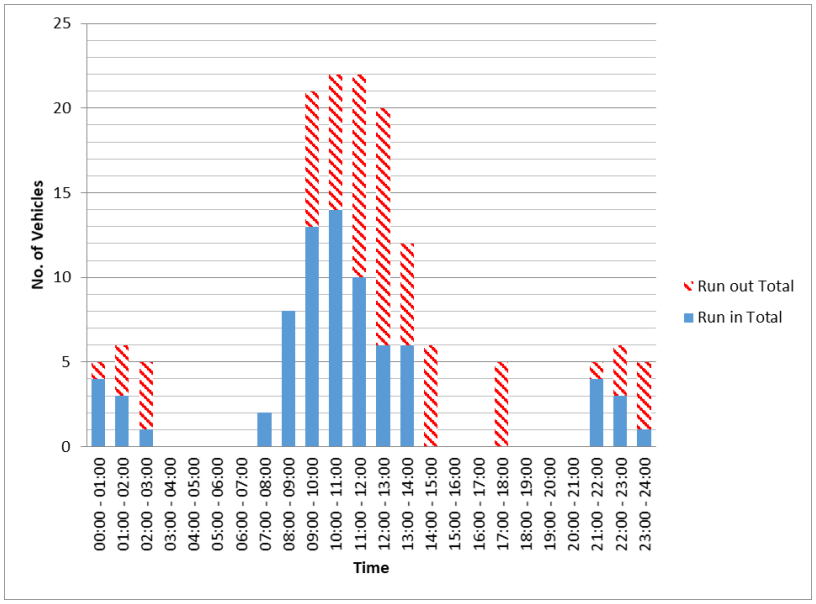
4.8.1 The Application Site has several site constraints including its elongated shape, the presence of residential dwellings to the west of the Application Site and the existing Dongjiang freshwater pipelines to the east of the Application Site which reduce the design flexibility. Subject to the above, the ingress/egress point is located at the southwest of the Application Site, abutting Lo Wu Station Road. A 10m-wide run-in and a 14m-wide run-out site access can provide ample space for internal manoeuvring of different types of goods vehicles. An Emergency Vehicular Access ("EVA") with minimum width of 7.3m is also provided along all vehicular access.

4.8.2 The proposed cold storage block is accessible through a 7.3m wide internal road network to ensure smooth and efficient daily operation. There are altogether 7 car parking spaces (including 1 disabled car parking space), 2 motorcycle parking spaces and 22 loading/unloading (L/UL) bays for HGVs and 8 for Container Vehicles. **Figure 3.3** of the Environmental Assessment in **Annex 6** shows the road segment and the L/UL bay arrangements. The proposed development will include an internal road with a width of 7.3m (Master Layout Plan in **Annex 4** refers). With reference to the Revised Traffic Impact Assessment ("TIA") (**Annex 5**), there is sufficient space for different types of goods vehicles circulating from the ingress/egress and within the Application Site.

4.8.3 The L/UL bays are designed at the front and centre of the cold storage block, which enables the operator to simultaneously handle a significant number of goods vehicles. The loading docks facilitate the handling and transfer of chilled poultries to and from the cold rooms and transport vehicles for distribution. The L/UL platforms are located at the front and centre of the cold storage block.

4.8.4 Based on the data provided by the Applicant, a traffic forecast has been conducted and the results are extracted from the TIA in **Annex 5** (**Diagram 4 refers**).

Diagram 4: Traffic Forecast for the Proposed development



4.8.5 As described in the previous paragraphs, the major operation timeslots are from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. There are only a minimal number of vehicles running in/out of the Application Site during the non-major operation timeslots.

4.8.6 The results of the revised TIA under conservative assumptions revealed that the additional traffic trips related to the proposed development are considered insignificant and can be accommodated by the surrounding existing road networks. All critical junctions are expected to operate within their capacities in design year 2026. Results from the pedestrian flow assessment also revealed that the uncontrolled cautionary crossing at Lo Wu Station Road will still operate with amble capacity after the introduction of the proposed development. Thus, the proposed development is considered acceptable and supported from traffic engineering point of view.

Improvement of Pedestrian Safety

4.8.7 To improve the safety of pedestrians at the access point of the Application Site, additional road markings and road signs are proposed to alert the drivers and pedestrians. This will encourage them to proceed in a cautionary manner when approaching the access points to the Application Site.

Improvement of Pedestrian Access in the surroundings

4.8.8 Currently, there is an existing footpath connecting to and from the village settlement and the bus stop requiring users to travel down the slope to walk across the Application Site, as the Application Site is situated in a low-lying area. The users/visitors would also need to walk across the Dongjiang Pipelines via ramps /

elevated walkways to reach the bus stops (**Illustration 3** refers).

4.8.9 The existing pedestrian access affected by the proposed development will be re-provisioned and improved. The total length of the new footpath will be around 400m along the northwestern and northern site boundary (**Illustration 5** refers). The improved pedestrian access/footpath will be widened to a width of 5m as indicated on the revised Master Layout Plan (**Annex 4** refers).

4.8.10 Apart from the widening measure, sufficient lighting, greenery and seating benches will be provided along the pedestrian access by the Applicant (**Illustration 6** refers). The measure could substantially improve the footpath condition, allowing villagers to enjoy a safe, hygienic and pleasant access from Man Kam To Road back to their dwellings. The design of the improved footpath will be presented in the detail design stage.

4.8.11 The proposed pedestrian footpath can facilitate villagers travelling between the bus stop on Man Kam To Road and the residential dwellings west of the Application Site (**Illustration 5** refers). An access cutting through the Application Site providing the shortest distance had been considered but was not adopted due to pedestrian safety concerns related to on-site vehicle traffic and night-time operation. The construction and maintenance of the proposed footpath, including but not limited to the provision and repair of lighting facilities, will be taken up by the Applicant.

4.9 Environmental Aspect

4.9.1 An Environmental Assessment has been conducted to evaluate the potential environmental impacts resulting from this Application (**Annex 6** refers). By implementing the recommended mitigation measures and good site practices, it is anticipated that the proposed development will not generate any unacceptable environmental impacts on air quality, noise, water quality, waste management and land contamination perspectives. Mitigation measures and the good site practices are described in **Annex 6** in detail.

4.9.2 No adverse air quality impact is anticipated during both construction and operation phases. A buffer zone of 5m will be provided between the Proposed Development and Lo Wu Station Road, where no fresh air intake/ openable window of air sensitive uses will be located (**Figure 2.2 of Annex 6** refers).

4.9.3 No adverse noise impact is anticipated during both construction and operation phases. Quantitative assessment for fixed noise sources during operation phase was conducted. The results show that the noise generated is expected to comply with the relevant noise criterion after implementing proper mitigation measures, such as enclosing the loading/unloading platforms, provision of complete enclosure with silencers to the condenser, proper orientation of the opening of enclosures, and erection of barriers with height ranging from 5m to 12m at appropriate locations within the Application Site (**Figure 3.4 of Annex 6** refers). Results from the quantitative assessment for off-site road traffic noise also concluded that the traffic

noise generated from the proposed development is considered as insignificant.

4.9.4 No adverse water quality impact is anticipated during both construction and operation phases. We may follow ProPECC PN 5/93 standard to install a spetic tank and soakway system of toilets and proper control of wastewater discharge. Upon further consideration during detailed design stage, the final design would be incorporated in the revised Environmental Assessment to the satisfaction of EPD under approval condition. The Applicant will ensure that the final design of the Project would not adversely affect the surrounding environment, including watercourses on site and in the vicinity.

4.9.5 No adverse impact related to the management, handling and transportation of waste is anticipated during both construction and operation phases. During the operation phase, commercial waste will be collected on a regular basis and disposed at landfill. No land contamination issue is anticipated.

4.10 Sewerage Aspect

4.10.1 A Sewerage Impact Assessment ("SIA") has been undertaken, as presented in **Annex 7**, to assess the potential sewerage impact arising from the proposed development.

4.10.2 Given that the proposed development does not involve any selling, slaughtering or cleaning of chilled poultry/meat or cooking/kitchen provided for the canteen, the major source of wastewater will be limited to the sewage from toilets, and floor cleaning water for loading/unloading area and loading platform. The total wastewater generated during operation is estimated at about 11.4m^3/day. By adopting low flow toilet and carrying out floor cleaning by mopping, the wastewater generated would be further reduced. The sewage generated will be collected by the spetic tank and soakway system. As such, no adverse sewerage impact is anticipated.

4.11 Drainage Aspect

4.11.1 A Drainage Impact Assessment ("DIA") has been conducted to review the drainage arrangements for the proposed development (**Annex 8 refers**).

4.11.2 U-shape peripheral channels of size 300-700mm are proposed to be installed at the boundary of the Site to collect surface runoff. With an estimated utilisation rate of about 46-75% under 50 years return period, the channels are expected to have sufficient capacity to accommodate flow from the Site. Two on-site underground stormwater storage tanks of total no less than 1,814m^3 are proposed to temporarily store the runoff due to the proposed development during heavy rainstorms. Adding buffer storage of about 15% in case of emergency, the tank volume is approx. 2,070m^3. The storage tank in the southwest of the Site with dimensions of area of 480 m^2 and 3m deep and the storage tank southeast of the site with dimensions of area of 210 m2 and 3m deep is proposed to be provided. It will be sufficient to meet the storage volume required. No adverse drainage impact to the existing drainage system is anticipated due to the Proposed Development.

4.11.3 Under the condition that at least 25.6% of the Site area shall be soft landscape, the DIA concluded that no adverse drainage impact to the existing drainage system is anticipated due to the proposed development. Upon further consideration during detailed design stage, the final design would be incorporated in the Drainage Proposal to the satisfaction of EPD and DSD under approval condition.

4.12 Proposed Landscape Treatment and Open Space Provision

4.12.1 The landscape and greenery provision are detailed in the Tree Preservation and Landscaping Proposal (**Annex 9** refers). Communal open space on the roof level of the Main Block and at the proposed amenity area are proposed to cater passive recreational needs of the users and visitors (See Appendix II of **Annex 9 and Annex 10**).

4.12.2 As the Application Site is generally flat with existing levels ranging from +4.50mPD to +6.13mPD, the proposed site formation levels of the building block are carefully designed to follow the natural topography of the site, so as to minimize the extent of site formation work and the landscape impact. Consequently, this has greatly reduced the amount of slope cutting/filling required for the proposed development.

4.12.3 The buildings and associated vehicular access are strategically located at the central portion of the Application Site in order to minimize the disturbance on trees. There are peripherical planting areas along the east, north and west boundary for the preservation of existing trees, transplanted trees and new tree planting. This will help create a soft planted edge along the Application Site enhancing its interface with the surrounding natural context, blending in with the naturalistic vegetation. The refined paving and selection of plant combinations can enrich the colour complexity and visual gradation of the development. Landscape treatment is proposed on fence walls/ noise barriers in order to alleviate their visual intrusion.

4.12.4 Overall, the proposed development will provide extensive at-grant planting of up to 5,637m^2 within the Application Site for visual enhancement and public enjoyment. The greening ratio of the current application is approximately 27.8%.

4.13 Tree Preservation Proposal

4.13.1 The tree survey is conducted and is presented in the revised Tree Preservation and Landscaping Proposal (**Annex 9** refers). In order to investigate the landscape impact

on existing vegetation within Application Site and adjoining areas, trees located within and/or immediate outside the Application Site boundary were recorded. A total of 237 nos. of trees including 172 within Application Site and 65 outside Application Site were recorded.

4.13.2 Among 172 existing trees within the Application Site, 49 nos. of trees are proposed to be retained, 80 nos. of trees are proposed to be felled, while 43 nos. of them are proposed to be transplanted. The presence of the 3 dead trees within the proposed Application site will cause potential danger to the users, it is proposed to fell them and compensated by quality trees. No trees outside the Application Site and the proposed amenity area will be affected by the proposed development. In gist, 114 nos. of the surveyed trees (about 48.10%) will be retained, 80 nos. of the surveyed trees (about 33.76%) will be felled while 43 nos. of the total surveyed trees (about 18.14%) will be transplanted (**Table 3.0** in **Annex 9** refers).

6.0 Apart from the preserved trees, **202** heavy standard trees with average DBH approx.80mm including **202** trees within the Application Site are proposed to be planted to compensate the loss of existing trees. All the trees within the Application Site Boundary will all be maintained by the lot owner of the development.

4.13.3 .

Table 11: Summary of Tree Compensation Proposal at Application Site

	Application Site		
Quantity of Loss of Trees:	80 nos.		
Accumulated DBH loss of Trees:	13.58m		
Quantity of Compensatory Trees:	202		
Quantity Compensation Ratio	1:2.53		
DBH Compensation:	16.16		
DBH Compensation Ratio:	1:1.19		

4.13.4 During the construction and operation phase, the Applicant will be responsible to undertake vegetation maintenance and tree risk assessment in accordance with the Handbook on Tree Management (HTM) by DEVB. Besides, the Applicant shall maintain all the preserved trees, proposed trees, shrubs, groundcovers and lawn in healthy conditions.

4.14 Ecological Aspect

4.14.1 There is a valid Ecological Impact Assessment ("EcoIA") to evaluate the potential ecological impacts resulted from the proposed development in the approved application (No. A/NE-FTA/201 and A/NE-FTA/220), and additional field survey activities were carried out in March 2022 to reflect the latest conditions of the Application Site as well as the adjacent environs. In addition, the approval conditions for the implementation of the

ecological mitigation measures as laid down by the Board for No. A/NE-FTA/201, has been complied with. (See **Annex 11**). However, in order to better assess any potential ecological impact, additional ecological surveys have been conducted in March, April and May 2023. The supplementary report (see **Annex 12**) provides the survey result and recommendations of ecological mitigation measures where necessary.

Background

4.14.2 As referred to the previously submitted EcoIA, it was concluded that the ecological impact on the semi-natural and natural habitat loss, including watercourse and agricultural land, in the Application Site is low, thus mitigation measures are considered not required. Flora and fauna species of ecological importance found in the Application Site include a floral species of *Aquilaria sinensis*, two butterfly species of Grass Demon *Udaspes folus* and Metallic Cerulean *Jamides Alecto*, and one freshwater crab species of Freshwater Crab *S.Zanklon*. The ecological impact to *Aquilaria sinensis* is low given the commonness of the species and low abundance of the species. The ecological impact to the two butterfly species and one freshwater crab species mentioned are low as well given only a single individual was recorded for all three species respectively.

4.14.3 On the whole, the overall impact severity is low, and mitigation is not required apart from impacts on water quality during construction phase. Mitigation measures for construction phase water quality impacts have been proposed. Proposed mitigation measures will be adopted according to the requirements of relevant Technical Memorandums of the Environmental Impact Assessment Ordinances. No insurmountable ecological impact is anticipated of the proposed development at the Application Site.

4.14.4 While the application has been approved in 2021, the approval condition of the approved application for submission and Implementation of ecological mitigation measures has been complied with in June 2022 (**Annex 11** refers). As referred to the accepted submission, as freshwater crab *Somanniathelphusa zanklon* has been recorded within the Application Site, it was recommended by AFCD to conduct a detailed survey to check for the presence of any individual of *S. zanklon* prior to any site clearance or construction works. According to the translocation capture surveys carried out from 7th March to 11th March 2022, it is concluded that no freshwater crab *S. zanklon* or any other species of conservation importance were encountered in the 5-day translocation surveys. No other faunal species of conservation importance were recorded neither.

Updated Ecological Survey for the current application

4.14.5 With a view to better assessing any potential ecological impact, ecological surveys have been conducted in March, April and May 2023. The supplementary report (see **Annex 12**) provides the survey result and recommendations of ecological mitigation measures where necessary.

4.14.6 Capture survey of *Somanniathelphusa zanklon* was conducted in March, April and

May 2023. Only two individuals of *Somanniathelphusa zanklon* were recorded within the Subject Site. As the watercourse would remain intact during construction and operation stage, the impact to the *Somanniathelphusa zanklon* is considered to be Low to Moderate. The applicant is willing to conduct a detailed survey to check for the presence of any individual of *Somanniathelphusa zanklon* prior to any construction works and carry out translocation whenever necessary.

4.14.7 In addition, to mitigate the indirect impact during construction phase, the following mitigation measures will be adopted during the construction phase to mitigate these impacts:

Temporary sewerage and drainage will be designed and installed to collect wastewater and prevent it from entering nearby water bodies;

Proper locations well away from nearby water bodies will be used for temporary storage of materials (i.e. equipment, fill materials, chemicals and fuel) and temporary stockpile of construction debris and spoil, and these will be identified before commencement of works;

To prevent muddy water from entering nearby water bodies, work sites close to nearby water bodies will be isolated, using such items as sandbags or silt curtains with lead edge at bottom and properly supported props. Other protective measures will also be taken to ensure that no pollution or siltation occurs to the water gathering grounds of the work site;

Stockpiling of construction materials, if necessary, will be properly covered and located away from nearby water bodies;

Erection of temporary geotextile silt fences will be carried out around earth- moving works to trap any sediments and prevent them from entering watercourses;

Construction debris and spoil will be covered and/or properly disposed of as soon as possible to avoid being washed into nearby water bodies;

Exposed soil will be covered as quickly as possible following formation works, followed, where appropriate, by covering with biodegradable geotextile blanket for erosion control purposes;

Where appropriate, earth-bunding will be carried out of areas where soils have been disturbed or where vegetation has been cleared, to ensure that surface run- off will not move soils off-site;

Construction effluent, site run-off and sewage will be properly collected and/or treated. Wastewater from any construction site will be minimised via the following in descending order: reuse, recycling and treatment;

Proper locations for discharge outlets of wastewater treatment facilities well away from sensitive receivers will be identified and used;

Silt traps will be installed at points where drainage from the site enters local watercourses;

Appropriate sanitary facilities for on-site workers will be provided;

The site boundary will be clearly marked, with any works beyond the boundary strictly prohibited; and

Regular water monitoring and site audit will be carried out at suitable points. If the monitoring and audit results show that pollution occurs, adequate measures including temporary cessation of works will be considered.

4.14.8 The above mitigation measures proposed would avoid direct impact on the crab *S. zanklon* and to minimize the potential indirect impacts on adjacent habitats/wildlife and water quality during the construction phase.

4.14.9 Flight path surveys were conducted in March, April and May 2023. According to the survey, flight routes of the waterbird were studied and the results indicated that most of the birds flew toward the southeast area of the Subject Site and to Man Kam To. Most of the bird species were urban and common in Hong Kong. In addition, most of them were recorded flew with a short distance within or near the subject site. The proposed 20.675m height building will not be an obstacle for waterbirds or Ardeidae as only two Chinese Pond Herons were recorded to fly low, within the Subject Site. The Subject Site is not attractive to bird species and not a major flight line of Ardeidae. Therefore, the impact on the bird flight line is considered insignificant.

4.14.10 While the impact on avifauna is considered insignificant, the applicant is willing to undertake mitigation measures to create a bird-friendly environment. The proposed green roof could serve as a resting stop for avifauna. During the detailed design stage, the applicant will explore the use of minimal glass and screening to reduce reflections. Furthermore, the incorporation of extensive vertical green will be considered to mitigate possible visual impact.

4.14.11 Following the result from the previous EcoIA which concludes the Application Site is of low ecological value, the latest ecological surveys have supplemented the impacts on avifauna and impact on the crab *S. zanklon,* which concludes the impact on the bird flight line and remaining birds species would be insignificant, and the impact on the crab *S. zanklon* would be reduced to insignificant after the mitigation measures. It is worth noting that the current application site area has increased (+26.1%), it is anticipated that the overall impact as investigated in the previously conducted EcoIA would remain unchanged, and the overall impact severity would be remained as low. The Applicant is well prepared and committed to implem enting the mitigation measures, if and when required by relevant departments in accordance with the requirements of relevant Technical Memorandums of the Environmental Impact Assessment Ordinances should the current application be approved.

5 PLANNING JUSTIFICATIONS

5.1 Genuine Aspiration to Materialize the Long-Needed Cold Storage and Distribution Centre with the Adoption of Modern Logistic Operation

5.1.1 In 2000s, HKCMA first reckoned the necessity for a centralized processing centre for storage and distribution of chilled poultries to meet the pressing demand, due to the outbreak of Avian Influenza.

5.1.2 Despite the Government's support on the proposal and provision of land for HKCMA to operate the proposed development in 2013, HKCMA has not been successfully awarded any suitable site through public tender. As such, HKCMA decided to rent land from private land-owners for operation as a temporary solution after rigorous land search exercises were conducted. Given the proposed development will handle the majority of imported chilled poultries from Mainland China, there is a genuine need for a standardized operation for the industry.

5.1.3 Being affiliated with HKCMA, the Applicant will provide a hygienic and orderly environment for the chilled poultry industry to operate and adhere to the cold storage license requirements. The proposed development offers a centralized distribution centre and storage environment that minimize cross-contamination for food contact surfaces and refrigerators in different cold storages. Meanwhile, safety guidelines will be provided to the personnel who work at the Application Site.

5.1.4 The centralized cold storage facility allows all the chilled poultry to undergo inspection works at a single venue since it will be handling 95% of all imported chilled poultry from Mainland China. In an event of an outbreak HS Avian Influenza, the Government departments would be able to effectively carry out inspection works at the Application Site which could shorten the time to identify and control the source of the outbreak. The proposed development should be treated as a public project since it caters to the demand for chilled poultry for the entire Territory.

5.1.5 While planning application No. A/NE-FTA/201 has been approved by the Board in 2021, due to change in circumstances and insurmountable issues encountered, it is inevitable to submit the current application with a view to materializing the long- needed cold storage and distribution centre. Despite efforts on countless negotiations have been made, the Applicant was left no other alternatives but to submit the current application for the proposed development with a change in site configuration and scale of development. The proposed development that involves a change in development site boundary would ensure the proposed development could proceed to implementation stage.

5.1.6 On the other hand, the proposed development that follows the trend in adopting modern logistic operation is well supported by the industry and the involved operators and distributors. Similar approved applications with high ceiling (i.e., proposed building height of 15m-18m) are evidenced in the territory. In particular, there is a precedent approved application adopted the same automatic logistic

system presented in **Chapter 4**. The proposed increase in building height in the current application allows the accommodation of intelligent logistics transport equipment such as fully automated shuttle robot and shuttle robot special hoist. The accommodation of intelligent logistics transport equipment and a smart intensive warehouse system enable a boost in efficiency and significantly reduce the reliance on human input with a view to alleviating manpower shortage faced in recent years. The new mode of operation within the proposed building envelope also enables energy and electricity saving as well as the creation of a safe and labour friendly environment by separating human work from undesirable frozen storage area.

5.1.7 The proposed cold storage facility can be managed through a smart and integrated control system and offers a more organized and contactless operation. The proposed development is considered as an optimization of the approved scheme in the approved application and shall better safeguard public hygiene and food safety.

5.2 Horning the Competitive Edge of Logistics Industry and Introduction of Innovation & Technology

5.2.1 Hong Kong's vital role as an international and regional logistics hub has been increasingly emphasised in recent national and local policy documents, including the most up-to-date Policy Address and the 14th Five-Year-Plan. It is highly anticipated that cross-boundary logistics and flow of goods will be tightened, especially after previous waves of epidemic where logistics industry has been severely hindered. Government has stressed on the importance of smart and efficient transport infrastructure in supporting the development of logistics industry. According to the most recent policies, apart from launching the Pilot Subsidy Scheme for Third-party Logistics Providers to enhance the use of technology and productivity of the sector, Government has also started searching for suitable sites for developing multi-storey modern logistics facilities. These efforts demonstrate current mainstream policy direction by Government to promote and revive the logistics industry through both hard and soft implementations.

5.2.2 With a view to responding to this policy context and increasing the flexibility of the industry during uncertainties, the current application strives to adopt automated transport and warehouse systems via AI modelling technology and end-to-end robotic automation to efficiently respond to the growing demand for chilled food storage and delivery services. It also creates a more environmentally-friendly and labour-friendly working environment, incorporating minimum electricity consumption and maximum accuracy, which is expected to establish a benchmark in the industry by being the primary operator of imported chilled poultry from Mainland China. As such, the current application does not only align with the general policy direction to strengthen the competitiveness of logistics industry, but it also sets standards for a smart and flexible logistics operation system with a view to bringing about the concept of Innovation and Technology envisioned by the Northern Metropolis Development Strategy.

5.3 Promoting the Proliferating of Smart Technology Application In Private Logistics Sectors

5.3.1 The proposed development is considered to be a good demonstration of innovative smart technology application in the industry. As refer to the Logistics and Supply Chain MultiTech R&D Centre Logistics Summit 2022, the prolonged COVID-19 pandemic has led to significant disruptions in the global supply chain and economy. Many industries have accelerated the adoption of automation and digitalisation to maintain competitiveness and prepare for the challenges in the New Normal. As refer to **S.1.4 of the Planning Statement**, the operation of cold storage was significantly affected due to the widespread of staff-infection of Covid19. Being a key sector that is having a 95% market share of imported chilled meat in Hong Kong, there is an imminent need in readjusting the operation mode and enhance the efficiency so as to serve and stabilize the supply of chilled meat in the territory. In fact, it is high time for the industry to employ advanced technology and further unlock the potential and overcome the constraints. The proposed smart logistic approach and technology can help the industry in simplifying the process and providing a stabilized supply chain management. The proposed development that incorporated intelligent logistics solutions, and the Internet of Things are considered to be the key factors in enhancing efficiency in the logistics industry and proliferating the application of smart technology in private logistics sectors in long run.

5.4 Benefits for Minority Communities

5.4.1 Apart from the addressing the current need and serving the existing supply chain, the current application also aims at providing support for the Muslim community. Given that the Muslim population in Hong Kong amounts to about 300,000 people, portion of the stocks would be reserved for Muslim Community in supplying chilled poultry for their festive use and weekly gathering.

5.5 No reduction in Planning Gain Compared to the Approved Application

5.5.1 The current application aims not only at materialising the long-needed cold storage facility but also the planning gains as committed in the approved application. Notwithstanding there is a addition in site area (about 21.6%), the Application Site would ensure the reprovisioning of footpath as agreed in the approved application and the provision of greenery. As referred to **Section 4.4**, a total of about 5,637m^2 common greenery at the Application Site would be provided for public enjoyment and amenity purpose (**Annex 9** and **Annex 10** refer). The total greenery covered by the Application Site, with a greenery ratio of approximately 27.8%, which has increased by 9.4% when compared to the approved application. The Applicant is well prepared and committed

to ensure the implementation of footpath re-provisioning and the proposed greenery and communal open space at the proposed amenity area. The Applicant is also willing to fulfil the requirements set out by relevant Government departments through complying with approval conditions upon approval of the current application.

5.6 Same Nature as the Approved Application

5.6.1 The nature of the current application in terms of proposed development and approval period sought is same as that proposed in the approved application. Considering the nature of the current application remains unchanged, the supporting grounds on the approved application should remain valid and applicable to the current application, in this regard, it is sincerely hoped that the Board could give sympathetic considerations on the current application.

5.7 Suitable Location for the Proposed development

5.7.1 The Application Site is highly suitable for the proposed development in terms of the location as it is only 1.5km away from the Man Kam To Animal Inspection Station. Therefore, the goods vehicles from Mainland could reach the Application Site right after passing the Animal Inspection Station. Hence, it will reduce traffic pressure and adverse traffic impacts since the Mainland goods vehicles do not need to travel all the way to the urban areas for the distribution of chilled poultries.

5.7.2 In terms of the operation scale, the area of the Application Site is suitable to allow most of HKCMA's members to operate together. Apart from the proposed cold storage facility, there is adequate space within the Application Site for the goods vehicles to manoeuvre. Hence, the proposed development can optimise the use of under-utilised land resources to meet the increasing territorial need for cold storages.

5.8 Meeting Increasing Demand for Cold Storage

5.8.1 The proposed development will relieve the soaring demand for cold storage for chilled poultry products as its consumption rate for Hong Kong is anticipated to increase continuously. Should the planning application be approved by the Board , Hong Kong citizens could enjoy a more stable supply of chilled poultry products and selling prices would less be subjected to fluctuations.

5.8.2 According to the "Hong Kong Merchandise Trade Statistics - Imports" Report published by the Census and Statistics Department, the annual quantity of poultry of items 00141 (i.e. Poultry, live, weighing not more than 185g) and 00149 (i.e. other poultry, live (i.e. fowls of the species gallus domesticus, ducks, geese, turkeys and guinea-fowls), not cut in piece fresh or chilled, from Mainland China are extracted in **Table 12**. It is observed that there is a constant increase in the number and the trend is predicted to continue.

Table 12: Annual Quantity of Poultry

Year	2015	2016	2017
Annual Quantity (kg)	79,634,095	88,182,450	92,503,423

5.8.3 As of August 2022, there are only 78 licensed cold storage facilities (**Annex 3**) registered under FEHD. Among these registered licensed cold storages, some are owned by chain restaurants/food-producing companies that will not offer rental space to other chilled poultry importers in the market.

5.8.4 Therefore, the proposed development will provide a suitable operational environment tailored for the chilled poultry importers and address the increasing territorial demand.

5.9 The NIMBY nature of the Proposed development Requires a Remote Location Away from Urban Area

5.9.1 The proposed development involves the L/UL activities which may generate a considerable amount of traffic and are not welcomed in residential districts. Communities in urban areas generally do not support such undesirable use in proximity to their neighbourhoods.

5.9.2 Nevertheless, this proposed development is of utmost importance as it provides a centralised cold storage facility handling 95% of imported chilled poultry from Mainland China that serves the whole territory, and this strategic location is highly suitable for its operation. In view of the above, HKCMA had previously conducted a dialogue with the nearby residents on the proposed development to solicit their comments/opinions and to minimise negative sentiment from the community.

5.9.3 Scattered residential dwellings are identified in the vicinity of the Application Site and technical assessments such as Environmental Assessment and Traffic Impact Assessment are conducted. It is shown that there will be no insurmountable disturbances from the proposed development, with the implementation of suitable mitigation measures.

5.10 Compatible with the Surrounding Land Uses

5.10.1 The proposed development involves one main block of cold storage facility, with the main operation taking place within the enclosed structures. The nature and scale of the proposed development are compatible with the surroundings, where there are existing open storages and logistics operations to the south and northeast of the Application Site and scattered along Man Kam To Road connecting Sheung Shui to the Man Kam To BCP. The proposed development of a cold storage and distribution centre is not incompatible with the rural character identified in the vicinity.

5.10.2 The proposed landscape and noise buffers along the western and eastern boundary allow the development to be better blend in with its surrounding rural settings and minimize the adverse impacts to the residential dwellings in the vicinity of the

Application Site.

5.11 Difficulties for the Proposed development to Operate in Conventional Industrial Building

5.11.1 Under typical circumstances, the proposed cold storage facility may not be able to operate in conventional industrial premises. Cold storage facilities require additional power backup to ensure an environment with stable temperature control to ensure the quality of the stored chilled poultry products. If the additional backup fuel exceeds the permitted storage capacity of Dangerous Goods ("DG") in a building, consensus from each tenant/owner of the building to store such DG would be required by the cold storage operator.

5.11.2 Generally, it is extremely difficult to obtain this unanimous consensus from all other tenants/owners of an industrial building as it would incur additional cost and/or uncertain risks which may not be covered by insurance. Therefore, industrial premises must be owned solely or rented by a single tenant or else the conversion from an entire general industrial building to a cold storage facility would be very difficult to accomplish.

5.11.3 Unless it is a purposely-designed cold storage facility, the required completely-sealed and refrigerated L/UL docks cannot be provided in existing industrial premises and the required temperature-controlled rooms for operations would not be achieved.

5.11.4 The existing flatted industrial buildings in the North District and Tai Po are located far away from Man Kam To BCP and Man Kam To Animal Inspection Station. Should the cold storage facilities be located in existing flatted industrial buildings, it will inevitably pass through the densely populated new town centres and lengthen travel and delivery times between the Mainland and these facilities.

5.11.5 Taking into consideration that purposely-designed permanent cold storage buildings will not be able to meet the market demand within a short period, the approval of this temporary cold storage represents the most appropriate alternative measure to relieve the soaring market demand pressure across the Territory.

5.12 HKCMA and the Applicant's Effort in Liaising with Bureaux and Departments

5.12.1 HKCMA and the Applicant have been liaising with relevant Bureaux and Government Departments in the search for a suitable site for cold storage and distribution of chill poultries for over 10 years. HKCMA and the Applicant have demonstrated their substantial effort in hoping to secure a suitable site and further liaised with relevant Bureaux and Government Departments in an attempt to provide a hygienic, orderly and controlled environment for chilled poultry industry operations. Dialogues with Bureaux and Government Departments have been recorded and maintained from the initial site searching process up until this current planning application. Departmental views have been carefully considered and incorporated into this development proposal.

5.13 Technical Assessments Demonstration of No Adverse Impacts in terms of Traffic, Environmental, Sewerage, Drainage and Landscape Aspects

5.13.1 Various technical assessments are submitted (**Annexes 5 to 9** refer), including Traffic Impact Assessment, Environmental Assessment, Sewerage Impact Assessment, Drainage Impact Assessment and Tree Preservation and Landscaping Proposal, in support of this application. From the findings of the assessments, it has been concluded that the proposed arrangements abovementioned have addressed key technical concerns and the proposed temporary use is sustainable and there will be no adverse impacts.

6 CONCLUSION

6.1.1 This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as "the Board") in support of a planning application (hereinafter referred to as "the current application") for **Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works** at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482RP,483, 484,486,497SARP, 501, 502, 504 S.B, 504SB, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories. The Planning Statement serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board.

6.1.2 The Application Site is subject to a previously-approved application (No. A/NE- FTA/201) (hereinafter referred to as "the approved application") submitted by Hong Kong Chilled Meat & Poultry Association. In order to put forth the concept of Innovation and Technology envisioned by the Northern Metropolis Development Strategy whilst at the same time meet the demands on chilled/frozen meat and poultry in the Territory, the current application is so submitted to the Board with boundary and intensity adjustment.

6.1.3 The proposed development, with a site area of about 20,249 m^2, total floor area of about 15206.84 m^2, comprises Three 1-storey structure for cold storage and 14 ancillary structures for plant room and guard house. The proposed filling of land would not exceed 1.5m and the operation hours of the proposed development is from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. daily. Hong Kong Chilled Meat & Poultry Association have been looking for suitable land for a proper cold storage and distribution center since the outbreak of Avian Influenza in 2003. The proposed development is of great importance since it will be handling 95% of the imported chilled poultry from the Mainland serving Hong Kong. The current application strives to adopt modern logistics operation with a view to materializing a modern cold storage and distribution centre at the Application Site.

6.1.4 The Application Site currently falls within an area zoned "Agriculture" ("AGR") on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/18 (hereinafter referred to as "the Current OZP"). As detailed throughout this Planning Statement, the proposed development is well justified on the grounds that:-

(a) The proposed development is in line with Government's policy to provide a centralized cold storage and distribution centre for chilled poultry to meet the increasing demand for cold storage and distribution centre for poultry and to serve the Territory;
(b) There is an insurmountable difficulty in implementing the approved application (No. A/NE-FTA/201 and No. A/NE-FTA/220) due to change in circumstances. To materialise the long- needed cold storage and distribution centre, adjustment on development parameters is inevitable;

(c) The modification to development parameters of the approved application enables the employment of smart intensive warehouse system which can greatly boost efficiency and reduce reliance on human input with a view to overcoming manpower shortage faced in recent years, while creating an environmental and labour-friendly working environment through modern logistic operation;

(d) The Applicant is committed to re-provision the footpaths and open space such that the agreed planning gains in the approved application can be materialised;

(e) The nature of the proposed development and approval period sought in the current application is the same as the approved application;

(f) The proposed development is considered compatible with the surrounding land uses;

(g) The Application Site serves the best location for the proposed development with its unique site conditions and close proximity to the Border Control Points;

(h) The Not-In-My-Backyard (NIMBY) nature of the proposed development requires a remote location away from the urban areas;

(i) There are difficulties for the proposed development to be operated in conventional industrial buildings;

(j) HKCMA and the Applicant have been putting efforts to liaise with bureaux and Government departments in order to find a suitable place for over 10 years; and

(k) No adverse impacts on traffic, environmental, landscape, drainage, sewage and ecological aspects are envisaged at the Application Site and its surrounding areas.

6.1.5 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to approve the current application for the proposed development for a temporary period of 3 years.

Supporting Materials

Lots 471 S.B RP (Part), 472, 473, 474, 475,
476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P.,
501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89
and adjoining Government Land, Man Kam To Road,
Sha Ling, New Territories

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Prepared by

C&K Land Management Company Limited

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放大圖片

■新民黨發動業界請願，爭取設立冰鮮禽畜業轉運中心。 香港文匯報記者梁祖彝 攝

香港文匯報訊（記者 鄭治祖）香港冰鮮禽畜業商會聯同新民黨發動逾百名業界代表向食物及衛生局請願，要求當局覓地設立冰鮮禽畜轉運中心，讓內地及香港，以及本地的運輸冰鮮禽畜食品商有系統地分拆及轉運食品，又要求當局在轉運中心設立前向商販頒發臨時牌照，讓他們可於私人用地放置固定凍倉，分拆及轉運冰鮮禽畜食品，務求確保冰鮮食品供應暢順及安全。

請願人士共駕駛約80部車，由元朗出發，其中20部車慢駛至西區副食品批發市場；另20部車則慢駛至新政府總部請願。

農地分拆影響運作

他們向政府代表遞交請願信，抗議當局漠視該行業的需要。香港冰鮮禽畜業商會主席郭時興指，香港至今未設立冰鮮禽畜轉運中心，讓業界在內地進口冰鮮禽畜送抵港後轉運和分拆食品，而為持續穩定地供應冰鮮食品，他們只好在新界農地等進行分拆等工序，但食物環境衛生署往往會以「不恰當處理冰鮮禽畜食品」為名提出檢控，嚴重影響業界運作，以及冰鮮禽畜業多達四五千人的生計。

葉劉批當局未回覆訴求

新民黨主席葉劉淑儀指出，該黨過去多個月來一直為冰鮮禽畜業界代表向政府反映有關訴求，包括於2011年12月與食物及衛生局，和商務及經濟發展局官員會面，但當局一直未有具體承諾或回覆，直至2012年2月，他們邀請食環署到業界轉運及分拆食品的私人地方作實地考察，但對方認為「無此必要」，是漠視發展迅速的冰鮮禽畜業的需要，新民黨對此表示失望。

他們要求政府覓地設立冰鮮禽畜轉運中心，而在轉運中心成立前應發出臨時牌照，讓商販於私人用地放置固定凍倉，並強調當局倘不作出具體回應，業界會將行動升級。據悉，食物及衛生局局長周一嶽已答應於5月4日與新民黨和業界會面，了解他們的訴求。

發表評論(已有0條評論)
用户名： 密碼： 登錄 註冊
請理性評論

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Annex 1.2

中華人民共和國香港特別行政區政府總部食物及衞生局
Food and Health Bureau, Government Secretariat
The Government of the Hong Kong Special Administrative Region
The People's Republic of China

本局檔號 Our Ref： FHB/F/5/1/4
來函檔號 Your Ref：

電話 Tel：3509 8927
傳真 Fax：2136 3281

[redacted]

郭主席：

關於香港冰鮮禽畜業商會的關注事宜

本局及食物環境衞生署（食環署）在今年五月四日與貴會及新民黨代表會面，商討業界關注的議題，包括貴會四月二十六日及五月四日致本局信件提及的事宜。我現獲授權一併回覆如下：

冰鮮業界的營運

冰鮮肉類（包括冰鮮家禽）進口商的營運，與其他食物進口商一樣，應根據市場經濟原則及按有關法例要求進行。視乎業務運作模式是否涉及經營食物業處所，進口商須根據《食物業規例》（香港法例第132X章），向食環署申領相關的食物業牌照，例如凍房牌照、新鮮糧食店牌照或食物製造廠牌照。牌照申請人須向食環署遞交申請書連同擬議設計圖則一式三份及聲明書，聲明申請食物業牌照的處所擬經營的食物業符合政府租契的條件。在處理有關的牌照申請時，食環署會徵詢相關政府部門的意見，以確保申請符合土地使用、樓宇安全、規劃、消防安全及衞生等各方面的規定。如相關部門不反對申請，而申請人亦辦妥所有發牌條件所列事項，食環署便會簽發牌照。

另一方面，業界可考慮租用市面上的持牌凍倉。就貴會指業界難以租用合適的凍倉，我們建議貴會或個別業界人士嘗試與凍倉經營者詳細探討租用凍倉的商業安排。如業界能向凍倉經營者解釋有關業務的前景及營運需要，並在必要時適當地調節營運模式，相信有助雙方就租賃安排達成共識。業界亦可考慮與內地的冰鮮產品供應商及香港的客戶檢討現時取貨及送貨安排，以減輕業界就凍倉需求的負擔。至於貴會要求政府批地作冰鮮禽畜轉運中心，我們認爲現今香港物流運輸業發展蓬勃，凍倉行業亦具規模，業界應首先從市場入手，與凍倉經營者商討長期場地供應的商業安排，或透過現有的牌照申請渠道，因應各自的營運模式申請相關的食物業牌照。

食環署的執法行動

食環署與冰鮮業界同樣有責任確保食物安全及衞生。從事進口或處理冰鮮肉類的人士，必須在持有相關食物業牌照的處所儲存或處理該些肉類。這項基本要求並非針對冰鮮肉類及家禽。事實上，奶類飲品、冰凍甜點及冰鮮海產等，亦需儲存在持牌凍倉或其他持牌食物業處所的冷藏設施內。食環署的要求及執法尺度是一致的。未獲簽發牌照的食物業處所的衞生情況及設備並沒有任何確認或保證，例如缺乏穩定電源以保持冷藏設施的溫度、水源、洗手／洗滌及照明設施等。在這些處所儲存或處理冰鮮肉類存在不少食物安全風險。爲保障公眾健康，食環署有責任依法辦事。

根據《食物業規例》的規定，任何人爲經營食物業而使用倉庫以冷藏方式貯存食品，須持有食環署簽發的凍房牌照。若食環署人員發現有人未領有凍房牌照而將冰鮮肉類存放於冷藏倉庫內，會採取檢控行動。此外，進口商須遵守食物安全中心在批准從內地輸入冰鮮肉類或家禽時所施加有關貯存溫度的條件，即"從在家禽/肉類加工廠將家禽/肉類冷凍至香港的冰鮮家禽/肉類零售商收到貨物的全部過程中，每批進口的冰鮮家禽/肉類應貯存在介乎攝氏0度至4度的冷凍溫度中，而且在任何情況下都不得超過攝氏8度。這項關於貯存溫度規定的適用範圍包括家禽/肉類的任何部分。"

在五月四日的會面中，政府與貴會進行了良好的溝通。我們欣悉貴會同意政府與業界應共同努力確保食物安全及衞生，而業界願意自律守法；另有部份貴會會員有興趣申請有效的食物業牌照，以經營業務。食環署樂意就牌照事宜與貴會保持聯繫，並會安排簡介會向業界提供意見及解釋各相關部門的要求，盡量提供適當的協助。

多謝貴會的來信和意見。如有查詢，可與食環署高級總監（牌照）楊玉葉女士（電話：2867 5262）或高級總監（衞生）林鏡福先生（電話：2867 5396）聯絡。

食物及衞生局局長

（陳令行 代行）

二零一二年五月十四日

副本送：

食物環境衞生署助理署長(行動)1 傳真：2530 1368
(劉志旺先生)

新民黨副主席田北辰先生 傳真：3100 0087

TOTAL P.03

香港特別行政區政府
商務及經濟發展局
工商及旅遊科

香港金鐘道八十八號
太古廣場第一期二十九樓

COMMERCE, INDUSTRY AND TOURISM BRANCH
COMMERCE AND ECONOMIC DEVELOPMENT BUREAU
GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

LEVEL 29, ONE PACIFIC PLACE
88 QUEENSWAY
HONG KONG

Tel No. : (852) 2918 7506
Fax No. : (852) 2530 5966

[redacted]

12 November 2010

Dear Mr Kwok,

Request for Allocation of Land for Storage, Transfer and Centralised control of the Chilled Meat and Poultry Industry

I write further to my interim reply of 20 October 2010.

Your association proposes that the Government should allocate land for setting up a wholesale market for chilled meat so as to regulate the chilled meat and poultry industry and to ensure that relevant health and safety standards are adhered to.

We note that your proposal concerns matters relating to food safety and wholesale food markets, which fall under the purview of the Food and Health Bureau (FHB). We are therefore copying this and your proposal to FHB so that they may consider what appropriate assistance could be provided to your Association.

Yours sincerely,

M. Kwong.

(Maggie Kwong)
for Secretary for Commerce & Economic Development

cc.
The Hon Vincent Fang Kang, SBS, JP (w/o encl.) (Fax: 2428 2848)
Food and Health Bureau (w/ encl.) (Fax: 2136 3281)

香港特別行政區政府
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LEVEL 29, ONE PACIFIC PLACE
88 QUEENSWAY
HONG KONG

Tel No : 2918 7506
Fax No : 2530 5966

20 October 2010

[redacted]

Dear Mr Kwok,

Chilled Meat & Poultry Industry Request for a piece of designated land for the storage, transfer and centralise control of the industry

Thank you for your letter dated 8 October 2010. We are now looking at it and will let you have a substantive reply in due course.

Yours sincerely,

M. Kwong

(Maggie Kwong)
for Secretary for
Commerce & Economic Development

cc.

The Hon Vincent Fang Kang, SBS, JP (Fax: 2428 2848)
Food and Environmental Hygiene Department (Fax: 2536 9731)
(Attn: Dr Constance Chan)

Press Releases

LCQ4: Storage and distribution of chilled poultry/meat

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Following is a question by the Hon Michael Tien and a reply by the Secretary for Food and Health, Dr Ko Wing-man, in the Legislative Council today (May 29):

Question:

The chilled meat and poultry trade has been operating in Hong Kong for over a decade, and the demand for chilled meat and poultry has been rising continuously in recent years. For example, the daily quantity of imported chilled chicken increased from 80 tonnes in 2008 to 104 tonnes in 2012. Last year, the quantity of imported chilled chicken accounted for 40% of the total quantity of imported chicken, and those of chilled ducks and geese accounted for 90% and 99% respectively of the total quantities of imports of their kinds. On the other hand, chilled food products must be kept under refrigeration at a temperature of 4℃ or below under the Food Hygiene Code, and a licence is required under the law for operating a food refrigeration business. As ancillary facilities for the wholesaling of chilled meat and poultry are currently unavailable in Hong Kong, wholesalers can only put chilled meat and poultry into temporary storage in lorries equipped with refrigeration facilities and in freezers in order to carry out the process of dividing and distributing chilled meat and poultry. It has been reported that targeting at such operation mode of "storage prior to distribution", the Food and Environmental Hygiene Department prosecutes wholesalers for committing the offence of running cold stores without licences. Members of the chilled meat and poultry trade have repeatedly written to the Food and Health Bureau, requesting the Government to set up an approved distribution and storage centre for chilled meat and poultry to centralise the management of the business concerned, with a view to reducing food risks. However, no reply has been received from the Government. In this connection, will the Government inform this Council:

(a) whether the authorities will consider drawing up and updating relevant legislation and rules to ensure that the whole process of importing and wholesaling chilled meat and poultry conforms to hygiene standards, in order to enhance food safety and provide legislation and rules for the trade to follow so as to avoid their being prosecuted; and

(b) whether the authorities will consider the request of the trade for setting up an approved distribution and storage centre and initiate a site selection study ?

Reply:

President,

Ensuring that the food sold in Hong Kong is safe and fit for human consumption is one of the work priorities of the Food and Health Bureau. We are committed to enhancing food safety through a multi-pronged approach. We adopt the "from farm to table" strategy promulgated by the World Health Organization under which surveillance is carried out at source as well as the import, wholesale and retail levels to safeguard public health. To ensure that the chilled poultry sold in Hong Kong is fit for consumption, we consider it essential to properly monitor the handling process that the chilled poultry goes through.

My reply to the various parts of the question is as follows:

(a) Under the agreement reached between Hong Kong and the Mainland, all live and fresh food (including chilled poultry)

supplied to Hong Kong by the Mainland must be imported through Man Kam To. The chilled poultry and meat has to come from farms and poultry/meat processing plants registered with the relevant Mainland inspection and quarantine authority. Upon arrival at the boundary checkpoint, the chilled poultry and meat must bear animal health certificates issued by the relevant authorities.

All consignments of chilled poultry/meat that may be imported will be inspected at Man Kam To and then directly transported, in their original packaging, to food factories for processing (including cutting into parts or re-packaging), or to restaurants, markets and fresh provision shops for sale. Traders may, depending on their operational needs, temporarily keep the imported chilled poultry/meat, in their original packaging, at a licensed cold store before redistributing them to food factories, restaurants or retail outlets. In granting approval for traders to import chilled poultry/meat from the Mainland into Hong Kong, the Centre for Food Safety (CFS) under the Food and Environmental Hygiene Department (FEHD) imposes conditions on how the goods vehicles used for transportation should be equipped, requiring that any such vehicle should have an enclosed conveying compartment with refrigerating devices, temperature measuring devices, as well as a temperature gauge affixed outside the vehicle for verification purpose. Besides, the CFS requires that the chilled poultry/meat should be stored at a temperature between 0℃ and 4℃ throughout the process of transporting the chilled poultry/meat from registered processing establishments in the Mainland to food factories, restaurants and retail outlets in Hong Kong. The temperature should in no circumstances exceed 8℃.

If the business operation of chilled poultry/meat importers involves the use of food premises as defined under the Food Business Regulation, the importers are required to apply to the FEHD for an appropriate food premises licence, such as a cold store licence, a food factory licence or a fresh provision shop licence, for lawful handling of imported chilled poultry/meat. When considering licence applications, the FEHD will seek advice from the government departments concerned to ensure that the applications are in compliance with various requirements including those relating to land use, building safety, planning, fire safety and hygiene.

The lack of assurance about the state of the hygiene conditions and facilities in premises without a food business licence is such that storing and processing chilled poultry/meat in these premises presents substantive food safety risk. With a view to safeguarding public health, FEHD staff, acting in accordance with the Public Health and Municipal Services Ordinance or the Food Business Regulation, will take enforcement actions against any person who operates an unlicensed food business (including cold store business) including confiscating the items concerned.

The existing legislation and control mechanism for regulating chilled poultry/meat processing are well-established and generally effective. The FEHD has also formulated clear guidelines for reference by the industry. As such, the Government does not consider it necessary to amend the relevant legislation and control mechanism at present.

(b) Relative to the chilled meat importation business, the live and fresh food industry is different in terms of development history and business nature. The Administration has set up public wholesale markets for live and fresh food with a view to providing a platform for on-the-spot price negotiation and transaction. As for imports of chilled meat, the transaction details (including volume and price) have already been agreed upon in advance among the parties concerned before the consignment arrives in Hong Kong. Besides, traders may rent a cold store or apply for an appropriate licence for handling the distribution and storage of chilled meat. Under such circumstances, the Government does not have any plan to set up a distribution and storage centre for chilled poultry/meat.

As regards arrangements pertaining to the storage and distribution of chilled poultry/meat after importation, importers may, as I mentioned above, apply to the FEHD for a relevant food business licence according to their operational needs, or rent a cold store in the market place for proper processing of chilled poultry/meat. At present, there are altogether 37 licensed cold stores in the territory. According to information gathered by the FEHD from individual licensed cold store operators, there are large-scale cold stores in the market place which could provide space for traders to store their chilled poultry/meat. Not only do some of these stores operate round the clock, they could well provide sufficient parking spaces. The relevant trade association or individual traders may wish to consider exploring with the cold store operators opportunities for entering into commercial arrangements that meet their long-term needs in terms of storage accommodation.

Enquiries and applications may also be made to the relevant Government departments should the trade wish to rent government land for setting up a distribution and storage centre for chilled meat and poultry.

Ends/Wednesday, May 29, 2013
Issued at HKT 15:32

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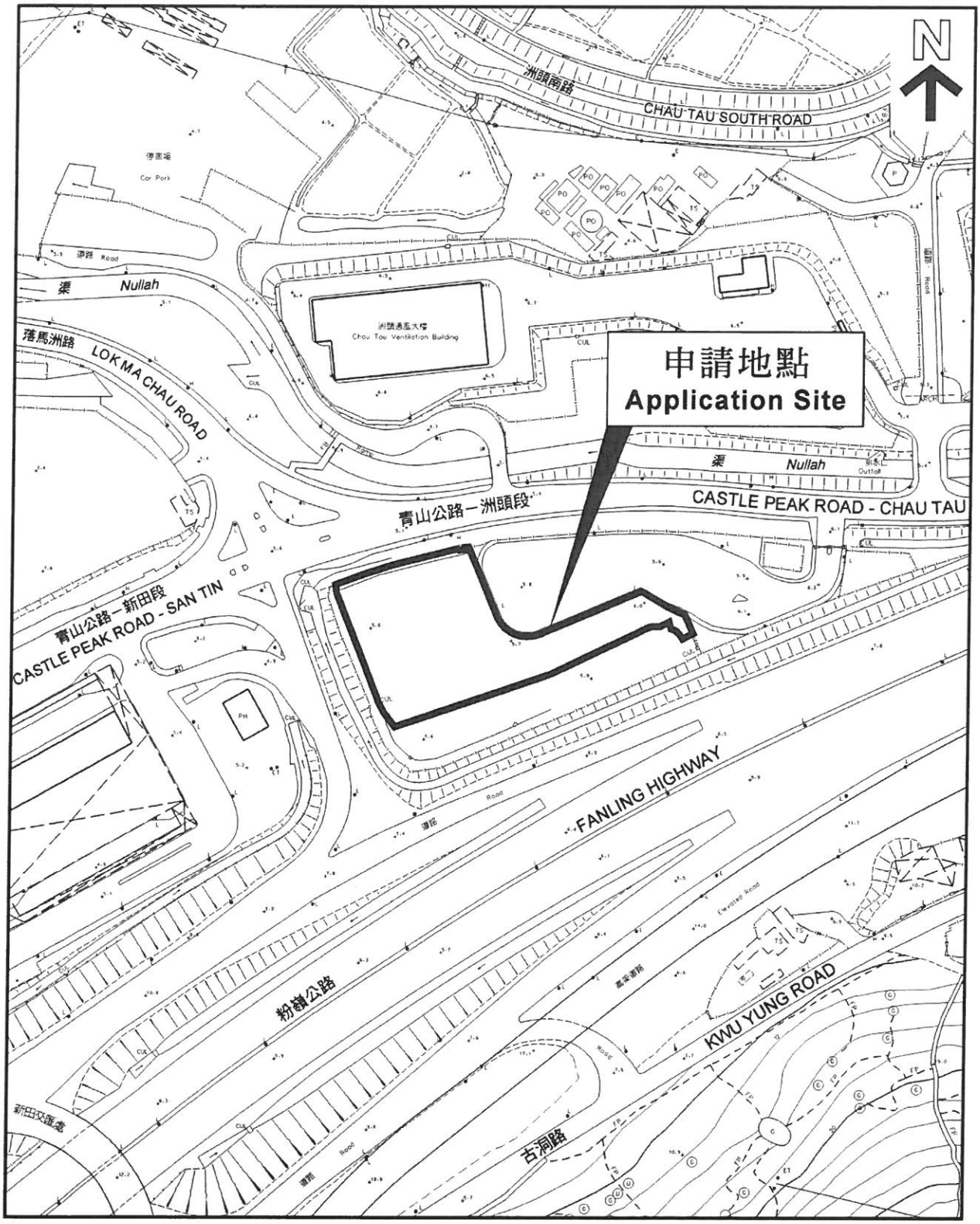
Annex 1.4

關乎申請編號 A/YL-ST/483 的擬議用途/發展的概括發展參數
Broad Development Parameters of the Applied Use/Development in respect of Application No. A/YL-ST/483

(a) 申請編號 Application no.	A/YL-ST/483			
(b) 位置／地址 Location/Address	元朗新田青山公路洲頭段和落馬洲路交界處的政府用地 Government Land at junction of Castle Peak Road - Chau Tau and Lok Ma Chau Road, San Tin, Yuen Long			
(c) 地盤面積 Site area	3,110 平方米 m^2 （包括政府土地約 Includes Government Land of about 3,110 平方米 m^2）			
(d) 圖則 Plan	新田分區計劃大綱核准圖編號 S/YL-ST/8 Approved San Tin Outline Zoning Plan No. S/YL-ST/8			
(e) 地帶 Zoning	「未決定用途」 "Undetermined"			
(f) 申請用途／發展 Applied Use/ Development	擬議臨時凍肉貯存設施（為期 3 年） Proposed Temporary Chilled Meat Storage Facilities for a Period of 3 Years			
(g) 總樓面面積及／或地積比率 Total floor area and/or plot ratio			平方米 m^2	地積比率 Plot ratio
	住用 Domestic		0	-
	非住用 Non-domestic		720	-
(h) 幢數 No. of block	住用 Domestic		-	
	非住用 Non-domestic		1	
	綜合用途 Composite		-	
(i) 建築物高度／層數 Building height/ No. of storeys	住用 Domestic		- 米 m - 米（主水平基準以上）mPD - 層 storey(s)	
	非住用 Non-domestic		- 米 m - 米（主水平基準以上）mPD 2 層 storey(s)	
	綜合用途 Composite		- 米 m - 米（主水平基準以上）mPD - 層 storey(s)	
(j) 上蓋面積 Site coverage	-			
(k) 單位數目 No. of units	-			
(l) 休憩用地 Open Space	- 私人 Private		- 平方米 m^2	
	- 公眾 Public		- 平方米 m^2	
(m) 停車位及上落客貨車位數目 No. of parking spaces and loading/ unloading spaces	- 上落客貨車位 Loading/Unloading Spaces			30
	- 輕型貨車泊車位 Light Goods Vehicle Parking Spaces			30

* 有關資料是為方便市民大眾參考而提供。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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A/YL-ST/483


N
洲頭南路
CHAU TAU SOUTH ROAD
停車場
Car Park
渠 Nullah
洲頭通風大樓
Chau Tau Ventilation Building
落馬洲路 LOK MA CHAU ROAD
申請地點
Application Site
渠 Nullah
CASTLE PEAK ROAD - CHAU TAU
青山公路－洲頭段
青山公路－新田段
CASTLE PEAK ROAD - SAN TIN
FANLING HIGHWAY
粉嶺公路
KWU YUNG ROAD
古洞路
新田交匯處

申請編號 Application No. : A/YL-ST/483

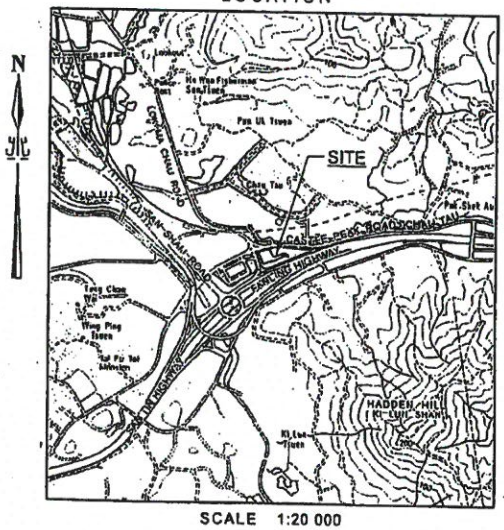
備註 Remarks

申請人要求批給規劃許可，准許其將申請地點用作擬議臨時凍肉貯存設施為期 3 年。申請地點可由連接青山公路洲頭段的通道從申請地點東面到達。申請地點佔地面積約 3,110 平方米，內有 1 個辦公室、1 個電掣房、1 個垃圾房、30 個上落客貨車位、30 個輕型貨車泊車位。

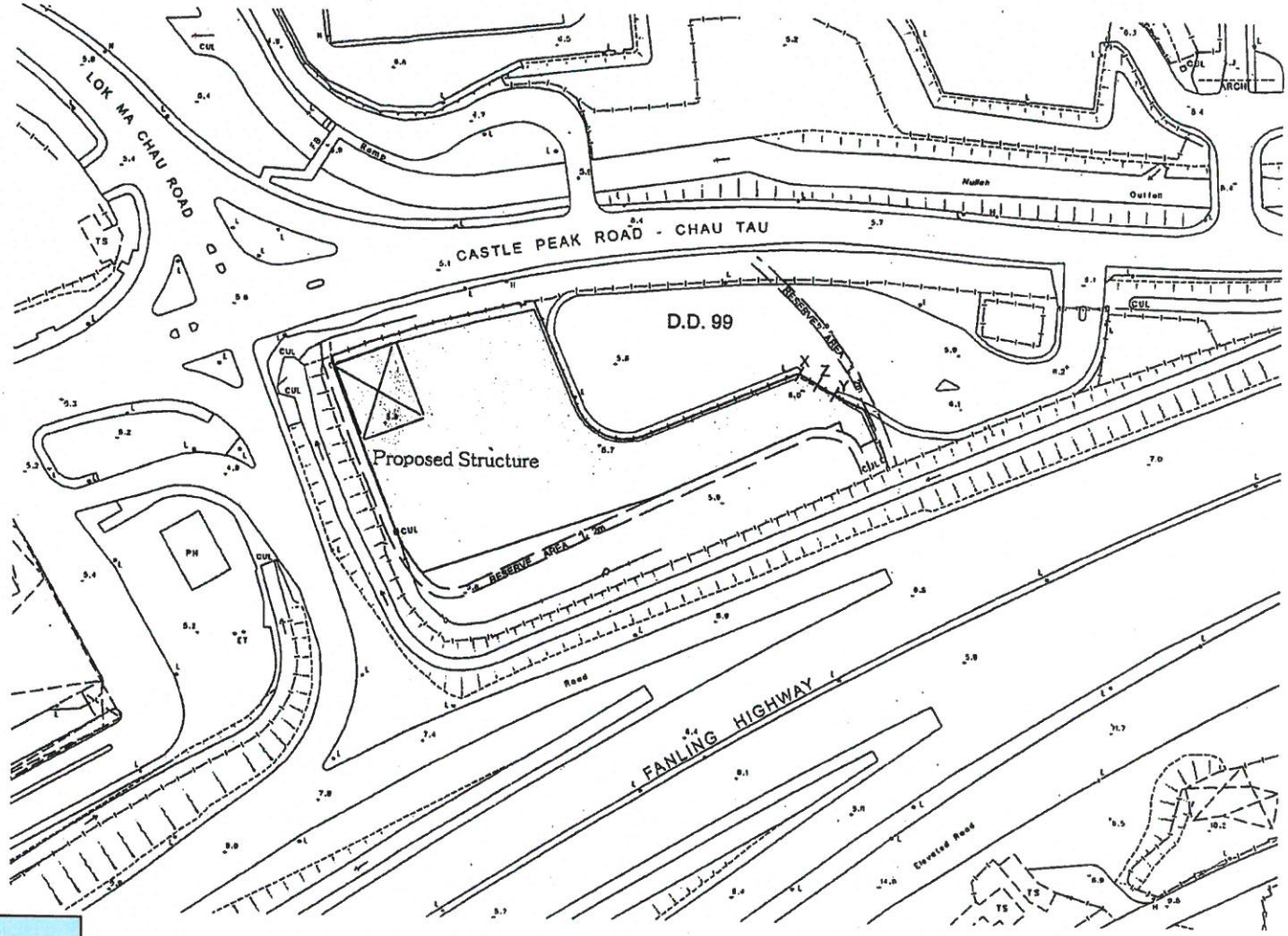
The applicant seeks planning permission to use the application site for proposed temporary chilled meat storage facilities for a period of 3 years. The site is accessible at the east off an access road leading to Castle Peak Road – Chau Tau. The site area is about 3,110m^2 containing office, switch room, refuse room, about 30 loading/unloading spaces and about 30 light goods vehicle parking spaces.

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LOCATION



SCALE 1:20 000



TENANCY AGREEMENT REFERS

POINTS X, Y, Z

申請編號 Application No. : A/YL-ST/483
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

COLOURED PINK . AREA 3 110 SQUARE METRES (ABOUT)

SCALE 1:1 000

metres 20 0 20 40 60 80 100 metres

DRAFT

FILE COPY

FOR IDENTIFICATION PURPOSES ONLY

District Lands Office, Yuen Long
Lands Department

Plan Prepared by District Survey Office, Yuen Long

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SHORT TERM TENANCY No. 2759

File No. DLOYL136/YAT/2014, DSO/YL/W/316/2015
Survey Sheet No. 2-SE-8B
O.Z.P. Plan No. ------
Reference Plan No. ------
PLAN No. YLM8733-POc

Date : 18/6/2015

申請編號 Application No. : A/YL-ST/483

與申請地點/處所有關的先前申請
Previous Applications Covering the Application Site/Premises

申請編號 Application No.	擬議用途／發展 Proposed Use/Development	城市規劃委員會的決定(日期) Decision of Town Planning Board (Date)
A/YL-ST/43	臨時貨櫃拖頭/拖架場 (為期 3 年) Temporary Container Tractor/Trailer Park	在有附帶條件下批給臨時性質的許可由 19.12.1997 至 31.12.2000 Approved with condition(s) on a temporary basis from 19.12.1997 to 31.12.2000 (19.12.1997)
A/YL-ST/177	臨時收費公眾車輛停車場(不包括貨櫃車輛)(為期 3 年) Temporary Fee-paying Public Vehicle Park (excluding Container Vehicles) for a Period of 3 Years	在有附帶條件下批給臨時性質的許可由 2.11.2001 至 30.10.2002 Approved with condition(s) on a temporary basis from 2.11.2001 to 30.10.2002 (2.11.2001)

有關資料是為方便市民大眾參考而提供。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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申請編號 Application No. : A/YL-ST/483

申請人提交的圖則、繪圖及報告書
Plans, Drawings and Reports Submitted by Applicant

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

有關資料是為方便市民大眾參考而提供。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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discussion. The Committee also noted that the interests of Dr W.K. Yau, Mr H.F. Leung, Professor K.C. Chau and Mr Peter K.T. Yuen were indirect and Professor S.C. Wong was not involved in the application, and agreed that they should stay in the meeting.

86. The Committee noted that the applicant requested on 19.2.2016 for deferment of the consideration of the application for another two months to allow time for preparation of further information to address the comments of relevant government departments. It was the applicant's third request for deferment.

87. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of the further information. Since it was the third deferment of the application and a total of six months had been allowed, no further deferment would be granted unless under very special circumstances.

[Mr Edwin W.K. Chan left the meeting temporarily at this point.]

Agenda Item 27

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/YL-ST/483 Proposed Temporary Chilled Meat Storage Facilities for a Period of 3 Years in "Undetermined" Zone, Government Land at junction of Castle Peak Road - Chau Tau and Lok Ma Chau Road, San Tin, Yuen Long (RNTPC Paper No. A/YL-ST/483A)

Presentation and Question Sessions

88. Mr K.T. Ng, STP/FSYLE, presented the application and covered the following aspects as detailed in the Paper :

(a) background to the application;

(b) the proposed temporary chilled meat storage facilities for a period of three years;

(c) departmental comments – departmental comments were set out in paragraph 9 of the Paper. The Commissioner of Police (C of P) had concerns on the impact of the congested traffic situation along Castle Peak Road, heavy traffic flow at Lok Ma Chau Road and Castle Peak Road (Chau Tau section) and the increased traffic on Castle Peak Road and Lok Ma Chau area due to the commencement of construction of San Tin Shopping Facility, Kwu Tung North New Development Area and the Lok Ma Chau Loop in 2016. Other concerned departments had no objection to or no adverse comments on the application;

(d) during the first three weeks of the statutory publication period, one public comment objecting to the application mainly for reason of adverse traffic impact was received. The District Officer (Yuen Long) conveyed that the San Tin Rural Committee objected to the application on the ground of adverse traffic impact on the surrounding area; and

(e) the Planning Department (PlanD)'s views – PlanD considered that the temporary use could be tolerated for a period of three years based on the assessments set out in paragraph 11 of the Paper. The proposed temporary use for a period of three years would not frustrate the long-term use of the "Undetermined" zone, of which the development potential would be examined in the Preliminary Feasibility Study on Developing the New Territories North and was not incompatible with the surrounding land uses. Regarding C of P's concern, the proposed development would provide adequate spaces for parking, manoeuvring, loading and unloading, and the

transportation of the chilled meat and poultry would be scheduled with appointment for delivery (normally from midnight to 6:00 a.m.). No queuing of vehicles to Castle Peak Road – Chau Tau was therefore anticipated. To address the traffic concern, an approval condition requiring the submission and implementation of the transport arrangement proposal was recommended. Regarding the public comments, the planning assessments above were relevant.

89. Members had no question on the application.

Deliberation Session

90. After deliberation, the Committee decided to approve the application on a temporary basis for a period of 3 years until 4.3.2019, on the terms of the application as submitted to the Town Planning Board (TPB) and subject to the following conditions :

"(a) the provision of boundary fencing on the site to the satisfaction of the Director of Planning or of the TPB;

(b) the submission and implementation of water supplies for fire fighting and fire service installations proposal to the satisfaction of the Director of Fire Services or of the TPB;

(c) the submission and implementation of drainage proposal to the satisfaction of the Director of Drainage Services or of the TPB;

(d) the submission and implementation of landscape and tree preservation proposal to the satisfaction of the Director of Planning or of the TPB;

(e) the submission and implementation of transport arrangement proposal, including delivery time and operation hours, to the satisfaction of the Commissioner for Transport and Commissioner of Police, or of the TPB; and

(f) if any of the above planning conditions (a), (b), (c), (d) or (e) is not complied with before operation of the applied use, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice."

91. The Committee also agreed to advise the applicant to note the advisory clauses as set out at Appendix VII of the Paper.

Agenda Item 28

Section 16 Application

[Open Meeting]

A/YL-ST/485 Proposed Temporary Shop and Services (Retail Shops, Laundry, Pharmacy and Convenient Store) for a Period of 3 Years in "Village Type Development" Zone, Lots 3048 S.B, 3048 RP, 3049 RP (Part) and 3050 RP (Part) in D.D.102 and Adjoining Government Land, San Tin, Yuen Long
(RNTPC Paper No. A/YL-ST/485)

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92. The Committee noted that the applicant requested on 17.2.2016 for deferment of the consideration of the application for two months to allow time for preparation of responses to address comments from the Commissioner of Police. It was the applicant's first request for deferment.

93. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of the further information, and no further deferment would be granted unless under very special

元朗新田擬推首幅「冰鮮倉」用地

【本報訊】內地進口冰鮮禽畜肉類數量與日俱增，惟本港一直缺乏認可的轉運中心供進口商拆貨轉運。政府擬於元朗新田推出首幅「冰鮮倉」用地，透過公開招標，以短期租約形式營運存貨。香港冰鮮禽畜業商會表明會入標，但認為佔地太小，不夠空間予貨車分貨。

以市值出租 為期三年

政府計劃將位處元朗新田青山公路洲頭段與落馬洲路交界處、佔地三千一百多平方米的政府空地，改作臨時凍肉儲存設施，透過公開招標，以市值租金的短期租約形式，為期三年，租予有興趣人士自資設立相關的儲存設施，本月底前接受投標。中標的營運商要申領凍房牌照，可興建一幢兩層高的建築物，用作凍倉及辦公室，另提供三十個上落客貨車位及三十個輕型貨車泊車位。

進口冰鮮肉類和家禽運抵本港後，須保持原廠包裝及儲存於攝氏零度至四度之間的冷凍溫度，之後會直接運送往工場加工或零售點。

香港冰鮮禽畜業商會主席郭時興稱，項目有助業界發展，將以商會名義入標競投，料冰鮮禽肉進口量可能較現時多一、兩成。他補充，項目長遠可解決業界每日在貨櫃場分貨，及用凍櫃貨車暫存剩貨的問題，但佔地面積太小，假若中標，他希望當運作暢順後，可再向當局申請兼用旁邊的士輪籌區，方便業界貨車上落貨。

熱門:
升學顧問 減肥瘦身 海外升學
課程 幼兒課程 電話系統
市場推廣 婚紗攝影 網上商店
禮品 花籃 核數
商標 冷氣工程 英語
興趣班 不織布袋 五金廢料
會計 專業化妝 印刷
脫髮 宣傳方法

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下一則：涉烹貓男認罪女受審

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同意及關閉

首幅「冰鮮倉」地短租　冰鮮雞大王擬入標

2016年09月19日 18:54

舉報

港人對冰鮮禽畜的需求近年持續上升，但本港卻一直缺乏為冰鮮禽畜批發業務而設的配套設施，業界爭取多年下，食物及衞生局近日終於透過短期租約形式，在元朗新田推出首幅「冰鮮倉」用地，供業界競投營運，以貯存每日未能即時售出的1400至2800隻冰鮮家禽。為了降低租金成本，香港冰鮮禽畜業商會表明會入標，相信冰鮮倉落成可令供港冰鮮家禽更加安全衞生，增強市民食用信心，冰鮮雞銷量可望增加四分之一。

《星島日報》獨家報道，擬用作存放冰鮮肉類和家禽設施的用地，位於元朗新田青山公路洲頭段與落馬洲路交界處，佔地3110平方米，目前屬於空置的政府土地，地政總署近日以短期租約方式批出，擬先與中標者簽訂租約至2019年3月，其後再根據租賃協議選擇是否續租。據了解，該幅用地原本屬於「未決定用途」，食物及衞生局早在今年3月已向城規會申請暫時改變土地用途，作為臨時凍肉貯存設施。

《星島日報》翻查局方當時提交的文件，留意到當局容許中標者日後可在該幅用地的其中一個角落興建一幢樓高兩層的構築物，用作凍倉和辦公室，另提供30個上落客貨車位，以及30個輕型貨車泊車位。

有「冰鮮雞大王」之稱的香港冰鮮禽畜業商會主席郭時興表示，現時每天從內地進口的凍鮮雞、鵝鴨和乳鴿，分別約有8萬隻、4萬隻和2萬隻，由於數量龐大，很多時未必可以「日日清」，需要貯起當中一至兩成，但在缺乏合適用地之下，賣剩的冰鮮禽肉目前往往只能存放在貨櫃和或貨車。他承認：「這無疑在走法律罅，但由於車有流動性，食環署也只能採容忍的態度。」

他指冰鮮禽畜業界早在5、6年前已向當局爭取撥地興建「冰鮮倉」，但當局卻以本港已有凍倉設施為由，未有回應訴求。對於當局為何突然作出政策性改變，郭時興相信與近年不時發生禽流感，需要殺掉整批活家禽有關，讓當局明白需要做好配套設施，始能鼓勵市民進食冰鮮禽畜，「冰鮮倉有牌之後可令運作正規化，毋須再『走鬼』，

對食物安全及衞生有改善，到時可以對市民宣傳，對冰鮮雞有正面幫助，讓市場『做大個餅』。」他估計，冰鮮雞銷量未來可以增至10萬隻，較現時增加四分之一，但活雞和熟雞一直有穩定需求，不會明顯減少。

郭時興又透露，業界已打算以香港冰鮮禽畜業商會以名義競投「冰鮮倉」用地，希望透過親自「落場」，降低未來的租金成本，但難以估計有否競爭對手，「由於我們的落標價不能太高，倘若市場上持牌凍倉經營者的競爭者也參與競投，那我們如何夠人爭呢？」

食物及衞生局發言人回覆《星島日報》查詢時表示，由於貯存冰鮮肉類及禽肉所需的溫度及運作的時間與一般冷凍食品不同，業界曾向當局反映現時市面上的持牌凍倉未必能夠完全配合他們的需要，要求政府撥地特別設立一個供貯存冰鮮肉類及禽肉的設施；為進一步便利業界發展及穩定冰鮮肉類及禽肉的供應，局方同意需要提供政策上支持，故撥出元朗新田的政府土地，租予有興趣人士自資設立冰鮮肉類及家禽貯存設施。

評論：

讀者評論僅代表其個人意見，不代表加拿大星島傳媒集團立場。評論不可涉及非法、粗俗、猥褻、歧視，或令人反感的內容，本網站有權刪除相關內容。

0 則回應
最新 排序方式

新增回應...



Diagram 1 – Site Location
(*extract from Town Planning Board and Lands Department*)

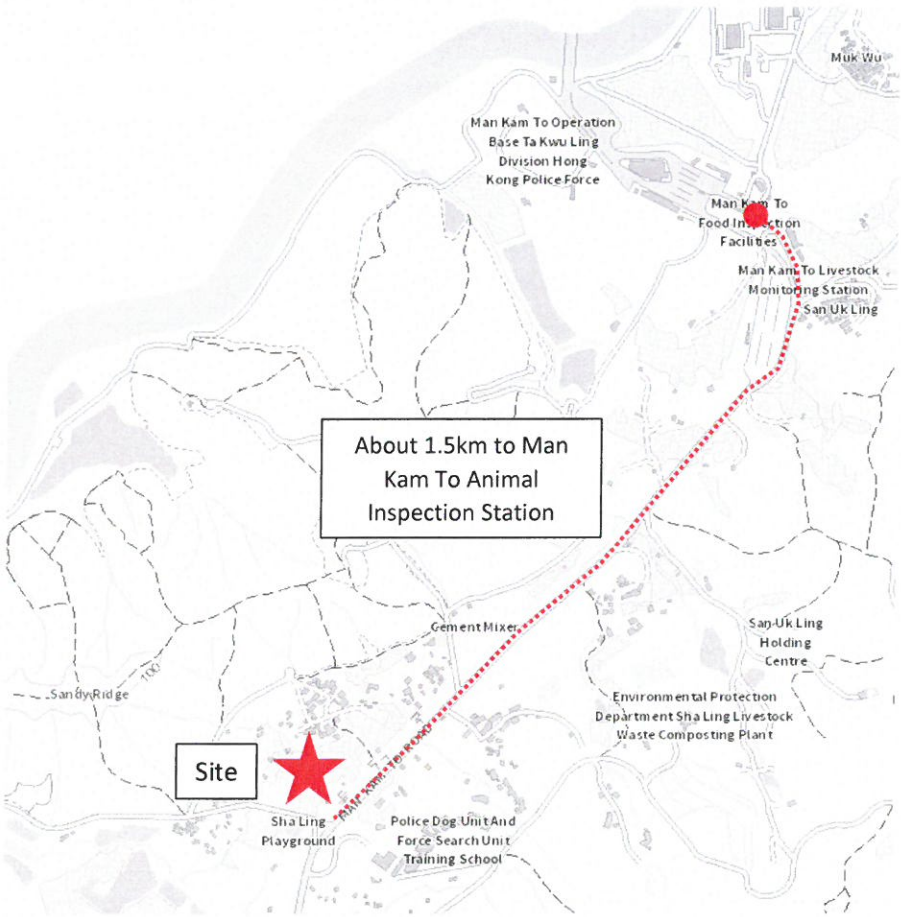


Diagram 2 – Site to Man Kam To Animal Inspection Station
(*extract from Lands Department*)

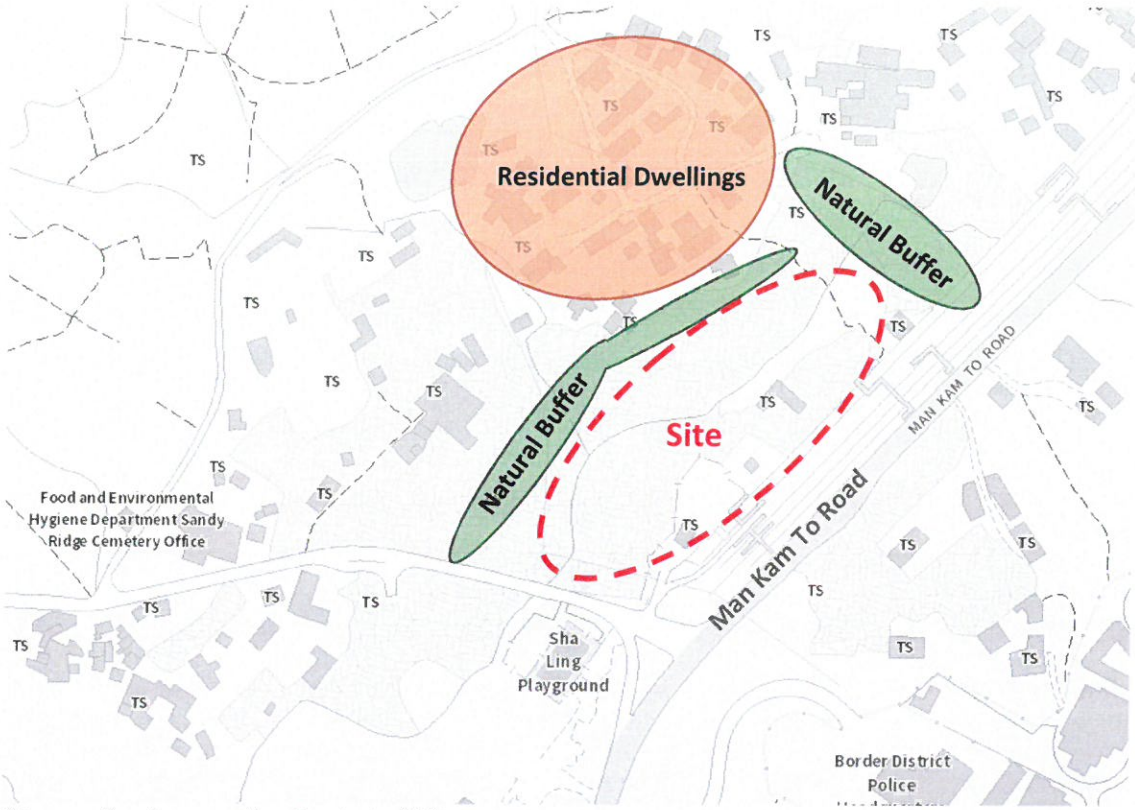


Diagram 3 – Surrounding Context of Site *(extracted from Lands Department)*

Approval Letters for Planning Application

Lots 471 S.B RP (Part), 472, 473, 474, 475,
476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P.,
501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89
and adjoining Government Land, Man Kam To Road,
Sha Ling, New Territories

Oct 2024

Prepared by

C&K Land Management Company Limited

城 市 規 劃 委 員 會
香港北角渣華道三百三十三號
北角政府合署十五樓

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15/F., North Point Government Offices
333 Java Road, North Point,
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來函檔號 Your Reference:
覆函請註明本會檔號
In reply please quote this ref.: TPB/A/NE-FTA/201

By Post & Fax ([redacted])

11 June 2021

Aikon Development Consultancy Ltd.
[redacted]
(Attn.: Thomas Luk)

Dear Sir/Madam,

Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years with Filling of Land in "Agriculture" Zone, Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling

I refer to my letter to you dated 25.5.2021.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid on a temporary basis for a period of 3 years until 28.5.2024 and is subject to the following conditions :

(a) no part of the site shall be filled up to a depth which exceeds the range from 0.5 m to 1.5m, as proposed by you;

(b) only private cars, light goods vehicles and medium goods vehicles not exceeding 9 tonnes, as defined in the Road Traffic Ordinance, as proposed by you, are allowed to access the site between 7:00 p.m. and 7:00 a.m. during the planning approval period;

(c) no queuing of vehicle onto public road is allowed at any time during the planning approval period;

(d) no public announcement system or loud speaker, as proposed by you, is allowed to be used on the site at any time during the planning approval period;

(e) the reprovision of a footpath on the site, as proposed by you, before commencement of works to the satisfaction of the Director of Planning or of the TPB;

(f) the maintenance of the reprovisioned footpath on the site, as proposed by you, at all times during the planning approval period;

(g) the submission and implementation of the ecological mitigation measures, as proposed by you, before commencement of works to the satisfaction of the Director of Agriculture, Fisheries and Conservation or of the TPB;

(h) the provision of boundary fencing on the site, as proposed by you, within 9 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 28.2.2022;

(i) the submission of the design of vehicular run-in/run-out to the site within 6 months from the date of planning approval to the satisfaction of the Director of Highways or of the TPB by 28.11.2021;

(j) in relation to (i) above, the provision of vehicular run-in/run-out to the site within 9 months from the date of planning approval to the satisfaction of the Director of Highways or of the TPB by 28.2.2022;

(k) the submission of traffic management measures, as proposed by you, within 6 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the TPB by 28.11.2021;

(l) in relation to (k) above, the implementation of the traffic management measures within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the TPB by 28.2.2022;

(m) the submission of a revised environmental assessment, as proposed by you, within 6 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 28.11.2021;

(n) in relation to (m) above, the implementation of environmental mitigation measures identified therein within 9 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 28.2.2022;

(o) the submission of a revised drainage impact assessment, as proposed by you, within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 28.11.2021;

(p) in relation to (o) above, the provision of drainage facilities within 9 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 28.2.2022;

(q) the submission of a landscape proposal, as proposed by you, within 6 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 28.11.2021;

(r) in relation to (q) above, the implementation of the landscape proposal to the satisfaction of the Director of Planning or of the TPB by 28.2.2022;

(s) the submission of proposals for fire service installations and water supplies for firefighting within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 28.11.2021;

(t) in relation to (s) above, the implementation of the proposals for fire service installations and water supplies for firefighting within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 28.2.2022;

(u) if any of the above planning condition (a), (b), (c), (d) or (f) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;

(v) if any of the above planning condition (e) or (g) is not complied with before commencement of works, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;

(w) if any of the above planning condition (h), (i), (j), (k), (l), (m), (n), (o), (p), (q), (r), (s) or (t) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and

(x) upon expiry of the planning permission, the reinstatement of the site to the satisfaction of Director of Planning or of the TPB.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix III of the TPB Paper.

You are reminded to **strictly** adhere to the time limit for complying with the above planning conditions. If any of the above planning conditions are not complied with by the specified time limit, the permission given shall be revoked without further notice and the development will be subject to enforcement action. If you wish to apply for extension of time for compliance with planning conditions, you should submit a section 16A application to the TPB no less than six weeks before the expiry of the specified time limit. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for extension of time if the time limit specified in the permission has already expired at the time of consideration by the TPB. For details, please refer to the TPB Guidelines No. 34C and 36B. The Guidelines, application form (Form No. S16A) and the Guidance Notes for applications are available at the TPB's website (www.info.gov.hk/tpb/), the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

This temporary permission will lapse on 29.5.2024. You may submit an application to the TPB for renewal of the temporary permission no less than two months before its expiry by completing an application form (Form No. S16-III). For details, please refer to TPB Guidelines No. 34C. However, the TPB is under no obligation to renew the temporary permission.

For amendments to the approved scheme that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36B for details.

A copy of the TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) and the relevant extract of minutes of the TPB meeting held on 28.5.2021 are enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 2.7.2021). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Mr. Tim Fung of Sha Tin, Tai Po & North District Planning Office at 2158 6237. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,

(Raymond KAN)
for Secretary, Town Planning Board

RK/CC/cl

List of Government Department Contacts

(Application No. A/NE-FTA/201)

部門 Department	辦事處 Office	聯絡人姓名 Name of Contact Person	電話號碼 Telephone No.	傳真號碼 Facsimile No.
漁農自然護理處 Agriculture, Fisheries & Conservation Department	自然護理組(北區) Nature Conservation Section (North)	吳昭榆女士 Ms. NG Chiu Ue, Chole	2150 6931	2377 4427
渠務署 Drainage Services Department	新界北渠務部 Mainland North Division	鄭敏煒先生 Mr. CHENG Man Wai	2300 1407	2770 4761
環境保護署 Environmental Protection Department	策略評估組 Strategic Assessment Group	鍾穎彤女士 Ms. CHUNG Wing Tung, Candice	2835 1114	2591 0558
消防處 Fire Services Department	策劃組 Planning Group (PG)	黃浩然先生 Mr. WONG Ho Yin	2733 7737	2739 8775
路政署 Highways Department	新界東北區域組 NE New Territories District Section	黃耀華先生 Mr. WONG Yiu Wa	2762 3980	2714 5228
運輸署 Transport Department	交通工程 (新界東) 部 Traffic Engineering (NTE) Division	鄺兆明先生 Mr. KWONG Siu Ming, Kelvin	2399 2411	2381 3799

城 市 規 劃 委 員 會
香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD
15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳　真 Fax: 2877 0245 / 2522 8426
電　話 Tel: 2231 4810
來函檔號 Your Reference:

覆函請註明本會檔號
In reply please quote this ref.: TPB/A/NE-FTA/220

By Email
[redacted]

24 November 2023

Aikon Development Consultancy Ltd.
[redacted]
(Attn.: Isa Yuen)

Dear Sir/Madam,

Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works in "Agriculture" Zone, Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling

I refer to my letter to you dated 9.11.2023.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid on a temporary basis for a period of 3 years until 10.11.2026 and is subject to the following conditions :

(a) no part of the Site shall be filled up to a depth which exceeds the range from 0.92m to 1.5m, as proposed by you;

(b) no heavy goods vehicle or container vehicle exceeding 24 tonnes is allowed to access the Site between 7:00 p.m. and 7:00 a.m. during the planning approval period;

(c) to limit the number of vehicles accessing the Site, as proposed by you in the accepted Environmental Assessment, at all times during the planning approval period;

(d) no queuing of vehicle onto public road is allowed at all times during the planning approval period;

(e) no public announcement system and loud speaker are allowed to be used on the Site at all times during the planning approval period;

(f) the maintenance of the reprovisioned footpath on the Site, as proposed by you, at all times during the planning approval period;

(g) the maintenance of the existing natural watercourse within the Site at all times during the planning approval period;

(h) the submission and implementation of the ecological mitigation measures, as proposed by you, before commencement of works to the satisfaction of the Director of Agriculture, Fisheries and Conservation or of the TPB;

(i) the provision of boundary fencing on the Site, as proposed by you, within 9 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 10.8.2024;

(j) the submission of the design of vehicular run-in/run-out to the Site within 6 months from the date of planning approval to the satisfaction of the Director of Highways or of the TPB by 10.5.2024;

(k) in relation to (j) above, the provision of vehicular run-in/run-out to the Site within 9 months from the date of planning approval to the satisfaction of the Director of Highways or of the TPB by 10.8.2024;

(l) the implementation of traffic management measures as identified in the accepted Traffic Impact Assessment within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the TPB by 10.8.2024;

(m) the implementation of environmental mitigation measures as identified in the accepted Environmental Assessment within 9 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 10.8.2024;

(n) the submission of a detailed drainage proposal within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 10.5.2024;

(o) in relation to (n) above, the provision of drainage facilities within 9 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 10.8.2024;

(p) in relation to (o) above, the implemented drainage facilities should be maintained at all times during the planning approval period;

(q) the implementation of the accepted Landscape Proposal within 9 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 10.8.2024;

(r) the submission of a fire service installations proposal within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 10.5.2024;

(s) in relation to (r) above, the implementation of the fire service installations proposal within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 10.8.2024;

(t) if any of the above planning condition (a), (b), (c), (d), (e), (f), (g) or (p) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;

(u) if planning condition (h) is not complied with before the commencement of works, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;

(v) if any of the above planning condition (i), (j), (k), (l), (m), (n), (o), (q), (r) or (s) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and

(w) upon the expiry of the planning permission, the reinstatement of the Site to an amenity area to the satisfaction of Director of Planning or of the TPB.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix IV of the TPB Paper.

You are reminded to **strictly** adhere to the time limit for complying with the above planning conditions. If any of the above planning conditions are not complied with by the specified time limit, the permission given shall be revoked without further notice and the development will be subject to enforcement action. If you wish to apply for extension of time for compliance with planning conditions, you should submit a section 16A application to the TPB no less than six weeks before the expiry of the specified time limit. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for extension of time if the time limit specified in the permission has already expired at the time of consideration by the TPB. For details, including the total time period for compliance that might be granted, please refer to the TPB Guidelines No. 34D and 36B. The Guidelines, application form (Form No. S16A) and the Guidance Notes for applications are available at the TPB's website (https://www.tpb.gov.hk/en/resources/index.html), the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

This temporary permission will lapse on 11.11.2026. You may submit an application to the TPB for renewal of the temporary permission no less than two months and normally no more than four months before its expiry by completing an application form (Form No. S16-III). Application submitted more than four months before expiry of the temporary approval may only be considered based on the individual merits and exceptional circumstances of each case. For details, please refer to TPB Guidelines No. 34D. However, the TPB is under no obligation to renew the temporary permission.

For amendments to the approved development that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36B for details.

The TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) is available at this link (https://www.tpb.gov.hk/en/meetings/RNTPC/Agenda/730_rnt_agenda.html) and the relevant extract of minutes of the TPB meeting held on 10.11.2023 is enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 15.12.2023). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Mr. Tim Fung of Sha Tin, Tai Po & North District Planning Office at 2158 6237. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,

(Leticia LEUNG)
for Secretary, Town Planning Board

LL/CN/cl

List of Government Department Contacts

(Application No. A/NE-FTA/220)

部門 Department	辦事處 Office	聯絡人姓名 Name of Contact Person	電話號碼 Telephone No.	傳真號碼 Facsimile No.
渠務署 Drainage Services Department	新界北渠務部 Mainland North Division	王文泓先生 Mr. WONG Man Wang, Wilson	2300 1439	2770 4761
環境保護署 Environmental Protection Department	環境評估科 Environmental Assessment Division	張嘉琪女士 Ms. CHANG Chia Chi, Maureen	2835 1867	2591 0558
消防處 Fire Services Department	策劃組 Planning Group	鄧寧志先生 Mr. TANG Ning Chi	2733 7735	2739 8775
路政署 Highways Department	新界東北區域組 NE New Territories District Section	馮琦女士 Ms. PONG Kei	2762 3980	2714 5228
運輸署 Transport Department	交通調查及支援部 Traffic Survey & Support Division	潘永康先生 Mr. POON Wing Hong	3842 6300	2723 7472

List of Licensed Cold Storage by FEHD

Lots 471 S.B RP (Part), 472, 473, 474, 475,
476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P.,
501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89
and adjoining Government Land, Man Kam To Road,
Sha Ling, New Territories

Oct 2024

Prepared by

C&K Land Management Company Limited

Guide to Application for Import Licence for Frozen Meat, Chilled Meat, Frozen Poultry and Chilled Poultry

Share:

List of Licensed Cold Stores

(as at 6.7.2022)

Appendix I

Name of Cold Store	Address
(NO RECORD FOUND)	SHED C AND D OF CONTAINER FREIGHT STATION OF THE RIVER TRADE TERMINAL, 201 LUNG MUN ROAD, TUEN MUN, NEW TERRITORIES
(no record found)	4/F, ASIA LOGISTICS HUB, SF CENTRE, 36 TSING YI HONG WAN ROAD, T.Y.T.L. 180, TSING YI, NEW TERRITORIES
(no record found)	UNIT 706-709, 7/F, KERRY CARGO CENTRE, 55 WING KEI ROAD, KWAI CHUNG, NEW TERRITORIES
(no record found)	G/F (PORTION A), 7 DAI HEI STREET, TAI PO INDUSTRIAL ESTATE, TAI PO, NEW TERRITORIES
7-Eleven CDC	10016E-21E, 10/F, ATL LOGISTICS CENTRE B, BERTH 3, KWAI CHUNG CONTAINER TERMINAL, KWAI CHUNG, NEW TERRITORIES

No Record	PORTION OF 1/F & PORTION OF 3/F, ASIA AIRFREIGHT TERMINAL II, 10 CHUN PING ROAD, HONG KONG INTERNATIONAL AIRPORT, LANTAU, NEW TERRITORIES
No Record	RME 524-527, 531-534, 536, 540, 607, LEVEL 5 & 6, WAREHOUSE, CATHAY PACIFIC CARGO TERMINAL, CHUN WAN ROAD NORTH, LANTAU, HONG KONG
No Record	5/F (PORTION A) AND 6/F (PORTION A), CHINA MERCHANTS LOGISTICS CENTRE, 38 TSING YI HONG WAN ROAD, TSING YI, NEW TERRITORIES
No Record	FLAT A & B, 8/F, YEE LIM INDUSTRIAL BUILDING, PHASE 2, 8-14 KA TING ROAD, KWAI CHUNG, NEW TERRITORIES
No Record	UNIT 611 AND THE FOOD INSPECTION ROOM NEXT TO UNIT 610, 6/F., HUTCHISON LOGISTICS CENTRE, 18 CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES
No Record	WAREHOUSE 1 (PORTION A AND B), 2/F, MAPLETREE LOGISTICS HUB, 30 TSING YI ROAD, TSING YI, NEW TERRITORIES
No Record	WORKSHOP NO. 1, G/F, ENERGY INDUSTRIAL CENTRE, 2 SAN FUI STREET, YUEN LONG, NEW TERRITORIES
AAT	G/F (PORTIONS), H.K. INT'L AIRPORT, 10 CHUN PING ROAD, CHEK LAP KOK, LANTAU ISLAND, NEW TERRITORIES
Angliss Hong Kong Food Service Limited	G/F, MAPLETREE LOGISTICS HUB, 30 TSING YI ROAD, TSING YI, NEW TERRITORIES
Appolo	1/F, SANG CHEONG FACTORY BUILDING, 11-13 KA HING ROAD, KCTL 85, KWAI CHUNG, NEW TERRITORIES

Appolo Ice-Cream Co. Ltd.	3/F., & 4/F., SANG CHEONG FACTORY BUILDING, 11-13 KA HING ROAD, KWAI CHUNG, NEW TERRITORIES
ASIA LIFE COMPANY LIMITED	7/F, CHINA MERCHANTS LOGISTICS BUILDING, 38 TSING YI HONG WAN ROAD, TSING YI, NEW TERRITORIES
ASIA LIFE COMPANY LIMITED	8TH FLOOR, CHINA MERCHANTS LOGISTICS CENTRE, 38 TSING YI HONG WAN ROAD, TSING YI, NEW TERRITORIES
BEDROCK COLD STORAGE LOGISTICS COMPANY LIMITED	10/F, GOODMAN SHATIN LOGISTICS CENTRE (PHASE 2), 6 WONG CHUK YEUNG STREET, FO TAN, SHA TIN, NEW TERRITORIES
BEIDAHUANG LOGISTICS LIMITED	G/F (PORTION), 1/F & 2/F, SEAPOWER INDUSTRIAL CENTRE, 177 HOI BUN ROAD, KWUN TONG, KOWLOON
Bright Overseas Food Limited	1/F (MAJOR PORTION), SAN MIGUEL INDUSTRIAL BUILDING, 9-11 SHING WAN ROAD, TAI WAI, SHA TIN, NEW TERRITORIES
Brilliant Cold Storage Management Limited	2/F. (PORTION), 3/F. - 14/F, KCTL 360, KWAI CHUNG, NEW TERRITORIES
Chevalier Cold Store	2-3/FS., 5-17/FS, KCTL 286, KWOK SHUI ROAD, KWAI CHUNG, NEW TERRITORIES
CHINA COLD CHAIN COMPANY LIMITED	2001-2004 WEST (PORTION), 2/F, ATL LOGISTICS CENTRE A, BERTH 3, CONTAINER PORT ROAD, KWAI CHUNG, NEW TERRITORIES
China Resources Logistics (Shatin Cold Storage)	2-10 WO HEUNG STREET, FO TAN, SHA TIN, NEW TERRITORIES
China Resources Logistics (Shatin Cold Storage)	G/F (PORTION), 2/F (PORTION) & 3/F - 16/F, STTL 221, WO SHUI STREET, SHA TIN, NEW TERRITORIES
CHINA RESOURCES LOGISTICS (YUEN FAT	2/F (PORTION), YUEN FAT WHARF & GODOWN, NO. 1 FAT TSEUNG STREET,

WHARF & GODOWN) LIMITED	CHEUNG SHA WAN, KOWLOON
EVER GAIN COMPANY LIMITED	WAREHOUSE B, G/F, 4-8 YIP WO STREET, FANLING, NEW TERRITORIES
Fairwood Fast Food	G/F (MAJOR PORTION), BLOCK 2, 8 DAI FU STREET, TAI PO INDUSTRIAL ESTATE, TAI PO, NEW TERRITORIES
GEM Crafter Limited	UNIT B, 1/F, BLOCK 1, KIN HO INDUSTRIAL BUILDING, 14-24 AU PUI WAN STREET, FO TAN, SHA TIN, NEW TERRITORIES
HAVI Logistics Services (Hong Kong) Company	G/F, CHIAPHUA CENTRE, 12-14 SIU LEK YUEN ROAD, SHA TIN, NEW TERRITORIES
HFG Procurement Limited	PORTION OF UNIT G, PORTION OF UNIT H, 2/F, HOP HING BUILDING, 9 PING TONG STREET
HK Ice & Cold Storage Ltd	A.M.L 10&11 & STORE D, E, F & ASSOCIATED AREA AT 1/F, SHEK PAI WAN, ABERDEEN, SOUTHERN, HONG KONG
HKTV ECOMMERCE FULFILMENT COMPANY LIMITED	UNIT 803, 8/F, MAPLETREE LOGISTICS HUB, NO. 30 TSING YI ROAD, TSING YI, NEW TERRITORIES
Horstrong Logistics Ltd.	G/F (PORTION), SMILE CENTRE, 10-12 ON CHUEN STREET, FANLING, NEW TERRITORIES
HUDSON COLD LOGISTICS LIMITED	FLAT A&B, G/F, WO FUNG BUILDING, 2 YIP WO STREET, ON LOK TSUEN, FANLING, NEW TERRITORIES
INTERNATIONAL F & B SOLUTIONS LIMITED	UNIT 2, 8/F, SUN FUNG CENTRE, 88 KWOK SHUI ROAD, TSUEN WAN, NEW TERRITORIES
JETS STORAGE SERVICE LIMITED	G/F, HENG HING INDUSTRIAL BUILDING, ON LOK CHUEN, 8 YIP CHEONG STREET, FANLING, NEW TERRITORIES

KEENTOP TRADING LIMITED	WORKSHOP 4, G/F, BLOCK 2, NAM FUNG INDUSTRIAL CITY, TUEN MUN, NEW TERRITORIES
Kerry Cold Store II	G/F (PORTION) AND 6/F - 13/F, 35 WING KEI ROAD, KWAI CHUNG, NEW TERRITORIES
Man Ho Logistics Limited	UNIT 22, 23 & 25, 3/F, SUN FUNG CENTRE, 88 KWOK SHUI ROAD, TSUEN WAN, NEW TERRITORIES
MAX COLD STORAGE	UNIT 2, 1/F, SUN FUNG CENTRE, 88 KWOK SHUI ROAD, TSUEN WAN, NEW TERRITORIES
MAX COLD STORAGE SERVICES LIMITED	UNITS 6 & 8, 3/F, SUN FUNG CENTRE, 88 KWOK SHUI ROAD, TSUEN WAN, NEW TERRITORIES
MEISEI H.K. COLD STORAGE CO., LTD	5/F, PHASE 2, GOODMAN SHATIN LOGISTICS CENTRE, 6 WONG CHUK YEUNG STREET, FO TAN, SHA TIN, NEW TERRITORIES
MEISEI H.K. COLD STORAGE CO., LTD	FACTORY A, G/F, FO TAN INDUSTRIAL CENTRE, 26-28 AU PUI WAN STREET, FO TAN, SHA TIN, NEW TERRITORIES
MILLION (FAR EAST) LOGISTICS LTD	5/F TO 10/F, MILLION GROUP CENTRE, 1-11 KA TING ROAD, KWAI CHUNG, NEW TERRITORIES
NATURAL FOODS (H.K.) LIMITED	FLAT 10, 3/F, PO WAI BUILDING, 6-14 TAK YIP STREET, YUEN LONG, NEW TERRITORIES
OUTSHINE COLD STORAGE LOGISTIC LIMITED	WORKSHOP 2, 2/F, PO YIP BUILDING, 62-70 TEXACO ROAD, TSUEN WAN, NEW TERRITORIES
PARK'N SHOP	ROOM 305, 306, 312, 313, 3/F., HIDC TERMINAL 4, KWAI CHUNG, NEW TERRITORIES
Park'N Shop	G/F(PORTION), 1/F(PORTION),

	2/F(PORTION), 3/F,4/F(PORTION) AND ROOF(PORTION),6 KA FU CLOSE, SHEUNG SHUI, NEW TERRITORIES
PINEWOOD FARM LIMITED	1/F (PORTION), CENTURY INDUSTRIAL BUILDING, 1 TSING YEUNG CIRCUIT, TUEN MUN, NEW TERRITORIES
PINEWOOD FARM LIMITED	G/F (PORTION), CENTURY INDUSTRIAL BUILDING, 1 TSING YEUNG CIRCUIT, TUEN MUN, NEW TERRITORIES
SAISON FOOD SERVICE LIMITED	G/F (2ND MINOR PORTION) BLOCK A, KERRY TC WAREHOUSE 1, 3 KIN CHUEN STREET, KWAI CHUNG, NEW TERRITORIES
Seafrigo Hong Kong Limited	4017W-4020W, 4/F, BERTH 3, ASIA TERMINALS CENTRE A (ATL), CONTAINER PORT ROAD, KWAI CHUNG, NEW TERRITORIES
Super Terminal 1	PORTION OF G/F & 2/F, HACTL SUPER TERMINAL 1, H.K. INT'L AIRPORT, 9 CHUN WAN ROAD, CHEK LAP KOK, LANTAU ISLAND, NEW TERRITORIES
TAK MOON CENTRAL KITCHEN	UNIT A (PORTION B), G/F, CENTURY CENTRE, NO. 1 PING HA ROAD, PING SHAN, YUEN LONG, NEW TERRITORIES
TONG SHUN HING POULTRY (HK) CO. LIMITED	PORTION OF LOT NO. 621 S.B RP, PORTION OF LOT NO. 623 RP AND PORTION OF LOT NO. 631, G/F, IN D.D. 122, YUNG YUEN ROAD, PING SHAN, YUEN LONG, NEW TERRITORIES
Walls Hong Kong	MECHANICAL PLANT ROOM ON 5/F.,UNIT 610 , 6/F &MECHANICAL PLANT ROOM ON ROOF FLOOR, HUTCHISON LOGISTICS CENTRE, 18 CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES
Well Strong Holdings Limited	LOWER G/F TO ROOF, 11-19 WING YIP STREET, KCTL 288, KWAI CHUNG, NEW TERRITORIES

YAMATO LOGISTICS (HONG KONG) - KOWLOON BAY BASE	UNIT A ON FIRST FLOOR, SUNSHINE KOWLOON BAY CARGO CENTRE, NO. 59 TAI YIP STREET, KOWLOON BAY, KOWLOON
Yee Lim Godown & Cold Storage Limited	1-3/FS (PORTION) & 4-5 & 7/FS, BLOCK C, YEE LIM INDUSTRIAL CENTRE, KCTL 333, 2-28 KWAI LOK STREET, KWAI CHUNG, NEW TERRITORIES
Yee Lim Godown & Cold Storage Limited	7/F - 11/F, CITIC TELECOM TOWER, 93 KWAI FUK ROAD, KCTL NO. 435, KWAI CHUNG, NEW TERRITORIES
Yusen Logistics (Hong Kong) Limited	PORTION OF 4/F, EVER GAIN CENTRE, 43-57 WANG WO TSAI STREET, TSUEN WAN, NEW TERRITORIES
Yusen Logistics (Hong Kong) Limited	GODOWN ON 1/F, EVER GAIN CENTRE, 43-57 WANG WO TSAI STREET, TSUEN WAN, NEW TERRITORIES
Yusen Logistics (Hong Kong) Ltd	3/F, EVER GAIN CENTRE, 43-57 WANG WO TSAI STREET, TSUEN WAN, NEW TERRITORIES
亞洲辦館	1/F (MAJOR PORTION), 44-52 TA CHUEN PING STREET, KWAI CHUNG, NEW TERRITORIES
可祥物流有限公司	WORKSHOP 1-7, G/F, WORLD TRADE SQUARE, 21 ON LOK MUN STREET, FANLING, NEW TERRITORIES
合興食品有限公司	SHOP NO 7, G/F, WAH SANG IND BLDG, 12-18 WONG CHUK YEUNG STREET, FO TAN, SHA TIN, NEW TERRITORIES
嘉里冷庫I	BLOCK B, LG/F,G/F (PORTION) & 2/F-10/F, 3 KIN CHUEN STREET, KWAI CHUNG, NEW TERRITORIES
大昌行物流有限公司	G/F (PORTION A), YUEN LONG INDUSTRIAL ESTATE, 67-73 FUK HI STREET, YUEN LONG, NEW TERRITORIES

安得利凍廠	G/F (PORTION), UPPER G/F (PORTION), 1/F (PORTION), 2-3/FS & ROOF (PORTION), 4/F, KCTL 341, CONTAINER PORT ROAD, KWAI CHUNG, NEW TERRITORIES
惠羅冷房有限公司	BLOCK 1, G/F (PORTION), COCKLOFT, & 1/F, KWAI TAK INDUSTRIAL BUILDING, KWAI TAK STREET, KCTL 322-324, KWAI CHUNG, NEW TERRITORIES
意得國際	1018-1020 WEST, 1/F, BERTH 3, ASIA TERMINALS CENTRE A, CONTAINER PORT ROAD, KWAI CHUNG, NEW TERRITORIES
新華	G/F (PORTION), 1-6/F, PHASE II, 215-239 WU SHAN ROAD, TUEN MUN, NEW TERRITORIES
海祥冷凍物流有限公司	WORKSHOP 12, G/F, ENERGY INDUSTRIAL CENTRE, 2 SAN FUI STREET, YUEN LONG, NEW TERRITORIES
百農社	UNIT 3, 1/F, GOODMAN GLOBAL GATEWAY, 168 YEUNG UK ROAD, TSUEN WAN, NEW TERRITORIES
興偉	2/F, 5/F-11/F, 9 TIN WAN PRAYA ROAD, ABERDEEN, SOUTHERN, HONG KONG
迅豐食品貿易有限公司	FLAT 4, 9/F, BLOCK B, TEXACO ROAD INDUSTRIAL CENTRE, NO. 14-22 WANG LUNG STREET, TSUEN WAN, NEW TERRITORIES

Last revision date: 7 Jul 2022

Catalogue of the Proposed System and Indicative Preliminary Layout of Automation System with Storage Racks



How Automation Improve Warehouse Operation?

1. WAREHOUSE OPERATION IMPROVEMENT

1.1. Maximized Storage Capacity



4-Way Shuttle Automated Warehouse

- High density cubic storage of racks, pallets or totes
- Maximize the utilization of the warehouse space
- More flexibility in warehouse utilization with the space saving

200%~300% increase in storage capacity

1. WAREHOUSE OPERATION IMPROVEMENT

1.2. Maximized Operation Efficiency



AGV Automated Warehouse

- High throughput volume
- Simplified operation flow
- High picking accuracy to avoid manual mistake and double handling
- Reduced operation hours

3 x efficiency of manual labor

Accuracy up to 99.99%

1. WAREHOUSE OPERATION IMPROVEMENT

1.3. Minimized Labor Cost



AGV Workstation, Dashboard & Put-Wall

- Minimize labor deployment
- Goods to Person
- Reduced labor intensity and manual effort in picking, sorting and movement of goods
- Avoid manual mistakes

↓ Reduces labor by 50~70%

↓ Reduces the chances of manual mistake by 80~90%

1. WAREHOUSE OPERATION IMPROVEMENT

1.4. Energy & Electricity Saving



AGV Storage Area

- Robot picking which allows no lighting in automation storage area
- Minimize the usage of warehouse MHE
- Optimized solution and workflow to eliminate redundant movements
- Cold Chain: use less freezing power in "Human Zone"; more freezing power in "Storage Zone"

✓ 0 lighting for 40~50% of the warehouse area

1. WAREHOUSE OPERATION IMPROVEMENT

1.5. Safe & Labor Friendly Working Environment





Automated Frozen Warehouse

- Patented Security Solution that meet CE standards ensure safe human-robot interaction
- System has high fault tolerance
- Cold Chain: separate human work from undesirable frozen storage area

Reduces warehouse safety issue or accidents by 50%

Increased labor willingness to work in Cold Warehouse

1. WAREHOUSE OPERATION IMPROVEMENT

1.6. Flexible To Expand With Business Growth



Picking Spider System Expansion In Warehouse

- Modular design of the automation equipment: Big/Small, Tall/Short
- Number of robots could be flexibly adjusted
- Diverse range of robots with different specifications for varying business needs or industries
- High performing system design and customization

✓ Cost saving from deploying automation with right size

1. WAREHOUSE OPERATION IMPROVEMENT

1.7. Fast ROI



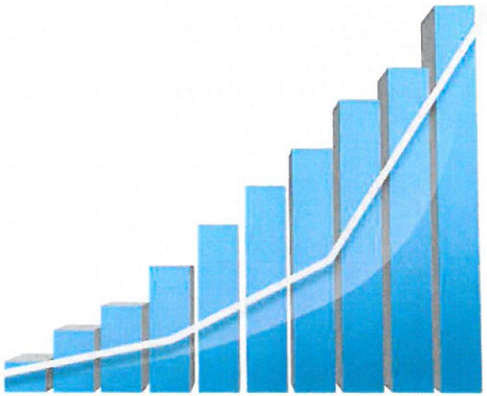
- Major cost factors in warehouse: Rental cost and Labor Cost
- Automation saves money by cutting labor costs and increasing capacity
- Fast & regular training & maintenance can further increase the ROI

ROI in 3~5 years

Total cost reduction of 50~60%

2. WAREHOUSE DESIGN

2.1. To Maximize Efficiency



To maximize capacity, throughput & energy efficiency, automated warehouse should be:

- Deigned on an open and leveled warehouse footprint
- High clear height in the building
- Lesser compartments

3. VOICE FROM THE INDUSTRY

3.1. Letter From Kerry Logistics

KERRY LOGISTICS ENGINEERING

17th April 2019

Ha Che Development Limited
Wang Wu Holdings Limited
Unit 1313, 13/F, New East Ocean Centre,
9 Science Museum Road, Tsim Sha Tsui,
Kowloon, Hong Kong

Dear Sirs,

Re: Proposed Structure for "Temporary Wholesale Trade (Food) for a Period of 5 Years" at Several Lots in D.D. 111 ("Project")

We are writing in regard for your layout.

First of all, we are impressed by the innovativeness of your automated system within the structure for such use and the effort your company has contributed to the industry. Your courage for acting as the pioneer of the automation goods storing solution is duly appreciated, we believe investing in a fully automated system will facilitate and encourage the future development of our industry as well as the society.

Secondly, we would like to make a suggestion for your layout. Based on our experience, we suggest you apply for an adjustment to a clear height of 17.5m or above so as to maximise the efficiency and throughput of your wholesale trading.

Yours faithfully,
For and on behalf of
Kerry Logistics Engineering Limited

Philip Chung
Director

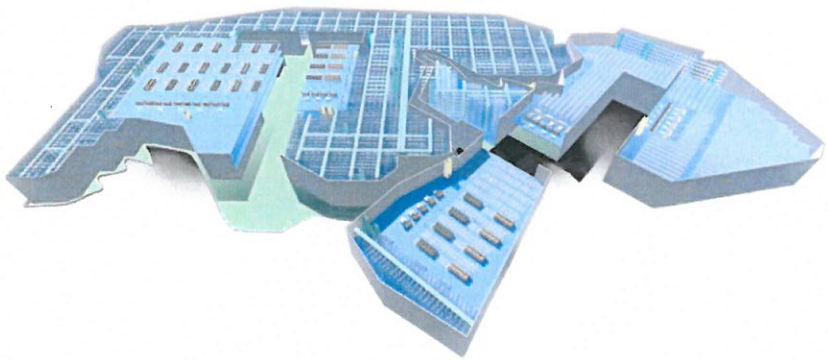
Kerry Logistics Engineering Limited
16/F, Kerry Cargo Centre, 55 Wing Kei Road, Kwai Chung, Hong Kong
Tel: 852 2410 3601 Fax: 852 2480 5858 www.kerrylogistics.com

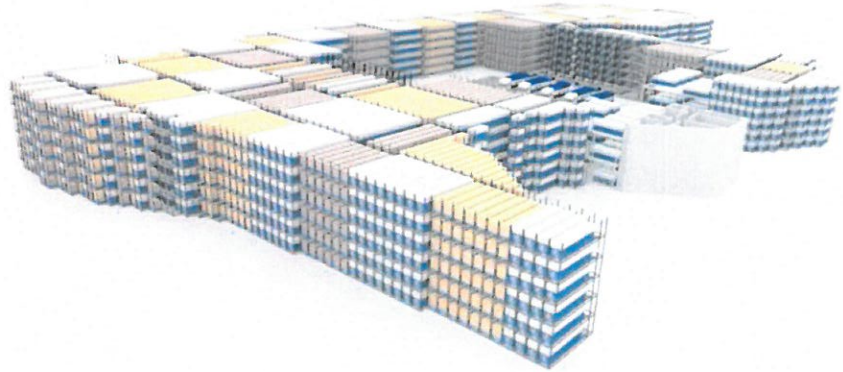
4. Precedent Case

4.1. Comboxx Project

COMBOXX
STORING THE FUTURE

Comboxx SuperHub One is in Yuen Long with fully automated storge system warehouse.
The site is 200,000 sq. ft. with steel structure of 18m height. It sets the standard of future warehouses in Hong Kong.





☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-04-11 星期五 17:06:50
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	Response the Comments from the Chief Building Surveyor/ New Terrories West of Building Department
Attachment:	Proposed Layout Plan.pdf

Response the Comments from the Chief Building Surveyor/ New Territories West of Building Department (Supersedes the Email on submission on 10-4-2025)

Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

Application No. : A/NE-FTA/258

RE: Comments from the Chief Town Planner/Urban Design and Landscape of the Planning Department

Dear Ms. Shirley – Planning Dept.
CC: Mr. Amen Yung

The applicant stated that 17 nos. of structures were proposed but deviation appears on the enclosed drawing. Please confirm the nos. of structure proposed.

We confirm that the proposed buildings for the application are include **3** blocks of 2-storey cold storage structures and **14** structures of 1 to 2-storey auxiliary facilities, including of E&M room, FS Facilities, Plant room, Guard house and Management Office etc., a total of **17** structures. (Please refer to the attachment for detail)

Regards

Leo Wong

LEGEND	STRUCTURE	PROPOSED USE	BUILD. HEIGHT (m) (NOT MORE THAN)	NO. OF STOREYS	COVERED AREA (ABOUT m^2)	NON-DOMESTIC G.F.A. (ABOUT m^2)
(A)	A	COLD STORE	20.675m	2	1378m^2	2756m^2
(B)	B	COLD STORE	20.675m	2	2023m^2	4046m^2
(C)	C	COLD STORE	20.675m	2	3395m^2	6790m^2
(D)	D1	OFFICE 1 (1/F) (6 Sets Male & Female Lav. Included)	9m	2	114.05m^2	114.05m^2
	D2	EIV ROOM 1 (G/F)				41.65m^2
	D3	TX ROOM 1 (G/F)				36.20m^2
	D4	MAIN SWITCH RM 1 (G/F)				36.20m^2
(E)	E1	OFFICE 2 (1/F) (6 Sets Male & Female Lav. Included)	9m	2	100.14m^2	100.14m^2
	E2	FS CONTROL RM 2 (G/F)				18.38m^2
	E3	EIV ROOM 2 (G/F)				30.00m^2
	E4	TX ROOM 2 (G/F)				51.76m^2
(F)	F1	OFFICE 3 (1/F) (8 Sets Male & Female Lav. Included)	9m	2	200.9m^2	200.9m^2
	F2	MAIN SWITCH RM 3 (G/F)				48.13m^2
	F3	TX ROOM 3 (G/F)				69.69m^2
	F4	EIV ROOM 3 (G/F)				48.13m^2
	F5	FS CONTROL RM 3 (G/F)				34.95m^2
	G1	PLANT RM. 1	4m	1	63.45m^2	63.45m^2
	G2	PLANT RM. 2	4m	1	47.67m^2	47.67m^2
	G3	PLANT RM. 3	6m	1	63.10m^2	63.10m^2
	H	MAIN SWITCH ROOM 2	6m	1	31.25m^2	31.25m^2
	J	GUARD ROOM & MANAGEMENT OFFICE	6m	1	31.55m^2	31.55m^2
	K	WATER METER ROOM	6m	1	50.75m^2	50.75m^2
	L	SPRINKLER PUMP ROOM	6m	1	63.45m^2	63.45m^2
	M	FS CONTROL ROOM 1	6m	1	34.66m^2	34.66m^2
	N	560,000L SPRINKLER WATER TANK	3m	1	234.37m^2	234.37m^2
	P	120,000L HOSE REEL SYSTEM WATER TANK	3m	1	50.36m^2	50.36m^2
	Q	FSI GEN SET	6m	1	114.05m^2	114.05m^2
				TOTAL :	7995.75m^2	15206.84m^2

LEGEND

	(i)	GOVERNMENT LAND	34m^2 (ABOUT)
	(ii)	GOVERNMENT LAND	136m^2 (ABOUT)
	(iii)	GOVERNMENT LAND	1713m^2 (ABOUT)
	(iv)	EX. FOOTPATH TO BE MAINTAINED	1029m^2 (ABOUT)
	(v)	PROPOSED RD (NOT LESS THAN 5m WIDE)	2035m^2 (ABOUT)
	(vi)	LAND FILL AREA	14351m^2 (ABOUT)
	(i +ii +iii)		=1882 m^2

N

Landscape Area

(ii)

EX. FOOTPATH TO BE MAINTAINED

Landscape Area

(iv)

(i) GOV. LAND

PROPOSED ROAD (NOT LESS THAN 5m WIDE)

(C) COLD STORE 3395m^2 (ABOUT)

(vi)

12m HEIGHT NOISE BARRIER

LIFT & STAIRCASE 3

PLANT ROOM 3 (63.1m^2)

FS CONTROL ROOM 3 (G/F)

SEPTIC TANK

(F)

EIV ROOM 3 (G/F)

TX ROOM 3 (G/F)

MAIN SWITCH ROOM 3 (G/F)

OFFICE 3 (1/F)(200.88m^2)

8 SETS(Male & Female Lav.)INCLUDED

GATE FOR EMERGENCY ONLY

EXISTING WATERCOURSE

Landscape Area

2.5m HEIGHT METAL MESH

5m HEIGHT NOISE BARRIER

LIFT & STAIRCASE 1

MAIN SWITCH ROOM 1 (G/F)

TX ROOM 1 (G/F)

SEPTIC TANK

HOSE REEL SYSTEM WATER TANK

SPRINKLER WATER TANK

PLANT ROOM 1 (63.45m^2)

WATER METER ROOM

SPRINKLER PUMP ROOM

FS CONTROL ROOM 1

PARKING SPACE

10m HEIGHT NOISE BARRIER

2.5m HEIGHT METAL MESH

(A) COLD STORE 1378m^2 (ABOUT)

FSI GEN SET

(D)

EIV ROOM 1 (G/F)

OFFICE 1 (1/F)(114.05m^2)

(6 SETS(Male & Female Lav.)INCLUDED)

PROPOSED ROAD (NOT LESS THAN 5m WIDE)

(B) COLD STORE 2023m^2 (ABOUT)

MAIN SWITCH ROOM 2

PLANT ROOM 2 (47.67m^2)

(iii) GOV. LAND

SEPTIC TANK

LIFT & STAIRCASE 2

TX ROOM 2 (G/F)

(ii) GOV. LAND

EIV ROOM 2 (G/F)

FS CONTROL ROOM 2 (G/F)

(E)

10000 INGRESS/ EGRESS

OFFICE 2 (1/F)(100.14m^2) 6 SETS(Male & Female Lav.)INCLUDED

GUARD ROOM & MANAGEMENT OFFICE (31.55m^2)

DEVELOPMENT PARAMETER

APPLICATION SITE AREA: 20249m^2 (ABOUT)

MAJOR OPERATING HOURS: (09:00am to 08:00pm & 11:00pm to 03:00am) (OPERATE 24hrs DAY)

PARKING SPACE 92.5m^2 (ABOUT)

7 PRIVATE CAR (2.5m x5m) (INCLUDING 1 DISABLED SPACE)

2 MOTORCYCLE (1m x2.5m)

(TOTAL NO. OF VEHICLE PARKING SPACES =9)

LOADING / UNLOADING SPACE 112m^2(ABOUT)

L/UL CONTAINER TRAILER: 8

HGV HEAVY/MEDIUM GOODS VEHICLE: 22

(TOTAL NO. OF VEHICLE LOADING/UNLOADING BAYS/LAY-BYS =30)

LIFT AREA (2.2m x2.4m) 5.28m^2(ABOUT)

LIFT 1+2+3 =15.84m^2(ABOUT)

SEPTIC TANK

3.6 x 1.2 x 1mH.(ABOUT)

1.2 x 1.2 x 1mH.(ABOUT)

NOISE BARRIER

5m HEIGHT	328m WIDTH (ABOUT)
10m HEIGHT	47m WIDTH (ABOUT)
12m HEIGHT	116m WIDTH (ABOUT)

B.D. Reference

M.W. Reference

L.D. Reference

F.S.D. Reference

Notes

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REV	DESCRIPTION	DATE

C&K Land Management Company Limited

Project

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title

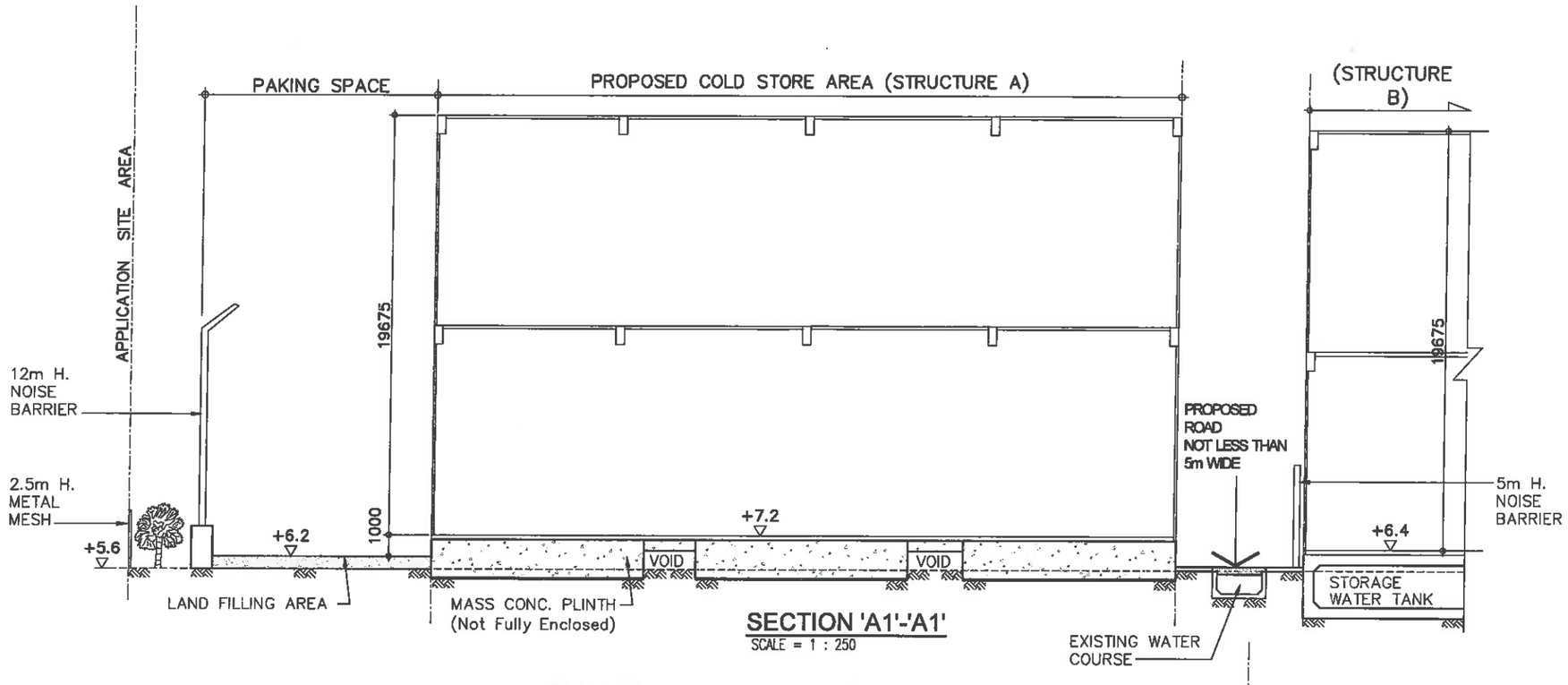
PROPOSED LAYOUT PLAN

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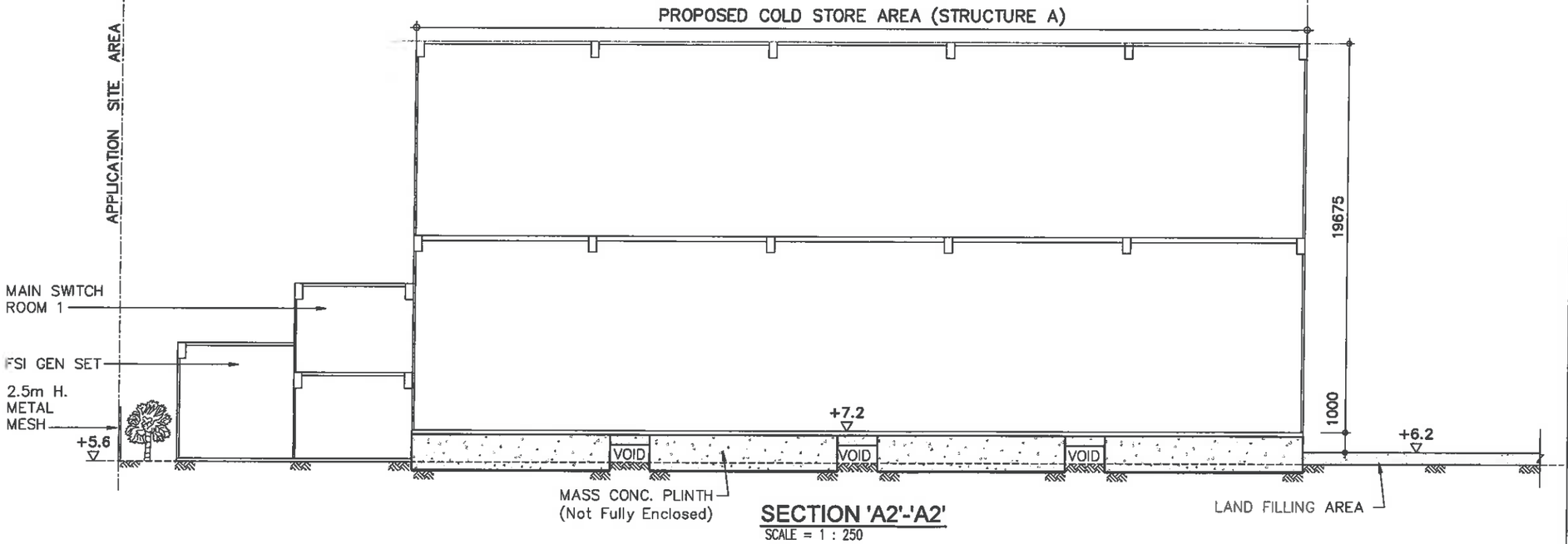
Designed by	Drawn by
LW	Arthur

Checked by	Date
AY	27-NOV-2024

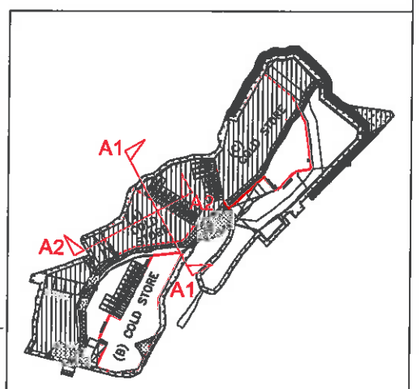
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–	LP-01



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SECTION 'A2'-'A2'
SCALE = 1 : 250



KEY PLAN

C&K Land Management Company Limited

Project
VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MA KAM TO ROAD, SHA LING, NEW TERRITORIES

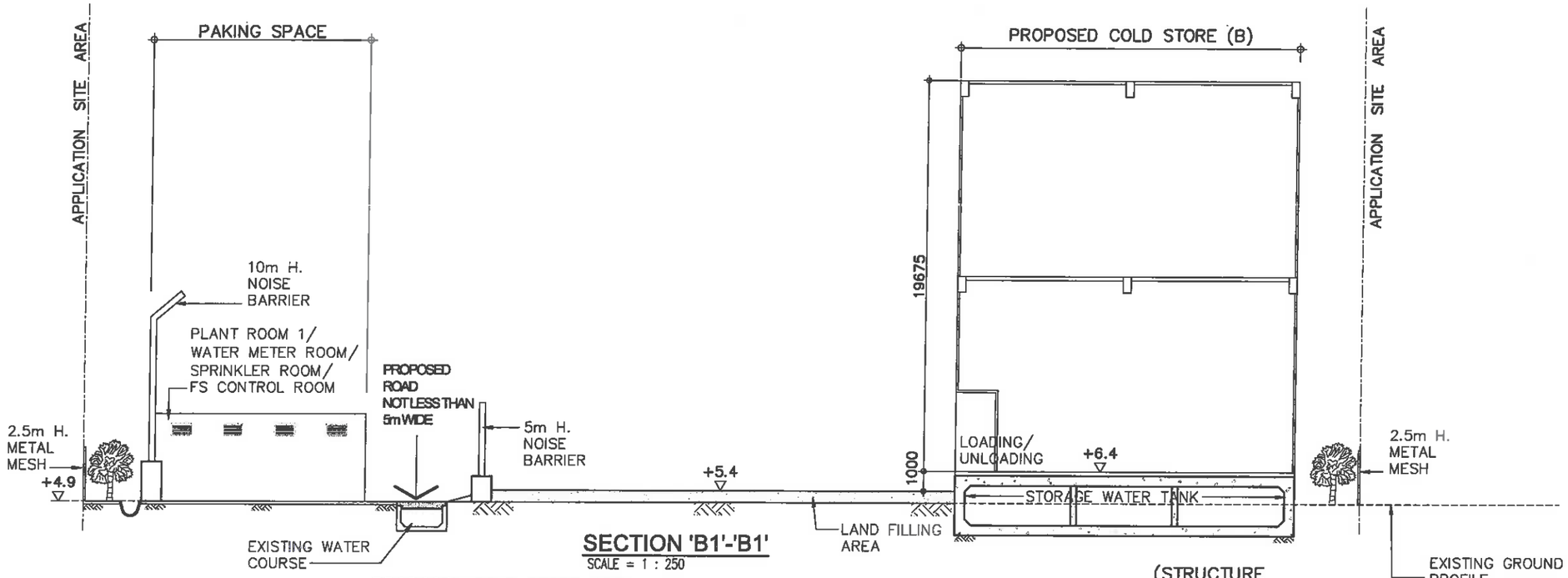
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C&K Land Management Company Limited

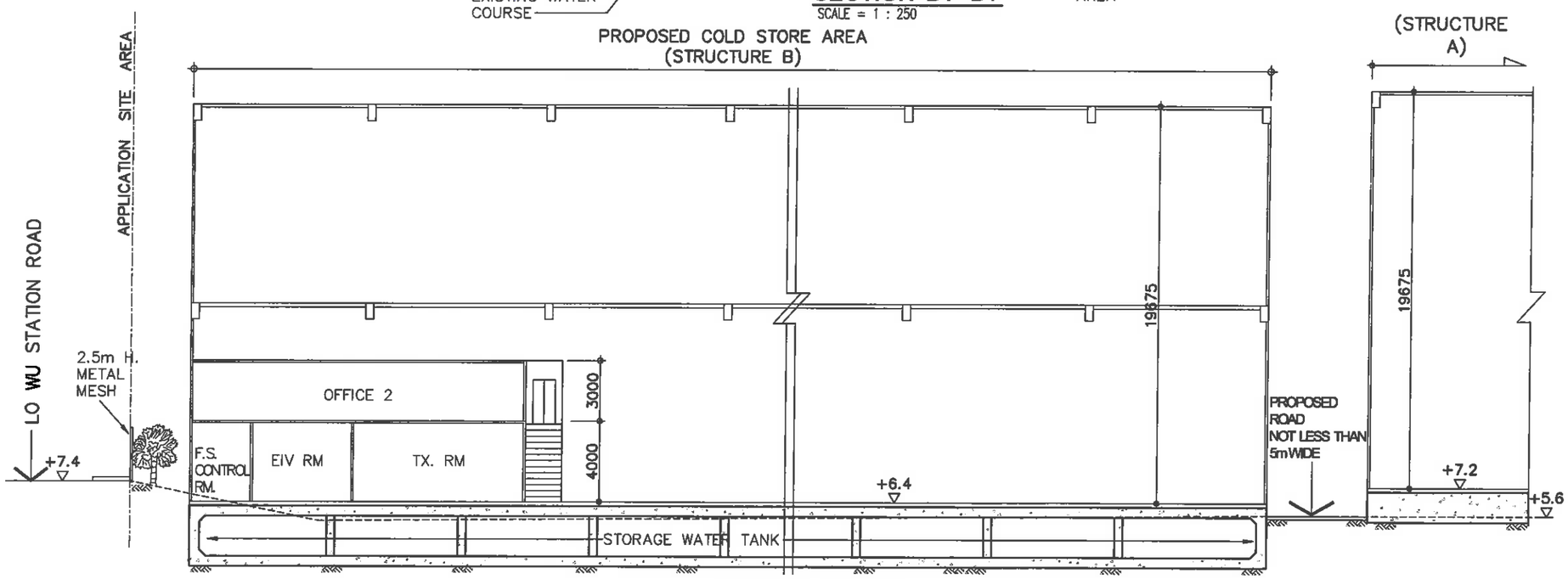
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Revisions: –
Drawn by: Arthur
Designed by: –
Checked by: AY
Date: 21–OCT–2024
Job No.: –
Drawing No.: LP–S01

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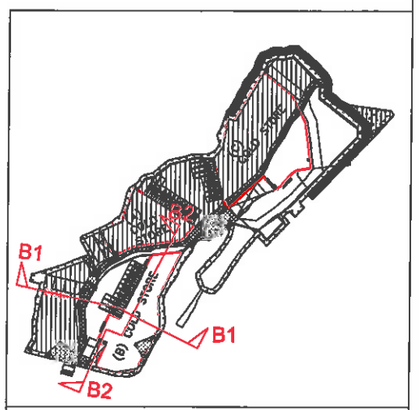
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SECTION 'B2'-'B2'
SCALE = 1 : 250



KEY PLAN

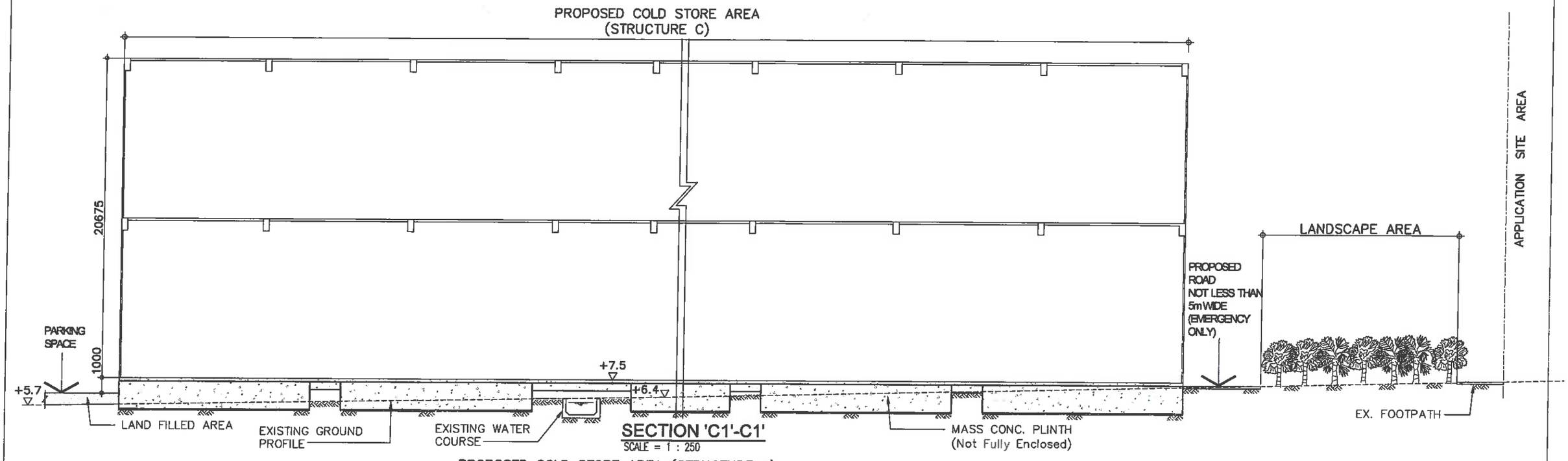
C&K Land Management Company Limited

Project	VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MA KAM TO ROAD, SHA LING, NEW TERRITORIES
Application	PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS
C&K Land Management Company Limited	
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Checked by	AY
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Job No.	–
Drawing No.	LP-S02

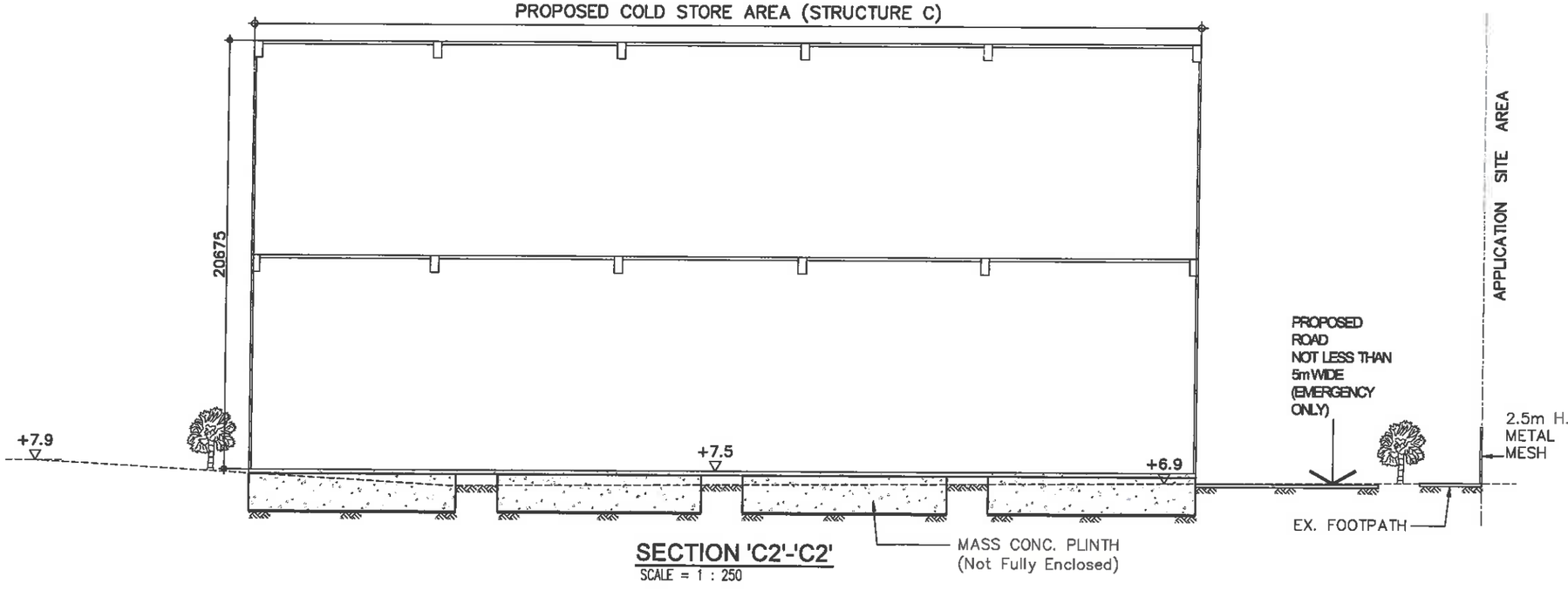
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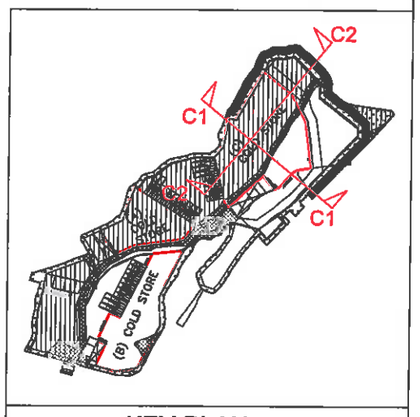
Revisions	Description	Date



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SCALE = 1 : 250



KEY PLAN

C&K Land Management Company Limited

Project
VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MA KAM TO ROAD, SHA LING, NEW TERRITORIES

Application
PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

C&K Land Management Company Limited

Drawing Title: PROPOSED SITE 'C' SECTION

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Designed by	—
Checked by	AY
Date	21-OCT-2024
Job No.	—
Drawing No.	LP-S03

Notes

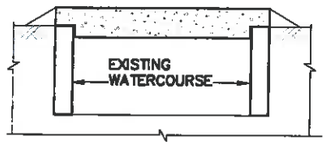
Copyright Reserved nothing may be reprinted or utilized in any form or by any means without written permission from the M&D.

Revisions	Description	Date

LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED PERIPHERAL CHANNEL (U-SHAPE WITH GRATING COVER)
- SAND TRAP (ground level)
- CATCHPIT WITH COVER
- MANHOLE FOR WATERCOURSE MAINTENANCE
- RUNOFF FLOW DIRECTION
- INDICATIVE LOCATION OF STORAGE TANK (CAPACITY OF THE TANK = 2400m3)
- PIPE
- EXISTING WATERCOURSE
- SUMP PIT (MANHOLE)
- SUMP PIT WITH PUMP
- I.L. INVERT LEVEL

CONCRETE COVER



SECTION 'A'-'A'

CP1 I.L.: 5.77mPD
CP2 I.L.: 5.65mPD
Start 1 I.L.: 5.87mPD
Start 2 I.L.: 5.87mPD
CP3 I.L.: 5.41mPD
CP4 I.L.: 5.30mPD
CP5 I.L.: 4.96mPD
CP6 I.L.: 4.92mPD
MH7 I.L.: 4.77mPD
CP8 I.L.: 4.61mPD
CP10 I.L.: 5.77mPD
CP11 I.L.: 5.31mPD
CP12 I.L.: 5.05mPD
CP13 I.L.: 4.88mPD
CP14 I.L.: 4.74mPD
MH14
MH15 I.L.: 4.63mPD
Box Culvert I.L.: +4.5 mPD
Proposed stormwater collection system (U-channel Gradient: 1 in 250)

MAN KAM TO ROAD
LO WU STATION
EX. BOX CULVERT
GLA-TDN 67
GLA-DN 339
Sha Ling Playground

REV	DESCRIPTION	DATE

B.D. Reference
M.W. Reference
L.D. Reference
F.S.D. Reference

Notes

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C&K Land Management Company Limited

Project
VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application
PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

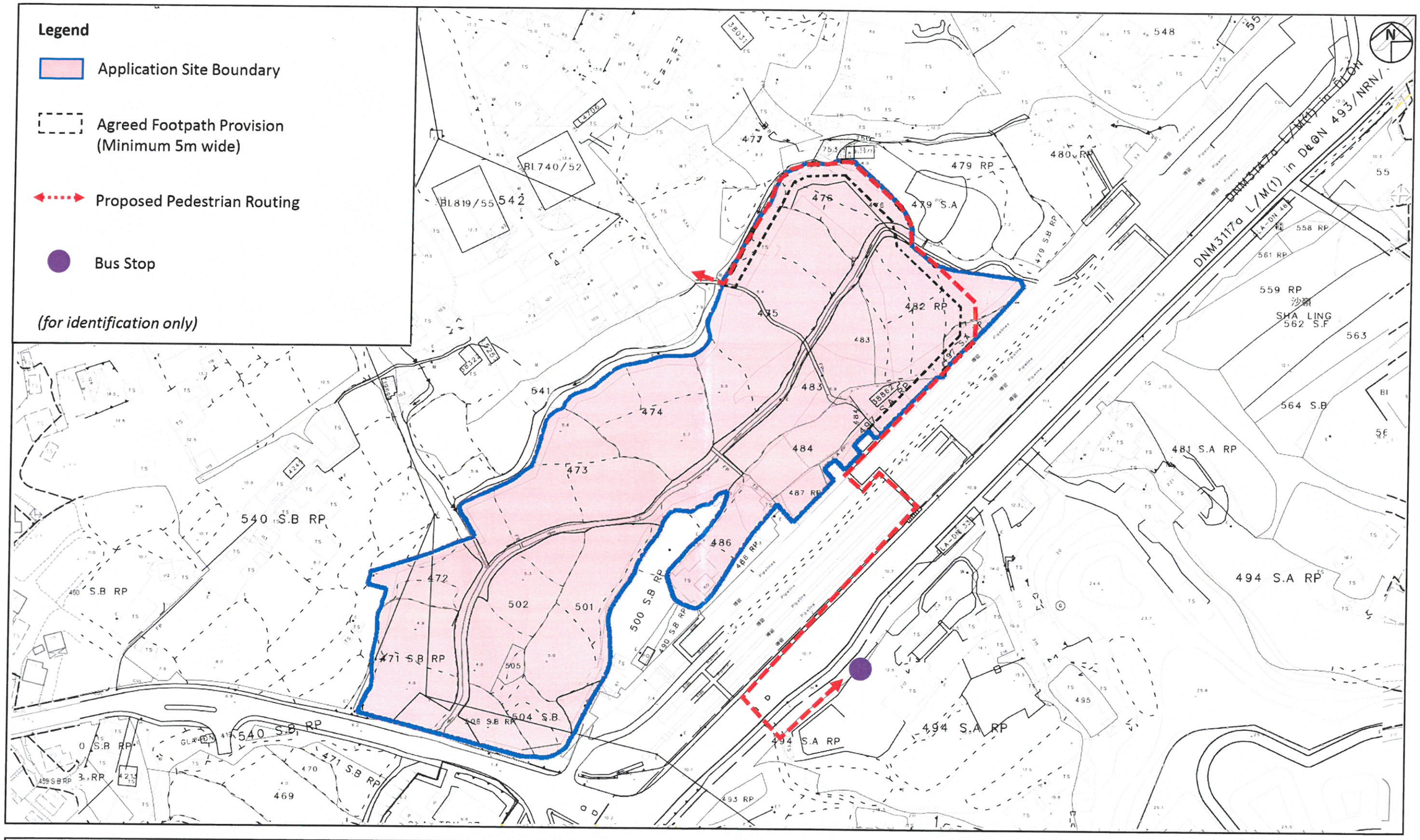
Drawing Title
DRAINAGE ANALYSIS

Scale	Revisions
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Designed by: LW	Drawn by: Arthur
Checked by: AY	Date: 22-OCT-2024
Job No.: –	Drawing No.: DR-01

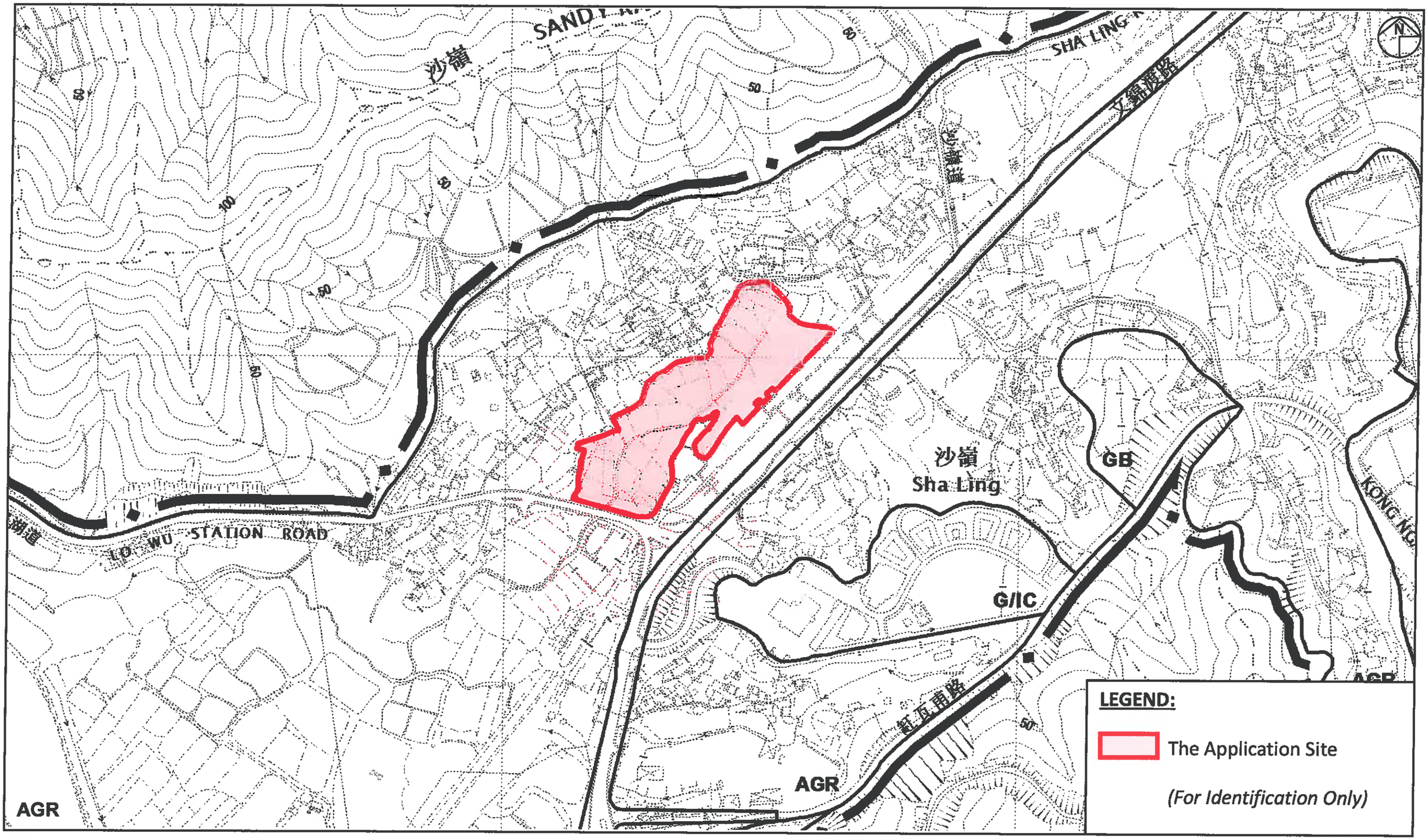
Legend

- Application Site Boundary
- Agreed Footpath Provision (Minimum 5m wide)
- Proposed Pedestrian Routing
- Bus Stop

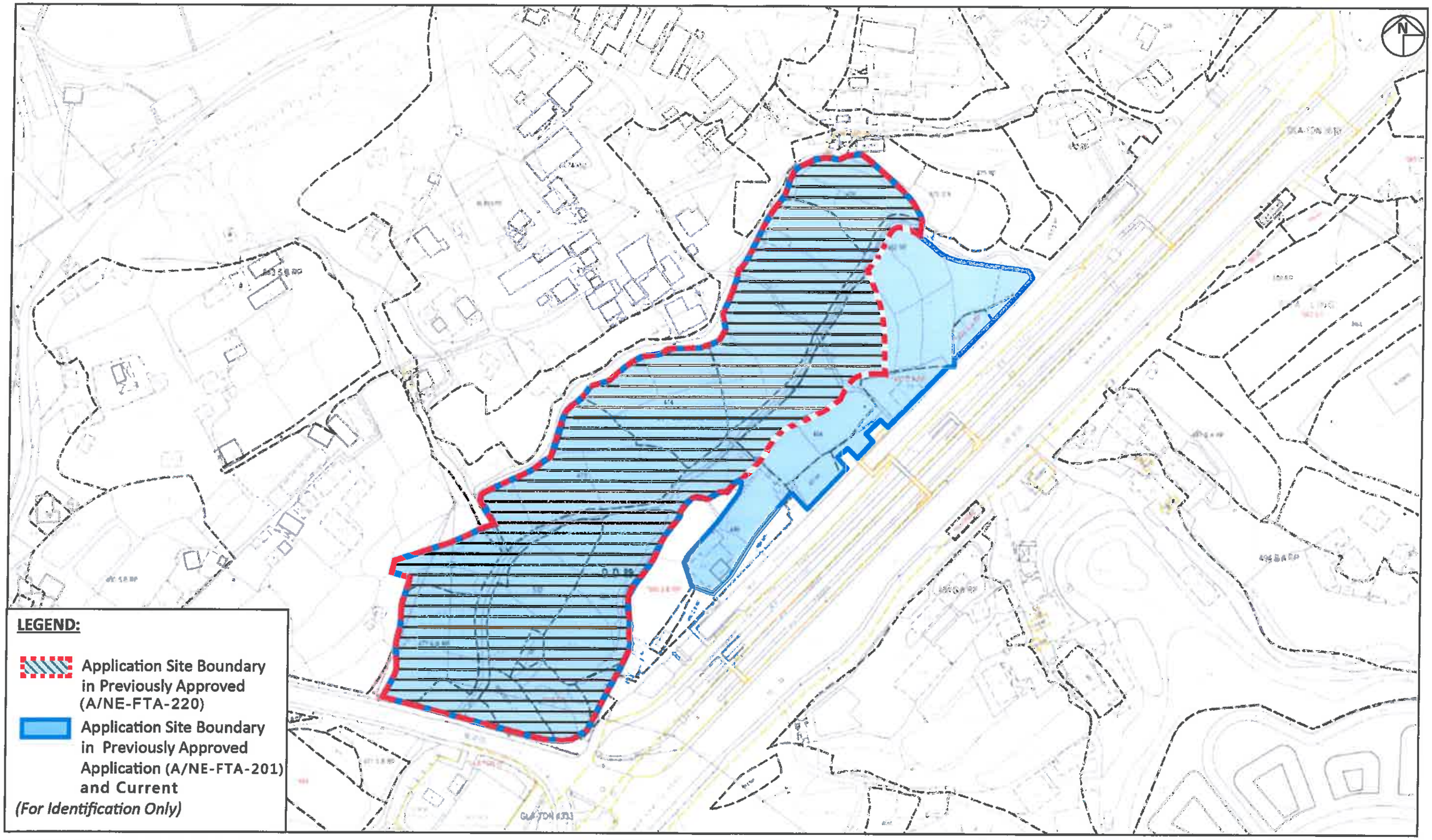
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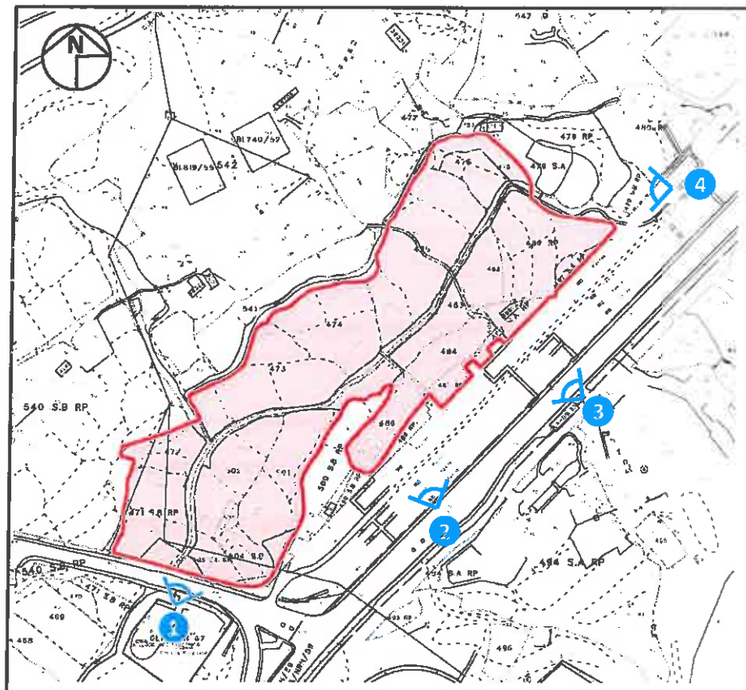
	Title: Pedestrian Footpath between Residential Dwellings and Bus Stop at Man Kam To Road	**Illustration:** 5 **Scale:** Not to Scale **Date:** October 2024	C&K Land Management Company Limited



	Title: Extract of Approved Fu Tei Au and Sha Ling Outline Zoning Plan (No. S/NE-FTA/18)	**Figure:** 2 **Scale:** Not to Scale **Date:** October 2024	C&K Land Management Company Limited



	Title: Comparison of Application Site Boundaries	**Illustration:** 1 **Scale:** 1:1500 **Date:** October 2024	C&K Land Management Company Limited









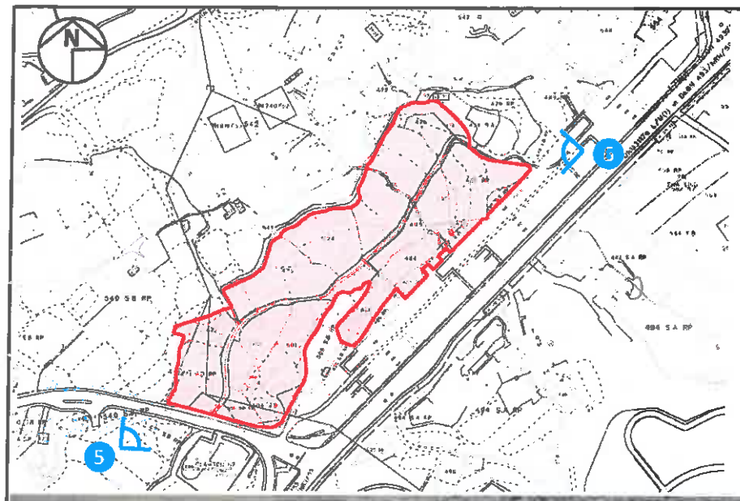


LEGEND:

Application Site

(For Identification Only)

	Title: Current Conditions of Application Site and Surrounding Land Use	**Illustration:** 2-I **Scale:** Not to Scale **Date:** October 2024	C&K Land Management Company Limited



LEGEND:

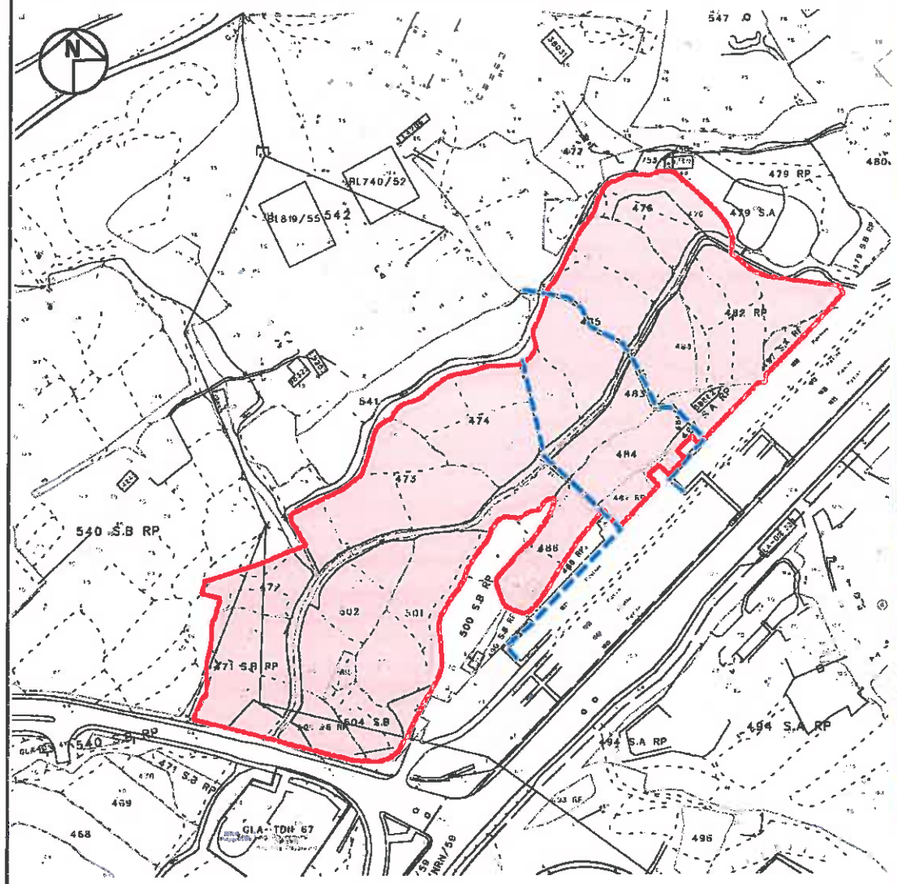
Application Site

(For Identification Only)

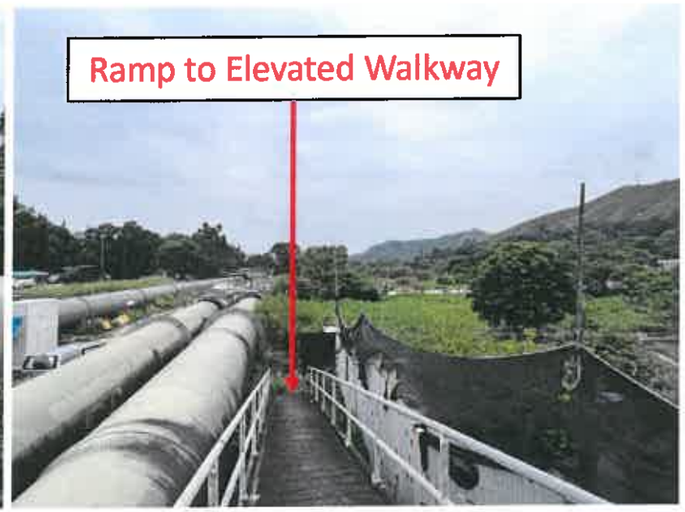


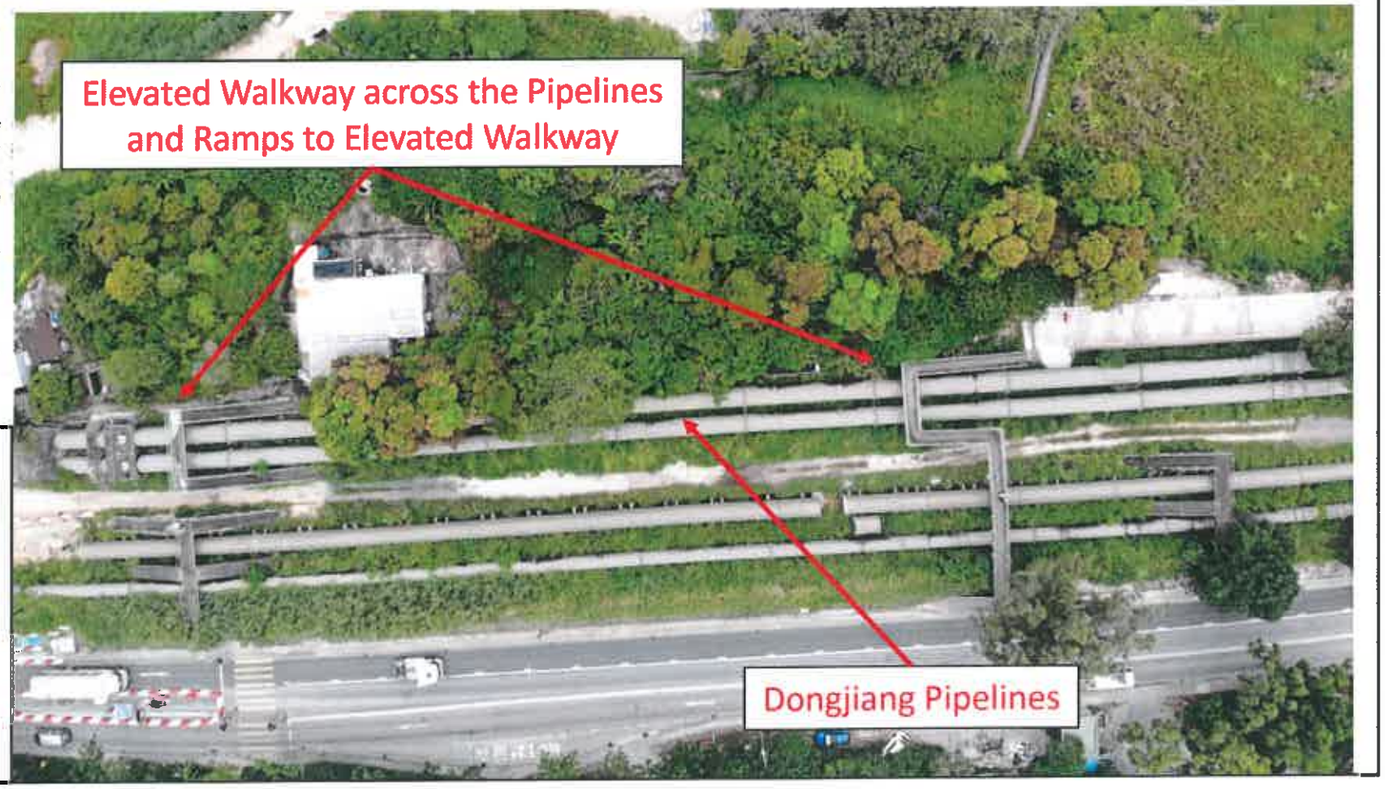


	Title: Current Conditions of Application Site and Surrounding Land Use (Cont'd)	**Illustration:** 2-II **Scale:** Not to Scale **Date:** October 2024	C&K Land Management Company Limited









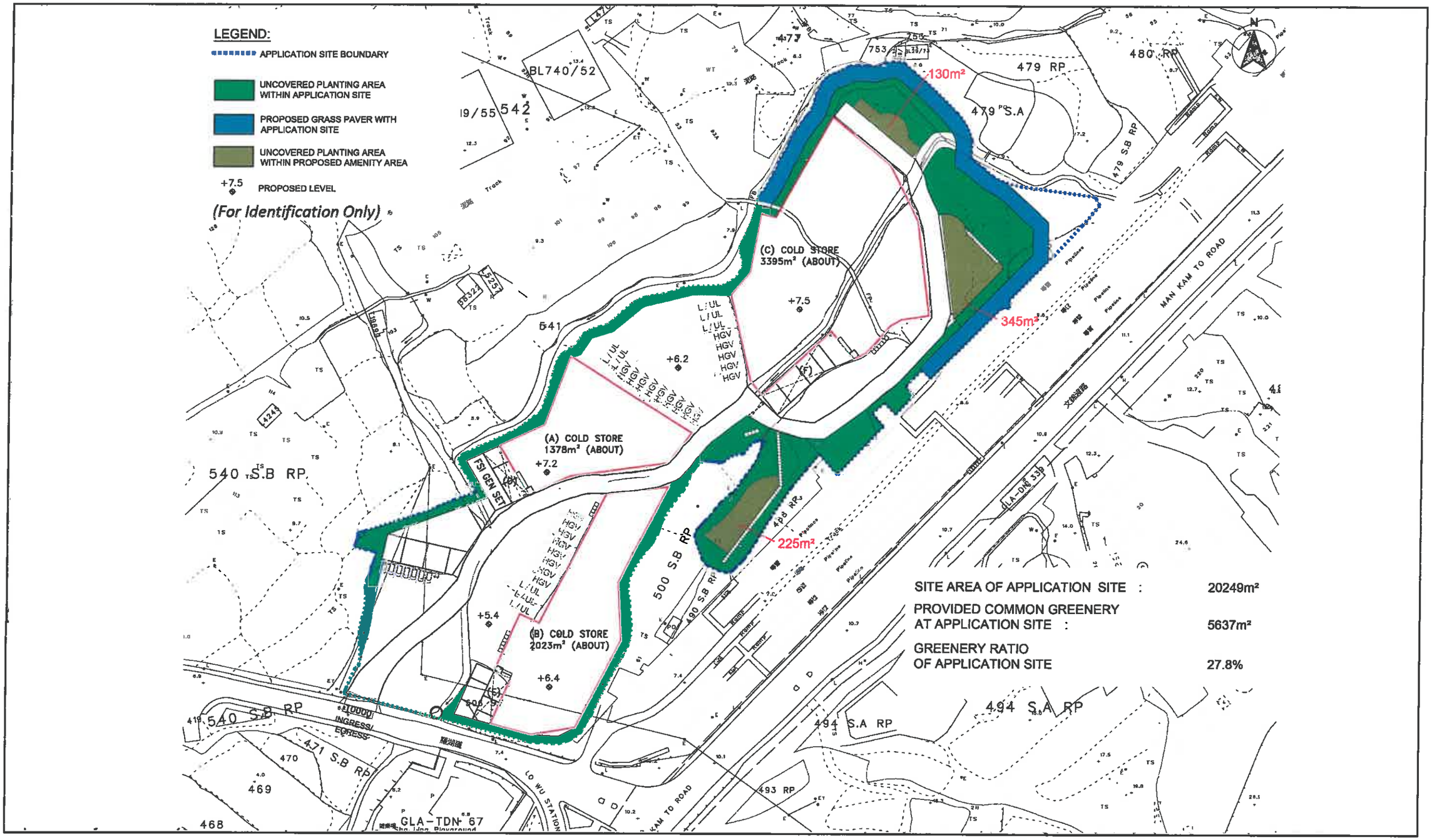
LEGEND:

Application Site Boundary

Existing Pedestrian Route

(For Identification Only)

	Title: Current Condition of Existing Pedestrian Routes	**Illustration:** 3 **Scale:** Not to Scale **Date:** October 2024	C&K Land Management Company Limited

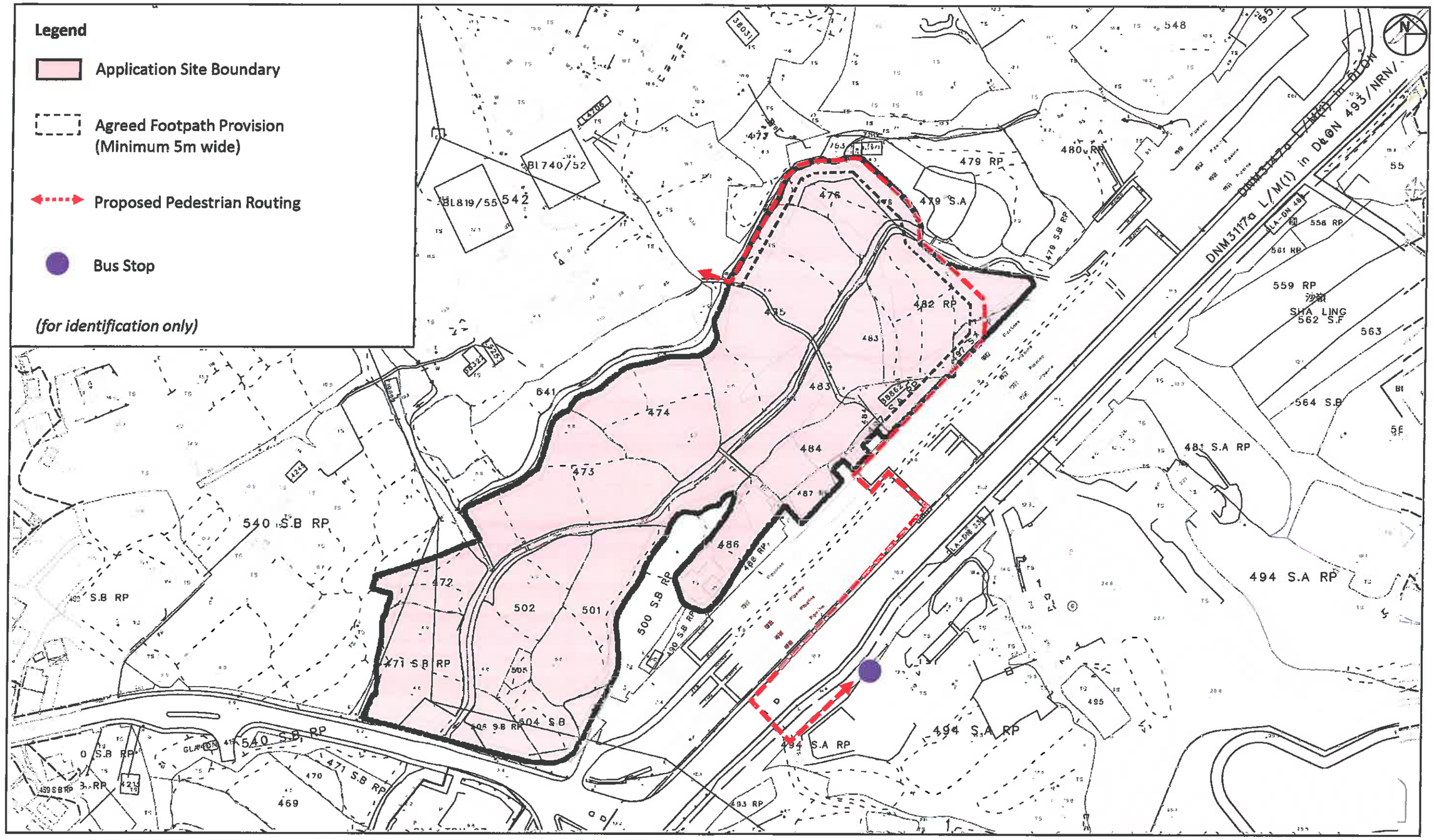


	Title: Proposed Greenery Area	**Illustration:** 4 **Scale:** 1:1500 **Date:** October 2024	C&K Land Management Company Limited

Legend

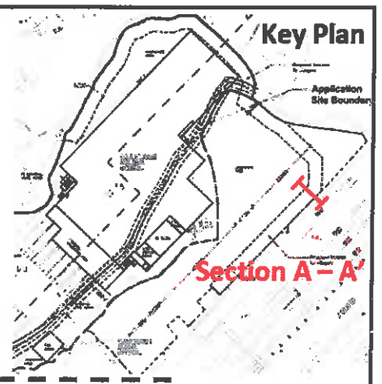
- Application Site Boundary
- Agreed Footpath Provision (Minimum 5m wide)
- Proposed Pedestrian Routing
- Bus Stop

(for identification only)



	Title: Pedestrian Footpath between Residential Dwellings and Bus Stop at Man Kam To Road	**Illustration:** 5 **Scale:** Not to Scale **Date:** October 2024	C&K Land Management Company Limited





Application Site



A' Pipelines (about 6.5m) Proposed Pedestrian Footpath (about 5m width) A

	Title: Illustrative Drawing of Proposed Pedestrian Footpath	**Illustration:** 6 **Scale:** Not to Scale **Date:** October 2024	C&K Land Management Company Limited

LEGEND

LAND FILL AREA 14351m² (ABOUT)

LAND FILL AREA

Landscape Area

Landscape Area

A

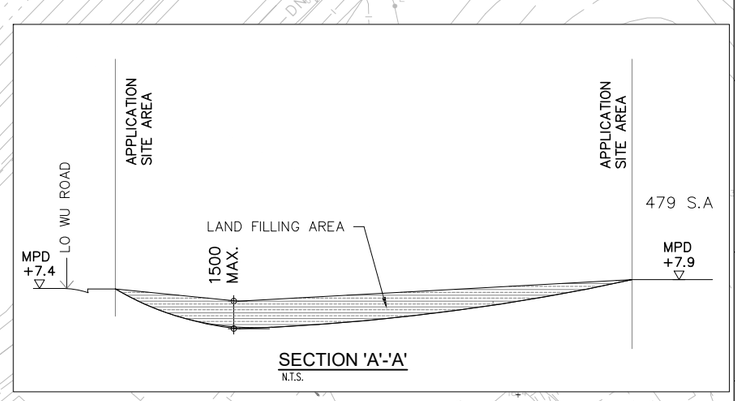
A

B

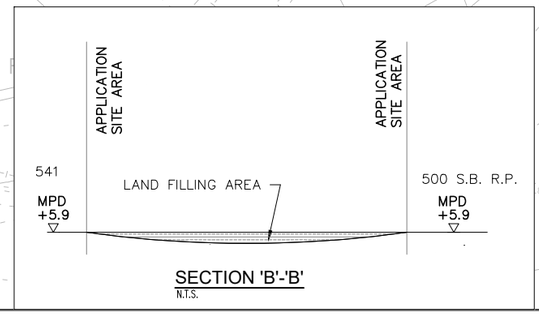
B

10000

N



SECTION 'A'-'A'
N.T.S.



SECTION 'B'-'B'
N.T.S.

B.D. Reference 屋宇署檔案

M.W. Reference 小型工程檔案

L.D. Reference 地政署檔案

F.S.D. Reference 消防處檔案

Notes 注釋

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REV	DESCRIPTION	DATE

C&K Land Management Company Limited

Project 項目

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application 申請

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title 標題

PROPOSED LAND FILL AREA

Scale 比例	Revisions 修訂
1:1000 (A3)	–
Designed by 設計者 LW	Drawn by 制圖人 Arthur
Checked by 檢查 AY	Date 日期 17-DEC-2024
Job No. 工程項目 –	Drawing No. 圖號 LF-01

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-07-09 星期三 17:15:48
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	RE: A/NE-FTA/258 - departmental comments
Attachment:	Response the Comments from Director of Environmental Protection 9-7-2025.pdf; Response the Comments from the Commissioner for Transport 30-6-2025.pdf

Dear Shirley – Plan D

Attached the response to the departmental comments for your record.

Regards

Leo

Response the Comments from the Commissioner for Transport
(Attn: Mr. TAM Kam-fai, Tel. 2399 2405)
Planning Application No. A/NE-FTA/258

(i) Please elaborate further on the reasons for the re-layout of structures on this application;
Owing to the application of building license from the Land Department, the re-location of the structures on the eligible lots are necessary for the new submission(A/NE-FTA/258).

(ii) Given that the cold store area has been increased from 9,625m2 to 13,592m2, the applicant shall advise and substantiate how the traffic generation from and attraction to the site would remain the same from the previous approved application;
Although the cold store area has increased from 9,625m2 to 13,592m2, the traffic generation is estimated no significant change owing to frozen food should be stored at the cold store for a long period rather than inbound shipment and outbound logistics every day.

(iii) Given that the cold store area has been increased from 9,625m2 to 13,592m2, the applicant shall justify the adequacy of the parking spaces and loading/unloading spaces so provided by relating to the number of vehicles visiting the subject site;
Although the loading and unloading packaging area increased from 9,625m2 to 13,592m2, the number of vehicles still remained unchanged. Therefore, it is no sign ificant impact on the surrounding road network.

(iv) The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site; and
There is a maneuvering space on the application site, providing sufficient space for vehicle buffering to ensure that vehicles do not queue outside the application site

(v) The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety.
The application venue hires a traffic supervisor to direct traffic and erects a "小心車輛" notice board at the entrance to ensure pedestrian safety.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-07-25 星期五 11:38:34
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	RE: A/NE-FTA/258 - departmental comments
Attachment:	Response the comment from the Commissioner for Transport 25-7-2025.pdf

Dear Shirley – Plan D

Attached the response to the departmental comments (TD) for your record.

Regards

Leo

Response to the comment from the Commissioner for Transport
(Attn: Mr. TAM Kam-fai, Tel. 2399 2405)

Planning Application No. A/NE-FTA/258

(iv) The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site;

1. Advanced Scheduling & Slot Management

- Mandatory appointment system for trucks/drivers (using digital booking platforms) to stagger arrivals.
- Dynamic time slots adjusted based on historical data (e.g., longer slots for peak seasons).
- Penalties for early/late arrivals to enforce schedule adherence.

2. On-Site Traffic Design & Flow Control

- Separate lanes for inbound/outbound vehicles, with clear signage (e.g., "Gate A: Loading," "Gate B: Empty Containers").
- Dedicated holding bays for trucks waiting to dock (ensure capacity exceeds peak demand).
- Automated gate systems (license plate recognition, RFID tags) to speed up check-ins.

3. Dock & Yard Management

- Real-time dock availability monitoring (digital dashboards for drivers to see open bays).
- Cross-docking protocols to minimize turnaround time for high-priority shipments.

4. Technology Integration

- CCTV to detect queue buildup and trigger alerts for staff intervention.

5. Overflow & Contingency Plans

- Nearby overflow parking (partner with adjacent lots for temporary holding, if needed).
- Emergency response team to manage unexpected delays (e.g., breakdowns, system failures).

6. Enforcement & Compliance

- Strict no-idling/no-queueing policies with fines for non-compliance.
- Collaboration with local traffic police to monitor external road impacts.
- Regular audits to assess congestion hotspots and adjust layouts/schedules.

7. Driver Facilities & Incentives

- On-site amenities (e.g., rest areas, toilets) to reduce off-site circling while waiting.
- Rewards for on-time arrivals (e.g., priority docking for compliant carriers).

(v) The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety" has not been fully addressed. Please elaborate further on the provision and management control to ensure pedestrian safety especially at the ingress and egress points of the development.

1. Segregated pedestrian paths

Dedicated paths: clearly marked pedestrian paths with physical barriers (e.g. bollards, guardrails or raised curbs) separating pedestrians from vehicles.

Covered pedestrian paths: weatherproof paths in high traffic areas (near warehouses).

Anti-slip surfaces: anti-slip coatings (friction coefficient ≥ 0.6) or textured flooring to prevent accidents in wet conditions.

2. Safe crossings

High-visibility pedestrian crossings: signs with reflective markings at major intersections.

3. Visibility and signage

Luminous signs: photoluminescent or reflective signs for nighttime visibility.

Blind spot mirrors: convex mirrors (compliant with EN 12899) at warehouse corners and dock exits.

4. Traffic management for pedestrian safety

One-way vehicle systems: minimize pedestrian exposure by directing traffic flow.

Traffic controllers: staff to direct pedestrians during peak hours.

5. Training and Awareness

Mandatory safety training: for all employees and visitors, including of blind spot hazards.

Pallet truck/vehicle operator training: focus on blind spot awareness and slow speed driving.

Regular safety drills: practice emergency evacuation routes and procedures.

6. Emergency preparedness

Marked emergency exits and assembly points: clearly marked with illuminated signs.

First aid stations: equipped with AED and trauma kits and staffed by licensed personnel.

3) The applicant shall advise and substantiate the estimated traffic generation and attraction of construction vehicles from and to the site and the traffic impact to the nearby road links and junctions during the construction stage.

Traffic impact assessment report during the construction of Shaling on Man Kam To Road

1. Project Summary

- **Nature of works**: Temporary Poultry Cold Storage and Distribution Centre (3 years) and site formation works & Sandy Ridge Data Centre development.
- **Scope of Construction: Lot DD89 of** Man Kam To Road, Shaling and adjacent government land (area of 20,000 square metres).
- **Key Traffic Characteristics**:
    - It is adjacent to the cross-boundary freight corridor of Man Kam To Port
    - Cumulative traffic impact analysis on Man Kam To Road, Lo Wu Station Road, and Shaling Road
    - Enhanced mitigation measures for regular operations and festive periods

2. Project Details

A. Project Parameters

Parameter	Cold Storage Project	Data Centre Project	Overlap Period
Construction Period	3 years	5 years	2.5 years
Site Area	20,000m^2	8,500m^2	-
Key Access Routes	Man Kam To Rd → Shaling Rd	Lin Ma Hang Rd → Man Kam To Rd	-

B. Sensitive Receptor Areas

- Man Kam To Port cross-border freight corridor
- Lo Wu Station Road cemeteries (Ching Ming/Chung Yeung Festival focus)
- Sandy Ridge Playground

---

3. Construction Traffic Forecast

A. Daily Vehicle Trips (Combined Projects)

Phase	Cold Storage HGVs	Data Centre HGVs	Total HGVs	Peak Hours
Site Preparation	9-12	8-10	**17-22**	7:30-9:30, 16:00-18:00
Main Construction	6-8	6-8	**12-16**	9:00-12:00
Fit-out	4-5	5-7	**9-12**	14:00-17:00

Notes:

- Data Centre adopts modular construction (20% fewer trips than conventional methods)
- Trip rates validated against TD's "Trip Generation Rates for Industrial Developments" (2023)

4. Traffic Impact Analysis

A. Road Network Saturation

Road Segment	AM Peak (2023)	Revised AM Peak	Mitigation Threshold
Man Kam To Road	0.88	**0.93**	>0.9 requires action
Lo Wu Station Road	0.75	**0.82**	Monitor festivals
Shaling Road	0.65	**0.74**	-

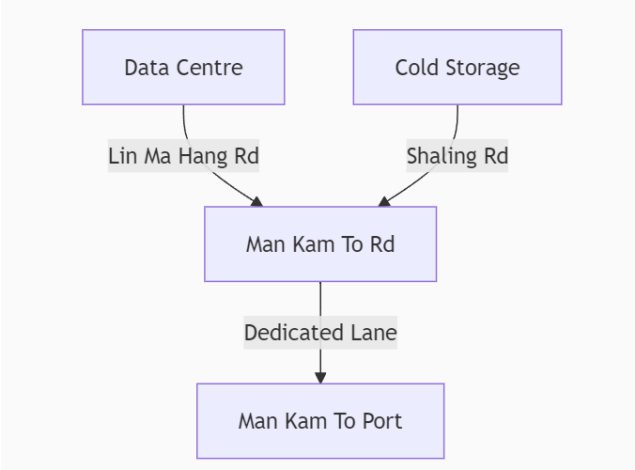
B. Key Intersection Impacts

- **Man Kam To/Shaling Junction**: Queue length extends to 110m (+25m) during AM peak
- **Lo Wu Station Cemetery Access**: 15% capacity reduction during festivals

5. Mitigation Measures

A. Regular Period Controls

1. **Time-Segregated Access**
    - Data Centre HGVs: 10:00-15:00 only
    - Cold Storage HGVs: 7:00-9:00 & 16:00-18:00
2. **Route Management**



3. **Infrastructure Upgrades**
    - Smart traffic signals at Man Kam To/Shaling junction

B. Festival Period Plan

Measure	Ching Ming Festival	Chung Yeung Festival
Construction HGV Ban	05:00-19:00	05:00-19:00
Alternative Route	Via Lin Ma Hang Road	Via Lin Ma Hang Road
Bus Priority	Route 73K: 06:00-16:00	Route 73K: 06:00-16:00

C. Community Protection

- Noise control: Disable vehicle reversing alarms during nighttime works

6. Conclusion

The projects will increase AM peak saturation on Man Kam To Road to 0.93, necessitating strict adherence to the proposed mitigation measures. Special attention is required during festive periods to minimize community disruption.

4) It is noted that there are a number of cemeteries built along Lo Wu Station Road, which the road (passing by the development site) is the key access to those areas. The applicant should advise the management / control measures to be implemented to reduce traffic nuisance to Lo Wu Station Road, and the junction of Lo Wi Station Road and Man Kam To Road during / around the Ching Ming Festival and Chung Yeung Festival periods.

Traffic Management Plan during the Festive Period

(For the junction of Lo Wu Station Road and Man Kam Road)

Scope of application: Peak period of Ching Ming Festival/Chung Yeung Festival

1. Special traffic control measures

A. Vehicle control during festive seasons

- **Periodical bans**:
    - **Ching Ming Festival (peak day): 5:00 a.m. to 7:00 p.m.**
    - **Chung Yeung Festival** (peak day): 6 a.m. to 6 p.m

      →. All construction vehicles are prohibited from passing through Luohu Station Road (emergency vehicles need to apply for permission in advance).
- **Alternative routes**:

  → Heavy vehicle diversion: **Man Kam To Road→ Shaling Road→ Lin Ma Hang Road** (completely avoiding Lo Wu Station Road).

B. Temporary traffic management

- **Enhanced Identification System**:
    - Temporary "No Construction Vehicles" signage (in conjunction with the police road cone arrangement).
- **Traffic Commander Deployment**:

  → Key Locations:
    - Junction of Luohu Station Road / Man Kam To Road
    - Entrance to each cemetery (to prevent construction vehicles from queuing)

2. Coordination plan for grave sweeping traffic

A. The transportation period of the project is adjusted

- **Full suspension of daytime**: During the festival week, construction vehicles are only allowed **to pass from 8:00 p.m. to 5:00 a.m. the next day**
- **Advance reporting system**: Suppliers are required to submit the shipping schedule for approval 4 weeks in advance

B. Bus priority measures

- The leftmost lane of Luohu Station Road **is set as a dedicated bus lane for tomb sweeping (**6:00 a.m. - 4:00 p.m.).
- Coordinate with KMB to increase the frequency of Route 73K (Fanling ↔ Lo Wu)

---

3. Community impact mitigation measures

A. Noise/dust control

- **Silent construction**:

  → Disable the reversing prompt sound

  → Suspend noisy operations such as piling and demolition

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-08-06 星期三 15:32:30
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	RE: A/NE-FTA/258 - departmental comments
Attachment:	Response to comment of Additional Measures for Operational Phase for TD 6-8-2025.pdf

Dear Shirley

Attached the response to the TD comment for your record. (Supersede Email date on 5/8/2025 13:58)

Regards

Leo

Response to Comments from the Commissioner for Transport (Contact Person: Mr. TAM Kam-fai, Tel. 2399 2405)

Additional Measures for Operational Phase during Ching Ming Festival and Chung Yeung Festival periods

Transport Department's Comment	Applicant's Response & Proposed Measures
Our previous comment "It is noted that there are a number of cemeteries built along Lo Wu Station Road, which the road (passing by the development site) is the key access to those areas. The applicant should advise the management / control measures to be implemented to reduce traffic nuisance to Lo Wu Station Road, and the junction of Lo Wi Station Road and Man Kam To Road during / around the Ching Ming Festival and Chung Yeung Festival periods." has not yet fully addressed. The applicant should include the management / control measures to be implemented for the proposed development under the operational phase during Ching Ming Festival and Chung Yeung Festival periods.	1. **Traffic Marshal Deployment:** Assign traffic marshals at all site entrances/exits to manage traffic flow and prioritize pedestrian safety. 2. **Goods Vehicle Restriction:** Limit goods vehicle trips entering/exiting the site during festival periods (e.g., 50% reduction vs. normal days). 3. **Peak-Hour Large Vehicle Ban:** Prohibit large vehicles (excluding light goods vehicles and private cars) from accessing site entrances/exits during peak hours (7:00–10:00 AM; 4:00–7:00 PM) on festival days. 4. **Pedestrian Safety Upgrades:** Install protective barriers and motion-activated alarm systems at critical pedestrian crossings near site entrances/exits. 5. **Pre-Festival Logistics Coordination:** Require tenants/visitors to schedule cargo pickups/deliveries ≥48 hours prior to festival dates to minimize vehicle movements during peak periods.

Traffic Impact Assessment Report

Lots 471 S.B RP (Part), 472, 473, 474, 475,
476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P.,
501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89
and adjoining Government Land, Man Kam To Road,
Sha Ling, New Territories

Oct 2024

Prepared by

C&K Land Management Company Limited

Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

Traffic Impact Assessment

September 2023

CTA Consultants Limited
志達顧問有限公司

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1.1 Background
1.2 Study Objectives
1.3 Structure of the Report

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2.2 Proposed Development
2.3 Provision of Internal Transport Facilities
2.4 Proposed Access Arrangement

3 EXISTING TRAFFIC CONDITION
3.1 Existing Road Network
3.2 Critical Junctions
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4 FUTURE TRAFFIC CONDITIONS
4.1 Design Year
4.2 Traffic Forecast
4.3 Reference Traffic Flows in Year 2027
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4.5 Traffic Forecast for Design Year 2027
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4.7 Public Transport Demand Assessment
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5.1 Existing Footpath Within the Site Area

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6.1 Summary
6.2 Conclusion

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1. INTRODUCTION

1.1 Background

1.1.1 The applicant is re-submit a Section 16 Planning Application for proposed temporary cold storage for poultry and distribution centre for a period of 3 years with filling of land at Various Lots in D.D. 89 and adjoining government land, Man Kam To Road, Sha Ling, New Territories for the approval of Town Planning Board (TPB). The site location is shown in **Figure 1.1**. The proposed of use is the same with the previous approved application (No. A/NE-FTA/201) but the following major modifications have been proposed to the approved application:

- Changing the Site Area from 20,506 m^2 to 16,060 m^2 approximately;
- Changing the maximum building height from 10.4m to 20.675m;
- Combining Blocks 1 and 2 into one Main Block;
- Changing the Total Floor Area from 12,736 m^2 to 11,615 m^2 approximately;
- Changing the Plot Ratio from 0.621 to 0.723; and
- Changing the Site Coverage from 31.51% to 56.94%.

1.1.2 In support of the aforesaid application, a traffic impact assessment is required to review and appraise any possible traffic impact induced by the proposed development on the adjacent road network.

1.1.3 We, CTA Consultants Limited (CTA), are therefore commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) study in supporting the S16 Planning Application and provide technical justifications in supporting the application from traffic engineering point of view.

1.2 Study Objectives

1.2.1 Main objectives of this study are listed below:

- To assess the existing and proposed traffic arrangement & provision of internal transport facilities at the subject site;
- To assess the existing traffic condition in the vicinity of the proposed development;
- To estimate traffic trips related to the proposed development;
- To carry out forecasts about traffic demand of the adjacent road network in design year 2027;
- To appraise any possible traffic impact induced by the proposed development on the adjacent road network;
- To recommend traffic improvement measures to alleviate any foreseeable traffic problem to the surrounding road network, if any.

1.3 Structure of the Report

1.3.1 Following this introductory chapter, there are **FIVE** further chapters:

- **Chapter 2 – THE PROPOSED DEVELOPMENT**, which presents the site location and operation information of the proposed Temporary Cold Storage for Poultry and Distribution Centre;
- **Chapter 3 – EXISTING TRAFFIC CONDITION**, which describes the existing local road network and both vehicular and public transport conditions in the vicinity of the subject site;
- **Chapter 4 – FUTURE TRAFFIC CONDITION & TRAFFIC IMPACT ASSESSMENT**, which estimates future vehicular on the surrounding road network, and presents findings of the traffic impact assessment for the design year 2027;
- **Chapter 5 – PEDESTRIAN ARRANGEMENT,** which shows the existing and

proposed pedestrian arrangement;

- **Chapter 6 – SUMMARY AND CONCLUSION**, which summarizes the study findings and presents the conclusion regarding the proposed Temporary Cold Storage for Poultry and Distribution Centre.

2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 The proposed development is located near the junction Man Kam To Road/ Lo Wu Station Road in Sandy Ridge as shown in **Figure 1.1**.

2.1.2 The proposed layout plans of its Ground Floor and car park is shown in **Figure 2.1**.

2.1.3 As illustrated in **Figure 2.2**, the proposed run-in/out is located at Lo Wu Station Road.

2.2 Proposed Development

2.2.1 Parameters of the proposed development are listed in **Table 2.1**.

Table 2.1 Parameters of the Proposed Temporary Cold Storage for Poultry and Distribution Centre

Site Location	Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories
Proposed development	Temporary Cold Storage for Poultry and Distribution Centre
Site Area	16,060 m^2
Proposed Plot Ratio	0.723
Site Coverage	56.94%
Nos. of Block & Storey	1 Block with 2 Storeys
Total Accountable GFA (m^2)	11,615 m^2

2.2.2 Details of proposed uses of the Temporary Cold Storage for Poultry and Distribution Centre are tabulated in **Table 2.2**.

Table 2.2 Proposed Uses of the Temporary Cold Storage for Poultry and Distribution Centre

Block	Proposed Uses of the Temporary Cold Storage for Poultry and Distribution Centre	GFA
Main Block	Proposed Use: Cold Storage Area & Ancillary Storage/ Office	10,509m^2
	Nos. of Storeys: 2	

2.2.3 The proposed development intends to ensure a smooth operation for handling the chilled poultry imported from the Mainland for daily consumption of Hong Kong. Goods vehicles from the Mainland will stop at subject site to unload the chilled poultry. Poultry will be stored temporarily at the subject site and delivered to different places in Hong Kong mainly by HGVs.

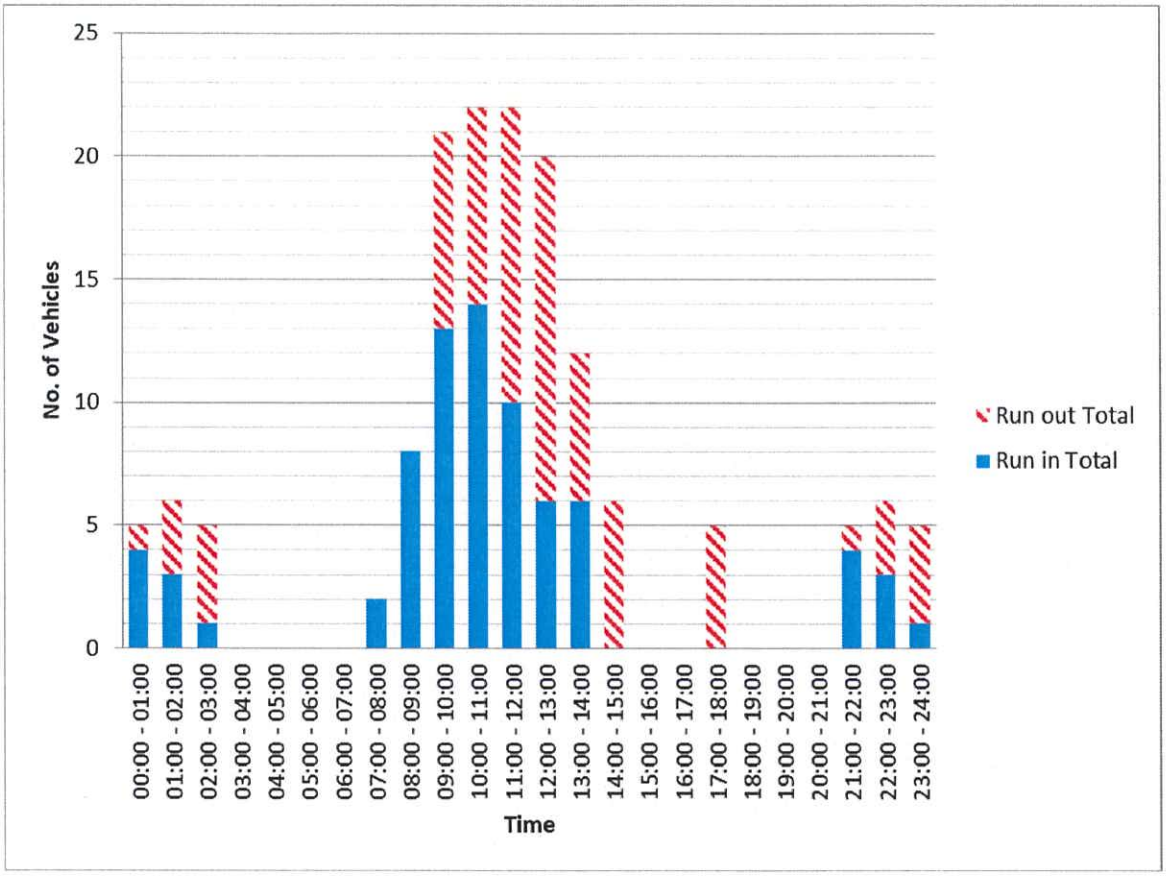
2.2.4 The proposed development will be operating 24 hours a day and 7 days per week on a year-round basis. The major operating hours are 9am – 8pm and 11pm – 3am.

2.3 Provision of Internal Transport Facilities

2.3.1 Due to the fact that requirements of provision of internal transport facilities for temporary cold storage for poultry and distribution centre are not specified in the latest Hong Kong Planning Standards and Guidelines (HKPSG), provision of internal transport facilities is estimated based on traffic forecast provided by the operator.

2.3.2 According to the data given by the applicant, **Table 2.3** shows the traffic forecast of proposed development.

Table 2.3 Traffic forecast of the proposed development



2.3.3 Referring to **Table 2.3**, the maximum number of vehicles stationed at the proposed development is 22, which takes place during 10:00 – 11:00.

2.3.4 According to the information provided by the main operator "Hong Kong Chilled Meat & Poultry Association", the operation of the proposed development will involve approximately 350,000 poultries to be delivered to the site daily and then distributed to different retailors accordingly.

2.3.5 The incoming poultries will be mainly delivered by containers and HGVs while the distribution of poultries to different retailors will be mainly by HGVs. The capacities of the truck load for containers and HGVs are summarized in **Table 2.4**.

Table 2.4 Capacity of Truck Load for Containers and HGVs

Type	Capacity per Truck(1)
Container	15,000 poultry
HGV	10,000 poultry

Note: (1) Reference has been made to information provided by the "Hong Kong Chilled Meat & Poultry Association".

2.3.6 According to the information provided by the main operator "Hong Kong Chilled Meat & Poultry Association", the number of times for trucks going into and out of the site is anticipated to be 75 each as shown in **Table 2.3**, to deliver approximately 350,000 poultries to the site daily. The estimated daily use of 75 trucks (i.e. assumed using HGV) could handle 750,000 poultries, the capacity will be sufficient and could even handle sudden surge of daily poultry demand.

2.3.7 **Table 2.5** below shows the total number of loading/ unloading bays and parking spaces in the development site, which is showing a surplus and the proposed provision is satisfying the peak demand.

Table 2.5 Provision of Internal Transport Facilities

Type		Numbers	Diementions
No. of Loading/ Unloading Bays	HGVs	22	11m(L)*3.5m(W)
	Containers	8	16m(L)*3.5m(W)
No. of Parking Spaces		7 (Including 1 disabled carparking space)	5m(L)*2.5m(W) / 5m(L)*3.5m(W) (1 disabled carparking space)
No. of Motorcycle Spaces		2	2.4m(L)*1m(W)
Total		**39**	-

2.3.8 Swept Path analysis has also been conducted on the Loading/Unloading Bays arrangement as shown in **Figures SP-01 and SP-02**. The result shows that goods vehicle can maneuver into and out of the bay seamlessly without conflicting other bay users.

2.4 Proposed Access Arrangement

2.4.1 The proposed vehicular and pedestrian accesses are shown in **Figure 2.2**.

2.4.2 Swept Path analysis has also been conducted on the proposed access arrangement as shown in **Figure SP-01.** The result shows that the entering traffic will not conflict with the exiting traffic. The access is also necessary to be 10m and 14m wide to avoid exiting vehicles running on the footpath.

2.4.3 To improve the safety for pedestrian at the site access, additional road markings and road signs have been proposed to alert the drivers and pedestrians, encourage them to proceed in a causation manner at site access.

2.4.4 As shown in **Figure 2.3**, revolving lanterns with sound will be provided at the vehicular access to alert pedestrian when there are vehicles passing through the vehicular access.

2.4.5 Considering that there are children and elderly living in Sha Ling village, traffic wardens will assist at the vehicular access especially during peak hour time when needed to ensure pedestrian safety when crossing the ingress/egress.

2.4.6 Directional road marking is being proposed to ensure that all drivers follow the proposed traffic arrangement at site access to avoid confusion at site entrance as shown in **Figure 2.3**.

2.4.7 The location of the site access is highly restricted by the existence of the box culvert on the west. The access also has to keep a distance from the junction on the east. Therefore, the proposed location is considered to be the only feasible location for site access as shown in **Figure 2.4**.

2.4.8 It is observed that vehicles driving out from the House 60/61 will stop at the junction with Lo Wu Station Road and view both sides carefully due to the level difference. Based on the sightline assessment (as shown in **Figure 2.5**), it is revealed that adequate visibility could still be provided for vehicles driving out from House 60/61 and will not be affected by the proposed development and its vehicular access.

2.4.9 In view of the existing street furniture, including beam barrier and type II railing, will be obstructed by the proposed ingress and egress at Lo Wu Station Road, modification works of existing street furniture for vehicular access is proposed and shown in **Figure 2.6**.

3 EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

3.1.1 Man Kam To Road is located to the East of the application site. It is a rural road which provides major access for traffic commuting to/from Man Kam To Control Point and other areas of NE New Territories. It connects to Lin Ma Hang Road and Jockey Club Road at its both ends.

3.1.2 Lo Wu Station Road is located to the south of the application site. It is a rural road which provides access for traffic commuting to/from the Lo Wu Boundary Control Point.

3.2 Critical Junctions

3.2.1 Eight junctions are identified to be critical for the Traffic Impact Assessment due to the proposed development. Relevant details are listed in **Table 3.1** and shown in **Figure 3.1**. Existing junction layouts and corresponding method-of-control are tabulated in **Figures 3.2** to **Figure 3.9** respectively.

Table 3.1 Identified Critical Junctions

Ref.	Junction	Type	Figure No.
A	Lin Ma Hang Road / Man Kam To Road	Priority	3.2
B	Sha Leng Road/ Man Kam To Road	Priority	3.3
C	Lo Wu Station Road/ Man Kam To Road	Priority	3.4
D	Fu Tei Au Road / Man Kam To Road	Signalized	3.5
E	Po Wan Road/ Man Kam To Road	Signalized	3.6
F	Tin Ping Road/ Jockey Club Road	Signalized	3.7
G	Jockey Club Road/ Po Shek Wu Road	Roundabout	3.8
RC	Po Shek Wu Road/Fanling Highway	Roundabout	3.9

3.2.2 This planning application was first submitted in 2022. Traffic survey in the form of manual classified count was conducted on a typical weekday during AM and PM peak periods from 7:00am to 9:00am and 5:00pm to 7:00pm in 2021. It is noted that the traffic survey was within the outbreak of COVID-19. We have carried out a comparison of traffic flows for 2021 with in-house same available junction based in 2018 and summarized in **Table 3.2**.

Table 3.2 Comparison of 2018-based and 2021-based Traffic Flows for In-house Available Junction

Ref.	Junction	Peak	Total Traffic Flows			
			2021 [A]	2018 [B]	2021 (2018-based) [C] = [B] x $(1+1.83\%)^{(2021-2018)}$	Result
RC	Po Shek Wu Road Interchange (Tai Tau Leng Roundabout)	AM Peak	4,920	4,720	4,985	[C]>[A], i.e.2018-based traffic flow is higher.
		PM Peak	4,715	4,920	5,195	

*Note: (1) Refer to **Section 4.2**.*

3.2.3 It is considered that the traffic survey data from year 2018 in which there is no public events, no school suspension/holiday and no-work-from-home arrangement can reflect the normal traffic condition. Hence, the existing traffic flow of critical junctions has been derived from the traffic survey data from year 2018 with appropriate growth factor applied. A **+1.83%** p.a. growth rate (detailed in **Section 4.2**) is applied to the 2018 surveyed traffic flow to estimate the 2023 existing traffic flow. The existing traffic flows are presented in **Figure 3.10 (Rev A)**.

3.2.4 Existing operational performance of the critical junctions are listed in **Table 3.3** and the junction calculation sheets are attached in **Appendix A**.

Table 3.3 Existing Operational Performance of Critical Junctions in 2023

Ref.	Junction	Method of Control	Year 2023 DFC/RC (1)	
			AM Peak	PM Peak
A	Lin Ma Hang Road / Man Kam To Road	Priority	0.75	0.78
B	Sha Leng Road/ Man Kam To Road	Priority	0.24	0.12
C	Lo Wu Station Road/ Man Kam To Road	Priority	0.25	0.16
D	Fu Tei Au Road / Man Kam To Road	Signalized	40%	35%
E	Po Wan Road/ Man Kam To Road	Signalized	82%	82%
F	Tin Ping Road/ Jockey Club Road	Signalized	85%	66%
G	Jockey Club Road/ Po Shek Wu Road	Roundabout	0.39	0.5
RC	Po Shek Wu Road Interchange (Tai Tau Leng Roundabout)	Roundabout	0.83	0.77

Note: (1) DFC = Design Ratio of Flow to Capacity for Priority Junction/Roundabout
RC = Reserve Capacity for Signalized Junction

3.2.5 The assessment results in **Table 3.3** indicate that all critical junctions are at present operating with ample capacities during the peak hours.

3.3 Public Transport Services in the Vicinity

3.3.1 While Lo Wu MTR Station is close to the application site, it is not accessible as the station is located inside the restricted zone.

3.3.2 Moreover, limited road-based public transport services are provided in vicinity of the proposed development. Details of the current services of franchised buses and GMB routes within the catchment area of 500 meters are listed in **Table 3.4**.

Table 3.4 Public Transport Services in the Vicinity of the Proposed Temporary Cold Storage for Poultry and Distribution Centre

Type	Route	Destination	Frequency (mins)
Franchised Bus	73K	Sheung Shui – Man Kam To	10 - 30
GMB	59K	Sheung Shui Station – Lin Ma Hang	30

3.4 Existing Public Transport Demand

3.4.1 Public transport survey has been conducted at Lo Wu Station Road bus stop (both bounds) to study the demand of public transport services in vicinity during peak hours. The results are detailed in below **Table 3.5**.

Table 3.5 Demand of Public Transport Services in Vicinity

	GMB 59K To Sheung Shui	GMB 59K To Lin Ma Hang	Bus 73K To Sheung Shui	Bus 73K To Man Kam To Road
AM Peak (0730-0830)				
Nos. of Services	1	2	3	3
Average headway (min)	60	30	20	20
Total Capacity (pax/hour)	19	38	243	243
Total nos. of Passengers on Board	19	37	94	37
Average Occupancy (%)	100.00%	97.37%	38.68%	15.23%
PM Peak (1700-1800)				
Nos. of Services	3	3	4	4
Average headway (min)	20	20	15	15
Total Capacity (pax/hour)	54	54	324	324
Total nos. of Passengers on Board	45	43	89	50
Average Occupancy (%)	83.33%	79.63%	27.47%	15.43%

4 FUTURE TRAFFIC CONDITION & TRAFFIC IMPACT ASSESSMENT

4.1 Design Year

4.1.1 It is anticipated that the proposed Temporary Cold Storage for Poultry and Distribution Centre will be operated in year 2024. In order to assess any related traffic impact incurred by the proposed development on the local road network, year 2027 (i.e. 3 years after the planned commencement year of the proposed Temporary Cold Storage for Poultry and Distribution Centre) is adopted as the design year for this study.

4.2 Traffic Forecast

4.2.1 To estimate the reference traffic flow in year 2027 (without the proposed Temporary Cold Storage for Poultry and Distribution Centre) in the local road network, an appropriate growth factor has to be identified for the area in the first instance. The following approaches have been adopted to derive the growth factor for the Area of Influence.

Historical Trend

4.2.2 Numerous traffic-count stations are located in the vicinity of the proposed development. The traffic counts reported in the Annual Traffic Census (ATC), which is published by Transport Department, over a period of eight years, i.e. 2011 to 2018 are summarized in **Table 4.1**.

Table 4.1 Historical Traffic Data from Annual Traffic Census (ATC)

Road Name	ATC Stn	From	To	Annual Average Daily Traffic (AADT)								Avg. Annual Growth 2011-2018 (%)
				2011	2012	2013	2014	2015	2016	2017	2018	
Jockey Club Road	5218	Po Shek Wu Road	Man Kam To Road	21,020	20,820	21,550	20,860	21,830	23,060	22,890	24,520	2.22%
Man Kam To Road	5465	Jockey Club Road	Boundary	15,920	15,830	15,960	15,660	16,310	16,990	16,720	17,130	1.05%
Po Wan Road	5865	Chuk Wan Road	Jockey Club Road	2,530	2,440	2,460	2,440	2,420	3,140	3,090	3,170	3.27%
Total				**39,470**	**39,090**	**39,970**	**38,960**	**40,560**	**43,190**	**42,700**	**44,820**	**+1.83%**

Note:
1. Due to the social movement activity and Covid-19, data for year 2019 and 2020 are considered not accurate and not included.

Planning Data

4.2.3 Reference has also been made to the latest 2019-Based Territorial Population Employment Data Matrices (TPEDM) planning data published by the Planning Department for projection of population and employment within the study district from years 2019 to 2031. The average annual growth rates in terms of population and employment from 2019 to 2031 are tabulated in **Table 4.2**.

Table 4.2 2019-Based Planning Data from 2019 to 2031

Planning Data District	Population			Avg. Annual Growth Rate	Employment			Avg. Annual Growth Rate
	2019	2026	2031		2019	2026	2031	
NORTHEAST NEW TERRITORIES (Rural Area)	105,400	143,050	240,600	**7.12%**	36,050	38,300	65,550	**5.11%**

4.2.4 A.A.D.T. of ATC indicates that the traffic flow of the local road network has an average annual growth rate of 1.83% from year 2011 to year 2018.

4.2.5 Whilst, the planning data indicates that the population and employment of the study area are expected to grow with an average annual growth rate of +7.12% and +5.11% respectively from 2019 to 2031.

4.2.6 The traffic flows of selected critical junctions for assessment are mainly dominant by the traffic on Man Kam To Road. Traffic on Man Kam To Road is mainly contributed by Cross-Border vehicles and sites along both sides of it. Hence it is revealed that the ATC is more accurate than the planning data in terms of reflecting the actual changes in Cross-Border traffic. Moreover, the selected planning data, NORTHEAST NEW TERRITORIES (Rural Area) district covers a large extent of NENT including some **major new developments which are far away from our development (e.g. Queen's Hill)** and their trip generation would be insignificant and would not induce any traffic impact on those selected critical junctions for our assessment. Furthermore, it is anticipated that portion of Cross Border traffic will divert from Man Kam To to Lin Tong control point (also via the Lung Shan Tunnel) when Lin Tong control point start to operate. It is believed that the traffic flow on Man Kam To Road will be reduced due to the introduction of new road networks.

4.2.7 Taking into account the above, the annual growth rate of **+1.83%** p.a. from ATC has been adopted in the traffic forecast for assessment. It is deemed sufficient to include any unexpected future growth as a result of any change related to land use or development in the local area.

4.3 Reference Traffic Flow in Year 2027

4.3.1 The year 2027 reference traffic flow is estimated by applying the adopted growth rate to the year 2023 existing traffic flow.

4.3.2 The 2027 reference traffic flows are presented in **Figure 4.1 (Rev A)**.

2027 Reference Flows (without proposed development) = **2023 Existing Flows** x **Adopted Growth Factor i.e. +1.83% p.a. for 4 years**

4.4 Traffic Trips of the Proposed Development

4.4.1 Owing to the fact that traffic rates of both generation and attraction for cold store and distribution centre are not specified in the latest Transport Planning & Design Manual (TPDM), the traffic trips are estimated by referring to **applicants'** data as elaborated in **Chapter 2**.

4.4.2 The forecasted peak traffic generation and attraction of the development took place between 10am and 12pm, which is different from the identified AM and PM peak hour (7:30am-8:30am; 5:30pm-6:30pm). However, as a conservative approach, the peak traffic generation and attraction will be used for the junction assessment for AM and PM peak hours.

4.4.3 Based on the information in **Table 2.3**, estimation of the peak traffic trips of the proposed Temporary Cold Storage for Poultry and Distribution Centre is tabulated in **Table 4.3**.

Table 4.3 Estimated Peak Traffic Trips of the Proposed Development

	Peak	
	Gen. (pcu/hr)	**Att. (pcu/hr)**
Proposed Temporary Cold Storage for Poultry and Distribution Centre(pcu/hr)	30	25
Total Trip (2-ways) (pcu/hr)	**55**	

4.4.4 It is anticipated that the proposed development would generate and attract 30 pcu/hr and 25 pcu/hr respectively during peak hours.

4.5 Traffic Forecast for Design Year 2027

4.5.1 The traffic trips of the proposed Temporary Cold Storage for Poultry and Distribution Centre is then superimposed onto the year 2027 reference traffic flow (without the proposed Temporary Cold Storage for Poultry and Distribution Centre) as illustrated in **Figure 4.2** to derive the year 2027 design traffic flow (with the proposed Temporary Cold Storage for Poultry and Distribution Centre).

Year 2027 Design Flow (with the proposed Temporary Cold Storage for Poultry and Distribution Centre)	=	**Year 2027 Reference Flow (without the proposed Temporary Cold Storage for Poultry and Distribution Centre)**	+	**Traffic Trips of the Proposed Temporary Cold Storage for Poultry and Distribution Centre**

4.5.2 The traffic flow during AM and PM peak periods in the design year 2027 (with the proposed Temporary Cold Storage for Poultry and Distribution Centre) are shown in **Figure 4.2 (Rev A)**.

4.6 Operational Assessment

4.6.1 To assess traffic impacts due to the proposed Temporary Cold Storage for Poultry and Distribution Centre, operational assessment of the critical junctions identified in **Chapter 3** are carried out for both reference (without the proposed Temporary Cold Storage for Poultry and Distribution Centre) and design (with the proposed Temporary Cold Storage for Poultry and Distribution Centre) scenarios in year 2027. The results are summarized in **Table 4.4** and the junction calculation sheets are attached in **Appendix A**.

Table 4.4 Operational Performance of Critical Junctions in Year 2027

Ref.	Junction	Method of Control	Year 2027 DFC/RC[1]			
			Reference Scenario (Without the Proposed Temporary Cold Storage for Poultry and Distribution Centre)		Design Scenario (With the Proposed Temporary Cold Storage for Poultry and Distribution Centre)	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Lin Ma Hang Road / Man Kam To Road	Priority	0.81	0.85	0.81	0.85
B	Sha Leng Road/ Man Kam To Road	Priority	0.26	0.13	0.26	0.13
C	Lo Wu Station Road/ Man Kam To Road	Priority	0.31	0.17	0.36	0.22
D	Fu Tei Au Road / Man Kam To Road	Signalized	22%	17%	20%	16%
E	Po Wan Road/ Man Kam To Road	Signalized	69%	70%	68%	68%
F	Tin Ping Road/ Jockey Club Road	Signalized	70%	54%	69%	52%
G	Jockey Club Road/ Po Shek Wu Road	Roundabout	0.43	0.54	0.43	0.54
RC	Po Shek Wu Road Interchange (Tai Tau Leng Roundabout)	Roundabout	**0.9**	**0.85**	**0.9**	**0.85**

Notes:
(1) DFC = Design Ratio of Flow to Capacity for Priority Junction/Roundabout
RC = Reserve Capacity for Signalized Junction

4.6.2 The assessment results in **Table 4.4** revealed that all critical junctions would still operate within their capacities in both reference scenario (without proposed development) and design scenario (with proposed development) in 2027 during the peak hours except the following junction:

- Po Shek Wu Road Interchange (Tai Tau Leng Roundabout) (RC)

4.6.3 As mentioned in **Section 4.4.2**, the peak traffic generation and attraction of the development took place between 10am and 12pm. The 2027 design traffic flows (with

proposed development) during peak hour has included the traffic generation and attractions of the proposed development for assessment as a conservative approach. It is anticipated that the proposed development would generate and attract 30 pcu/hr and 25 pcu/hr respectively during peak hours.

4.6.4 The peak traffic generated by the proposed development is small and would induce insignificant impact on the surrounding road network.

4.7 Public Transport Demand Assessment

4.7.1 According to the information provided by the applicant, the working hours and number of staff anticipated is detailed in below **Table 4.5** and the assessment result is demonstrated in **Table 4.6**:

Table 4.5 Information of Working Hours and Number of Staff

Type	Working Hour	Number of Staff
Officer	9am – 6pm	20
Distributor	24 hours (Divided into 3 shifts)	20 workers per shift

Table 4.6 Demand of Public Transport Services in Vicinity (With the Proposed Development)

	GMB 59K To Sheung Shui	GMB 59K To Lin Ma Hang	Bus 73K To Sheung Shui	Bus 73K To Man Kam To Road
AM Peak (0730-0830)				
Nos. of Services	1	2	3	3
Average headway (min)	60	30	20	20
Total Capacity (pax/hour)	19	38	243	243
Total nos. of Passengers on Board	19	37	114	77
Average Occupancy (%)	100.00%	97.37%	46.91%	31.69%
PM Peak (1700-1800)				
Nos. of Services	3	3	4	4
Average headway (min)	20	20	15	15
Total Capacity (pax/hour)	54	54	324	324
Total nos. of Passengers on Board	45	43	129	70
Average Occupancy (%)	83.33%	79.63%	39.81%	21.61%

4.7.2 According to the assessment results, the public transport services will still be operated with ample capacity after the commencement of the proposed development. It is considered that the impact on the existing public transport services from the proposed development is negligible.

4.7.3 Even though there is limited public transport available in the vicinity, the site was not intended to make accessible for the public. Goods vehicles will stop at the site for loading/ unloading the chilled poultry. Therefore, the limited provision of public transport services should not be a concern.

4.8 Critical Link Assessment

4.8.1 To assess traffic impacts due to the proposed Temporary Cold Storage for Poultry and Distribution Centre, operational assessment of the Man Kam To Road and Lo Wu Station Road are carried out and the results are shown below **Tables 4.8** and **4.10**:

Critical Section of Man Kam To Road at Junction C in year 2027 Design Scenario (Two-way):

Table 4.7 Man Kam To Road lane capacity

Man Kam To Road north bound capacity[1] (veh/hr)	Man Kam To Road south bound capacity[2] (veh/hr)	Capacity reduction due to high proportion of heavy vehicles[3] (veh/hr)	Man Kam To Road north bound Total capacity[4] (pcu/hr)	Man Kam To Road south bound Total capacity[4] (pcu/hr)
1,900	850	275	2,736	1,224

Notes:

(1) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 13.5m district distributor undivided carriageway one directional of flow.

(2) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 6.75m district distributor 2 lane carriageway one directional of flow.

(3) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.2. Site adjustment factor has been applied with reference to the survey result of the HV% , road condition and road side activities on Man Kam To Road.

(4) Reference has been made to the survey result. PCU factor of 1.6 has been derived from the result of the on-site traffic count survey which has been applied to the calculation of the Lane capacity

Lane capacity (pcu/hr) for Man Kam To Road North Bound

=Designed flow * (1- Reduction in design flow level)* pcu factor

=1900 * (1-10%) * 1.6

= 2763 (pcu/hr)

Lane capacity (pcu/hr) for Man Kam To Road South Bound

=Designed flow * (1- Reduction in design flow level)* pcu factor / No. of lanes

=1700 * (1-10%) * 1.6 /2

= 1224 (pcu/hr)

Table 4.8 V/C ratio of Man Kam To Road lane

Man Kam To Road	Demand Flow (pcu/hr)		Lane Capacity (pcu/hr)	V/C ratio	
	AM Peak	PM Peak		AM Peak	PM Peak
North Bound	935	750	2,736	0.35	0.28
South Bound	815	900	1,224	0.67	0.74

Critical Section of Lo Wu Station Road at Junction C in year 2027 Design Scenario (Two-way):

Table 4.9 Lo Wu Station Road lane capacity

Lo Wu Station Road capacity[1] (veh/hr)	Capacity reduction due to high proportion of heavy vehicles[2] (veh/hr)	Total capacity[3] (pcu/hr)
1,400	140	2,016

Note:

(1) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 6.75m district distributor 2 lane carriageway two directional of flow.

(2) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.2. Site adjustment factor has been applied with reference to the survey result of the HV%, road condition and road side activities on Lo Wu Station Road.

(3) Reference has been made to the survey result. PCU factor of 1.6 has been derived from the result of the on-site traffic count survey which has been applied to the calculation of the Lane capacity

Lane capacity (pcu/hr) for each side of Lo Wu Station Road

= Designed flow * (1- Reduction in design flow level)* pcu factor / No. of lanes

=1400 * (1-10%) * 1.6 /2

= 1008 (pcu/hr)

Table 4.10 V/C ratio of Lo Wu Station Road lane

Lo Wu Station Road	Demand Flow (pcu/hr)		Lane Capacity (pcu/hr)	V/C ratio	
	AM Peak	PM Peak		AM Peak	PM Peak
West Bound	105	70	1,008	0.10	0.07
East Bound	130	85	1,008	0.13	0.08

4.8.2 The result shows that even with the proposed development, Man Kam To Road and Lo Wu Station Road will still operate with ample capacity. The additional traffic trips related to the proposed Temporary Cold Storage for Poultry and Distribution Centre are considered insignificant and can be absorbed by the road network.

5 PEDESTRIAN ARRANGEMENT

5.1 Existing Footpath Within the Site Area

5.1.1 There are two existing footpaths located in the site area as shown in **Figure 5.1**. To deliver a more convenient pedestrian access with better walking environment, it is proposed to have a new footpath with entrance (approximately 210m in length), as shown in **Figure 5.2 (REV A)** and the pedestrian routing (approximately 400m in length) for bus stop as shown in **Figure 5.3**.

5.1.2 Pedestrian flow assessment of the uncontrolled cautionary crossing at Lo Wu Station Road is summarized in **Table 5.1 & 5.2**.

Table 5.1 Assessment at Pedestrian Crossing

Pedestrian Crossing	Direction	Width	Observed Flow		Capacity	V/C ratio%	
			AM	PM		AM	PM
Lo Wu Station Road	2-ways	2.9m	5	5	1500[(1)]	1%	1%

Note:

(1) Reference to TPDM Volume2, Chapter 3.7 Table 3.7.2.1

Table 5.2 Assessment at Pedestrian Crossing (With Proposed Development)

Pedestrian Crossing	Direction	Width	Observed Flow		Capacity	V/C ratio%	
			AM	PM		AM	PM
Lo Wu Station Road	2-ways	2.9m	45	25	1500[(1)]	3%	2%

Note:

(1) Reference to TPDM Volume2, Chapter 3.7 Table 3.7.2.1

5.1.3 Based on the assessment results, the concerned crossing will still operate with amble capacity after the introduction of the proposed development. Moreover, the traffic flow at Lo Wu Station Road is considered to be insignificant, the impact on the Lo Wu Station Road from the additional pedestrian is considered to be negligible.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 The applicant is re-submit a Section 16 Planning Application for proposed temporary cold storage for poultry and distribution centre for a period of 3 years with filling of land at Various Lots in D.D. 89 and adjoining government land, Man Kam To Road, Sha Ling, New Territories for the approval of Town Planning Board (TPB). The proposed of use is the same with the previous approved application (No. A/NE-FTA/201) but with some major modifications proposed to the approved application..

6.1.2 In support of the aforesaid application, a traffic impact assessment is required to review and appraise any possible traffic impact induced by the proposed development on the adjacent road network.

6.1.3 In order to study the existing traffic condition of the above critical junctions, traffic flow has been derived from the Traffic Consultant's year 2018 in-house traffic survey data with appropriate growth factor applied.

6.1.4 It is anticipated that the proposed Temporary Cold Storage for Poultry and Distribution Centre will be operated in year 2024. In order to assess any related traffic impact incurred by the proposed development on the local road network, year 2027 (i.e. 3 years after the planned commencement year of the proposed Temporary Cold Storage for Poultry and Distribution Centre) is adopted as the design year for this study.

6.1.5 By conservative approach, the annual growth rate of +1.83% p.a. is adopted in the traffic forecast for further assessment. It is deemed sufficient to include any unexpected future growth as a result of any change related to land use or development in the local area.

6.1.6 The assessment results revealed that all critical junctions would still operate within their capacities in both reference scenario (without proposed development) and design scenario (with proposed development) in 2027 during the peak hours except the following junction:

- Po Shek Wu Road Interchange (Tai Tau Leng Roundabout) (RC)

6.1.7 The peak traffic generation and attraction of the development took place between 10am and 12pm. The 2027 design traffic flows (with proposed development) during peak hour has included the traffic generation and attractions of the proposed development for assessment as a conservative approach. It is anticipated that the proposed development would generate and attract 30 pcu/hr and 25 pcu/hr respectively during peak hours.

6.1.8 The peak traffic generated by the proposed development is small and would induce insignificant impact on the surrounding road network.

6.1.9 There are two existing footpaths located in the site area. To deliver a more convenient pedestrian access with better walking environment, it is proposed to have a new footpath. The proposed footpath will be 5m wide along the western site boundary. Replacing the old footpath.

6.1.10 Pedestrian flow assessment was conducted at the uncontrolled cautionary crossing at Lo Wu Station Road. The assessment results indicated that the concerned crossing will still operate with amble capacity after the introduction of the proposed development.

6.2 Conclusion

6.2.1 In conclusion, this TIA has demonstrated that the traffic generated by the proposed development would induce insignificant impacts on the surrounding road network.

6.2.2 Therefore, the proposed development is considered acceptable and supported in traffic engineering point of view.

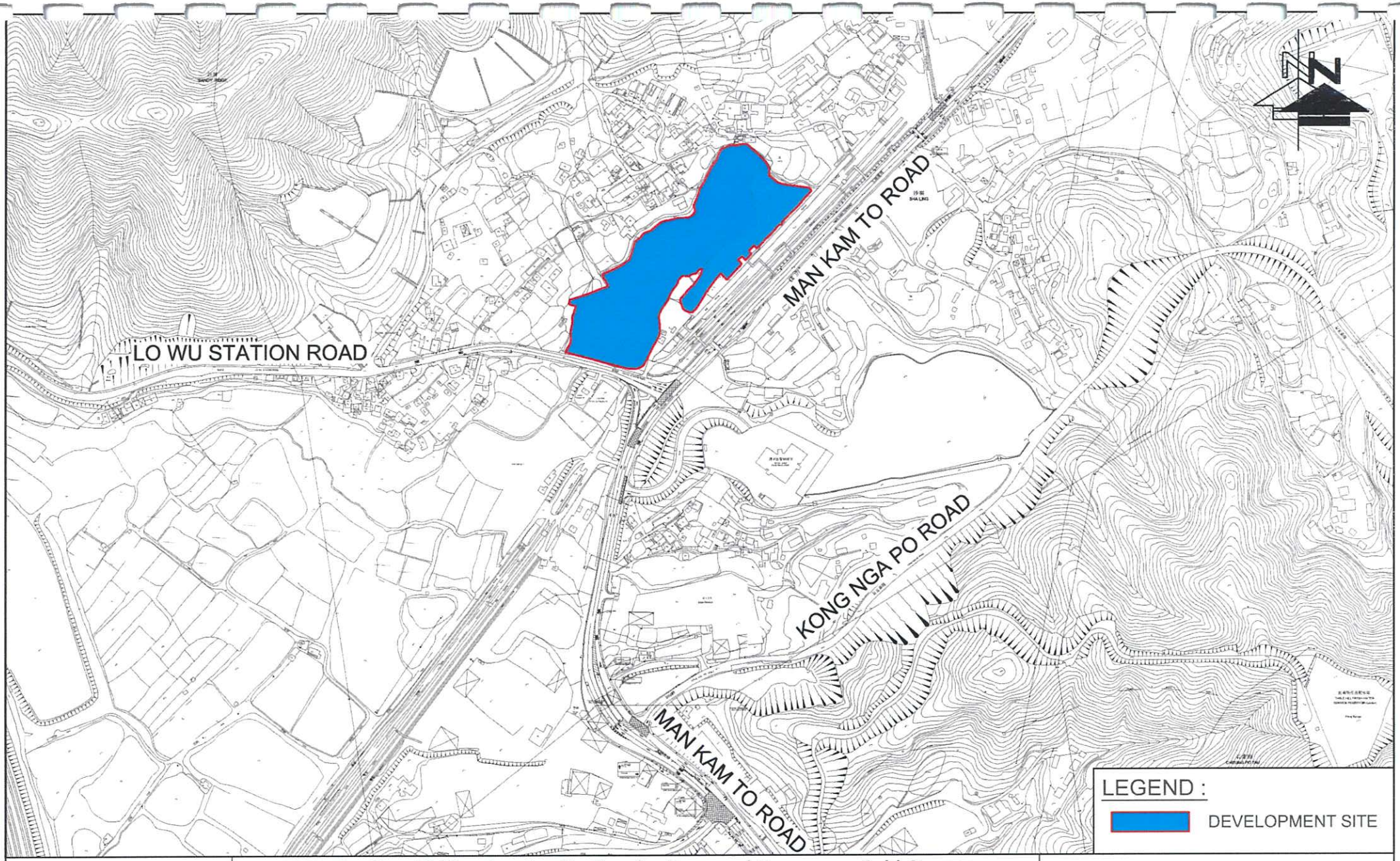


FIGURE NO.: 1.1		PROJECT TITLE:	Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475,476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories
PROJECT NO.: 21148HK		DRAWING TITLE:	
SCALE: 1 : 5000 @A4	DATE: October 2024		

C&K Land Management Company Limited

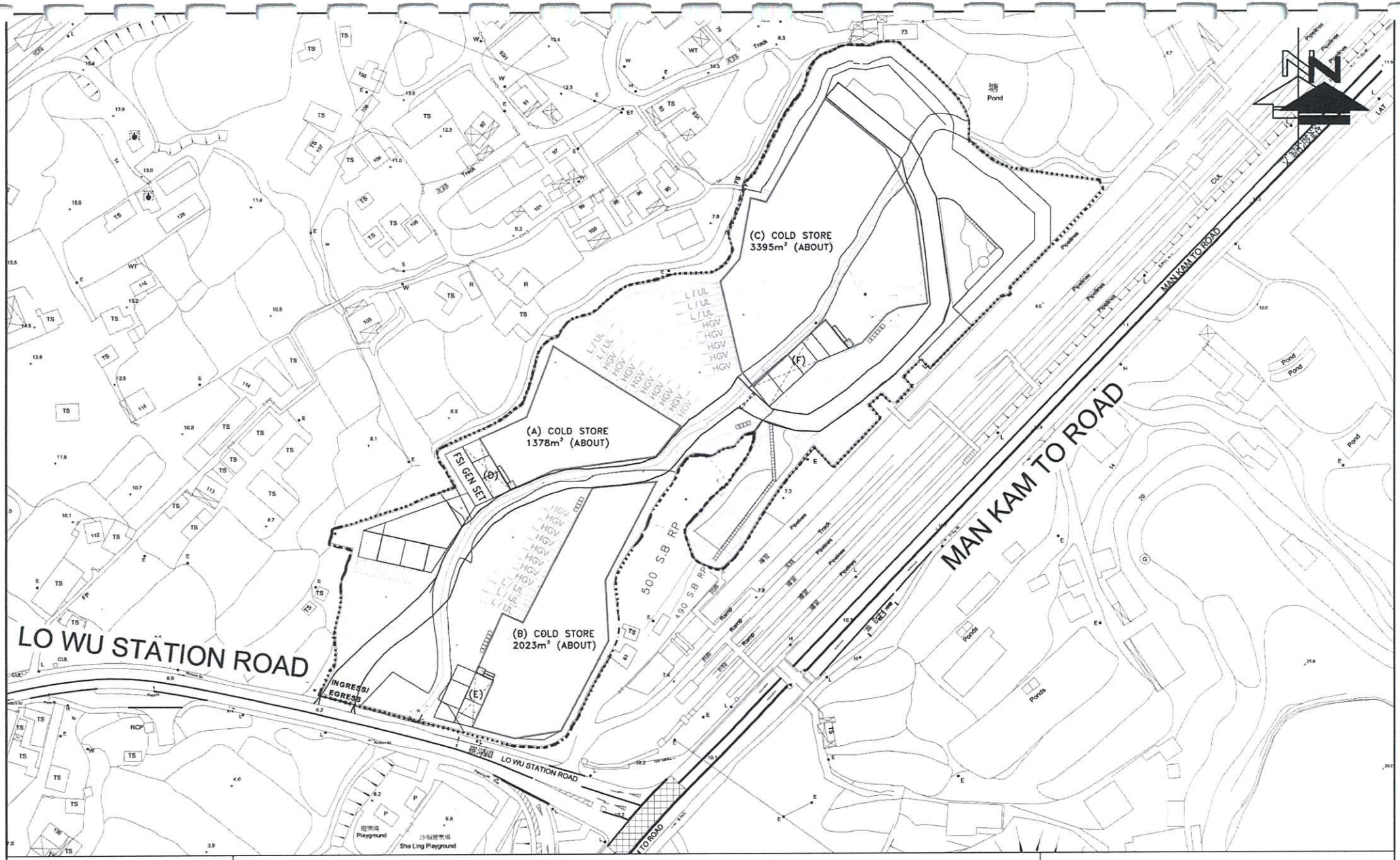
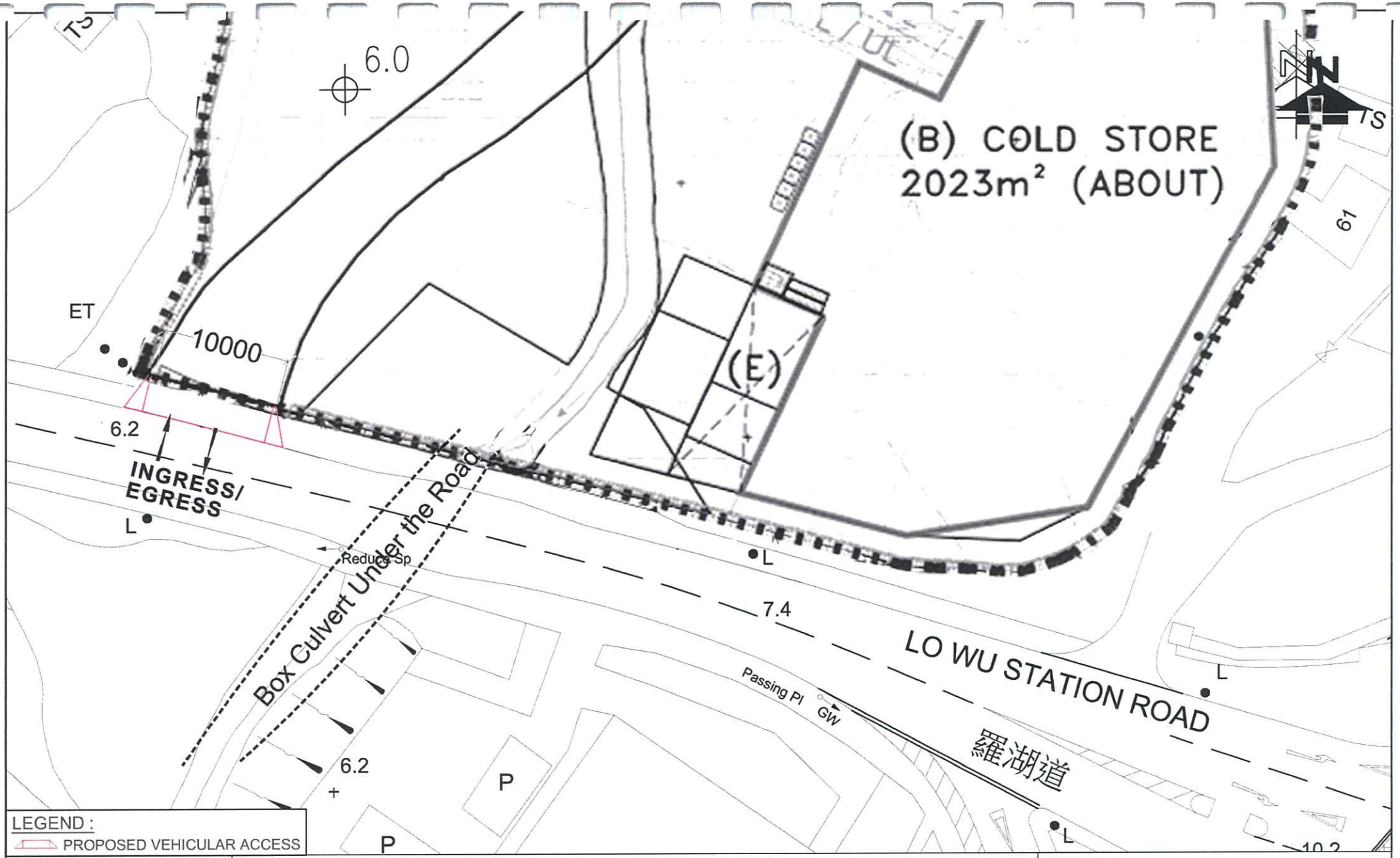


FIGURE NO.: 2.1	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475,476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories	C&K Land Management Company Limited
PROJECT NO.: 21148HK	DRAWING TITLE:	
SCALE: 1 : 1600 @A4 / DATE: October 2024		



LEGEND :
PROPOSED VEHICULAR ACCESS

FIGURE NO.: 2.2	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475,476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories	C&K Land Management Company Limited
PROJECT NO.: 21148HK	DRAWING TITLE:	
SCALE: 1 : 400 @A4 / DATE: October 2024		



FIGURE NO.: SP-02	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475,476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories	C&K Land Management Company Limited
PROJECT NO.: 21148HK	DRAWING TITLE:	
SCALE: 1 : 1000 @A4 / DATE: October 2024		



FIGURE NO.: SP-01	PROJECT TITLE:	Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475,476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories
PROJECT NO.: 21148HK	DRAWING TITLE:	
SCALE: 1 : 1000 @A4 / DATE: October 2024		C&K Land Management Company Limited

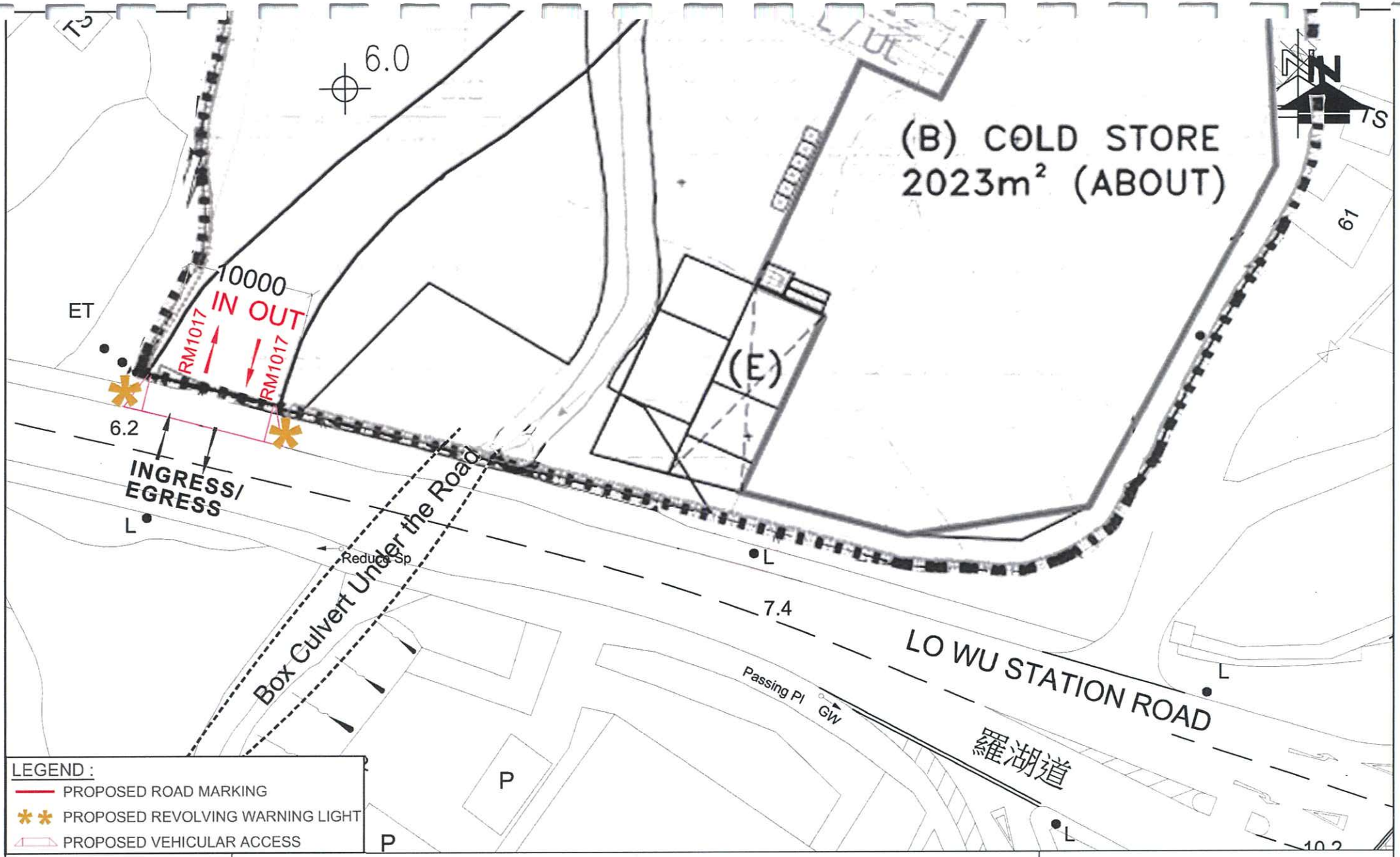


FIGURE NO.: 2.3	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475,476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories	C&K Land Management Company Limited
PROJECT NO.: 21148HK	DRAWING TITLE:	
SCALE: 1 : 400 @A4 / DATE: October 2024		

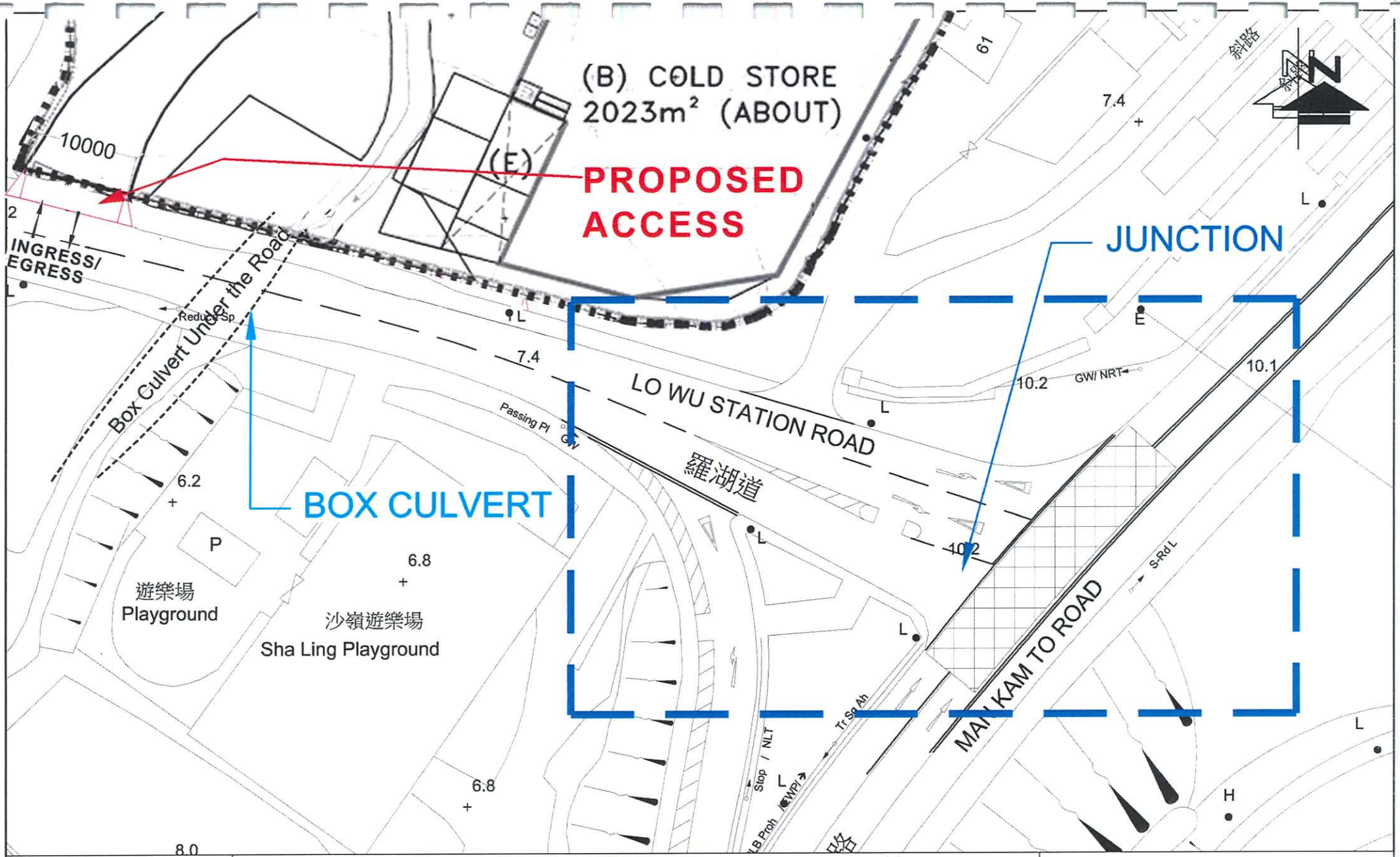


FIGURE NO.: 2.4	PROJECT TITLE:	Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475,476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories	C&K Land Management Company Limited
PROJECT NO.: 21148HK	DRAWING TITLE:		
SCALE: 1 : 500 @A4 / DATE: October 2024			

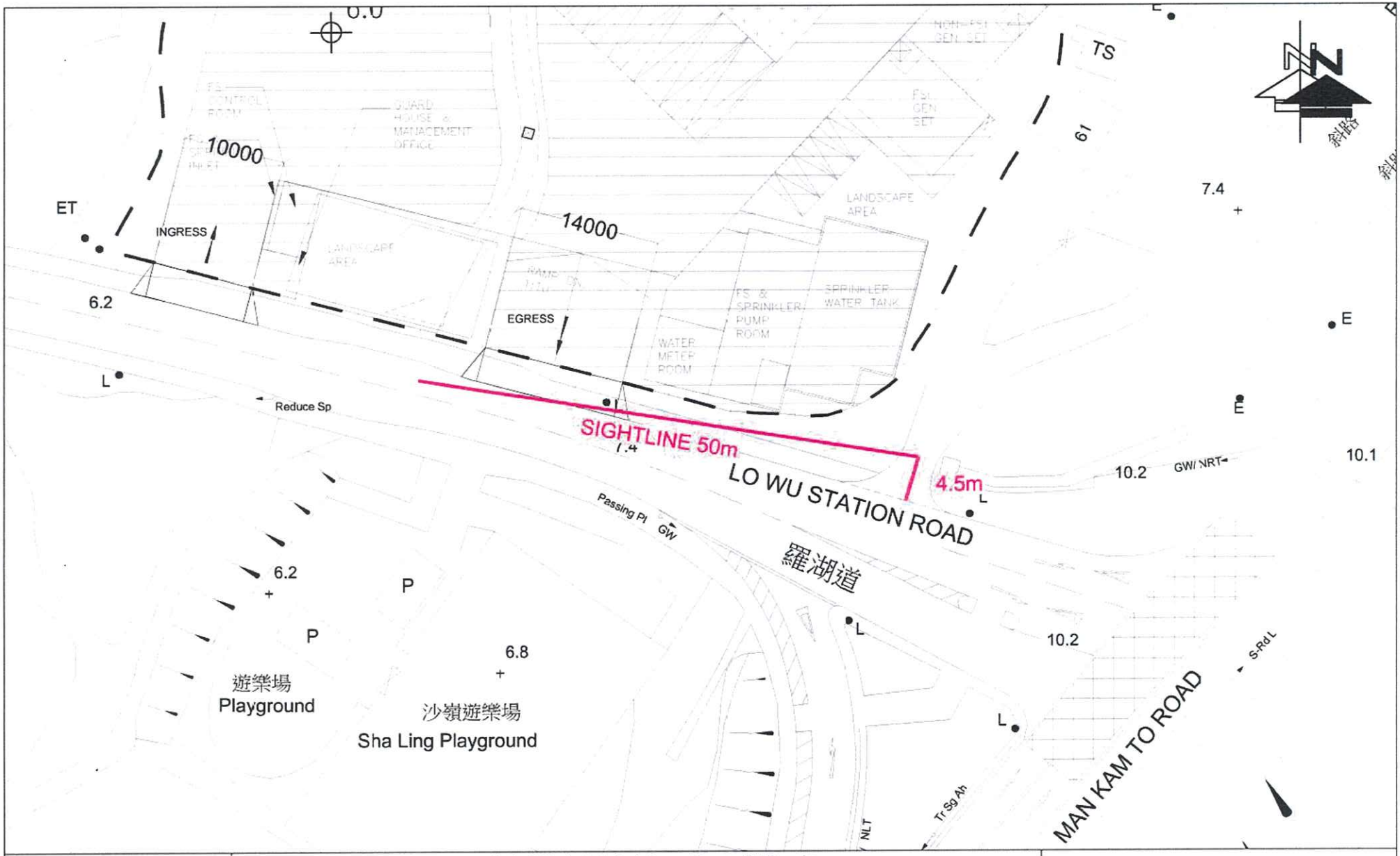


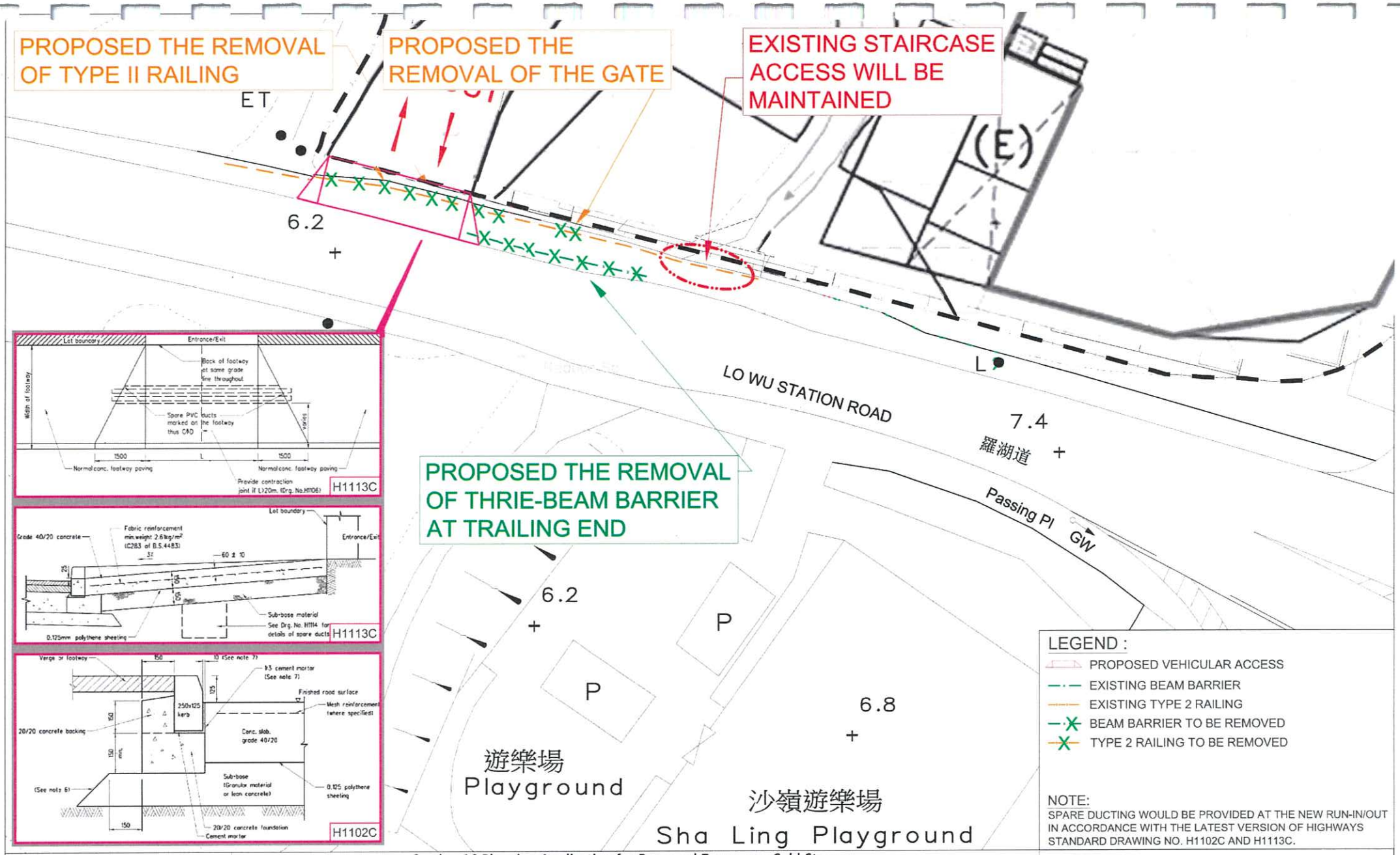
FIGURE NO.: 2.5	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in 'Agriculture' Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP* in D.D. 89 and adjoining Government Land, Man Kam To Road Sandy Ridge, New Territories	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 21148HK	DRAWING TITLE: SIGHTLINE ASSESSMENT AT ACCESS ROAD OF HOUSE 60/61	
SCALE: 1 : 500 @A4 / DATE: 02 AUG 2023		

PROPOSED THE REMOVAL OF TYPE II RAILING

PROPOSED THE REMOVAL OF THE GATE

EXISTING STAIRCASE ACCESS WILL BE MAINTAINED

PROPOSED THE REMOVAL OF THRIE-BEAM BARRIER AT TRAILING END



LEGEND :

- PROPOSED VEHICULAR ACCESS
- EXISTING BEAM BARRIER
- EXISTING TYPE 2 RAILING
- BEAM BARRIER TO BE REMOVED
- TYPE 2 RAILING TO BE REMOVED

NOTE:
SPARE DUCTING WOULD BE PROVIDED AT THE NEW RUN-IN/OUT IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAYS STANDARD DRAWING NO. H1102C AND H1113C.

FIGURE NO.: 2.6	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475,476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories
PROJECT NO.: 21148HK	DRAWING TITLE: MODIFICATION WORKS OF EXISTING STREET FURNITURE FOR VEHICULAR ACCESS
SCALE: 1 : 250 @A3	DATE: October 2024

C&K Land Management Company Limited

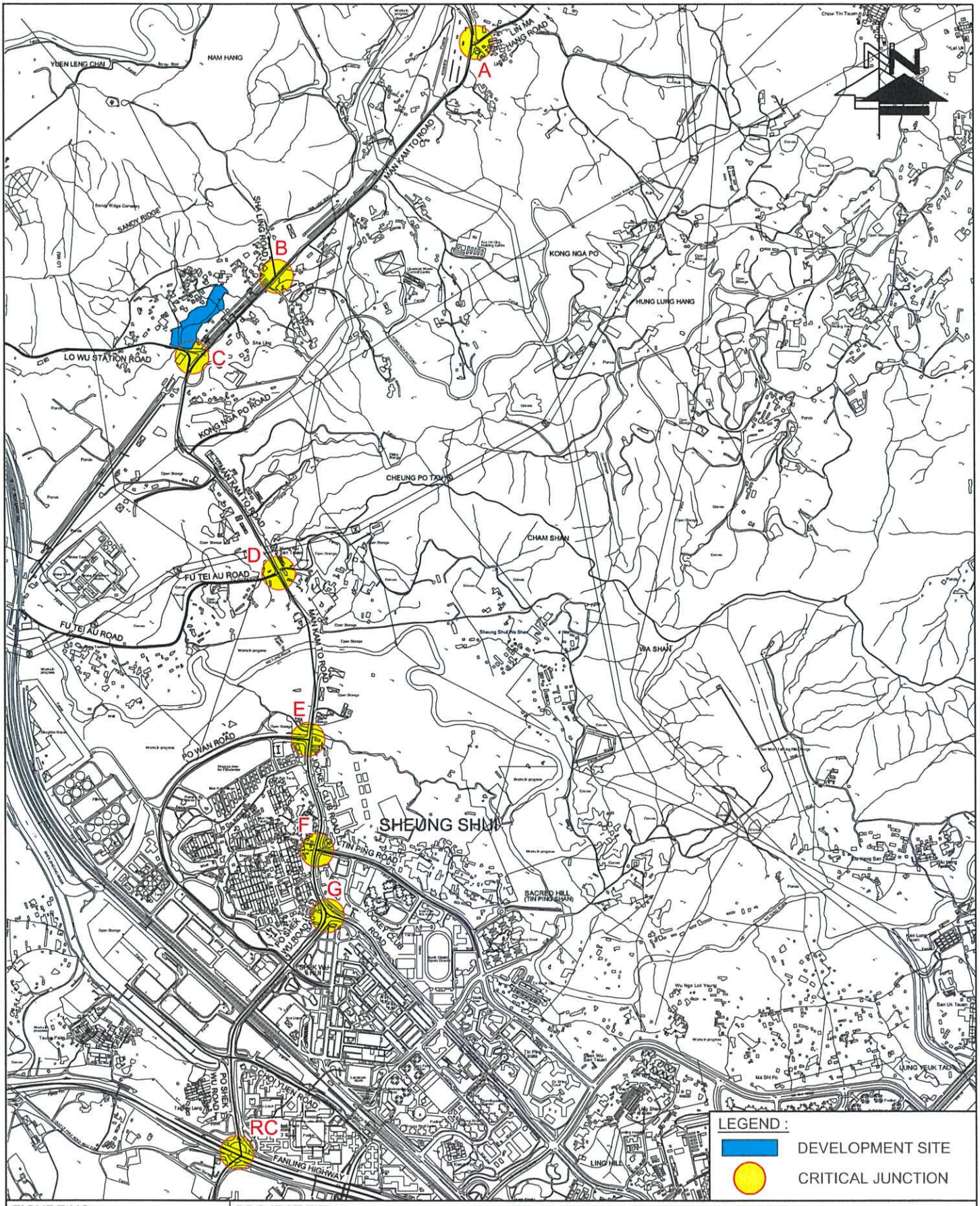


FIGURE NO.: 3.1	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories
PROJECT NO.: 21148HK	DRAWING TITLE: IDENTIFIED CRITICAL JUNCTIONS AND EXISTING ROAD NETWORK
SCALE: 1 : 17000 @A4 / DATE: 25 JUL 2022	CTA Consultants Limited 志達顧問有限公司

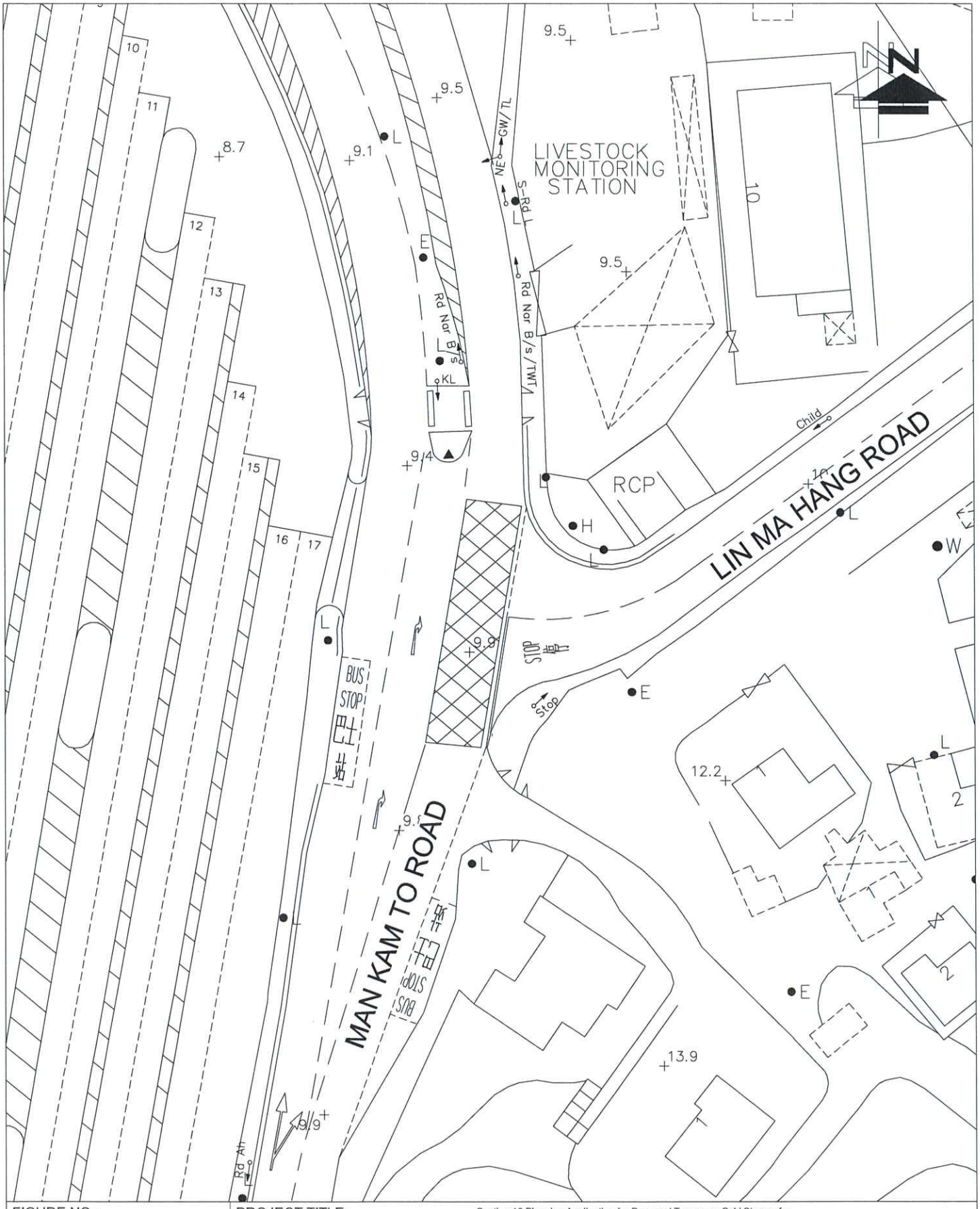


FIGURE NO.: 3.2	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 482 RP, 483, 484, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories
PROJECT NO.: 21148HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF MAN KAM TO ROAD / LIN MA HANG ROAD (A)
SCALE: 1 : 500 @A4	DATE: 14 JAN 2022
	CTA Consultants Limited 志達顧問有限公司

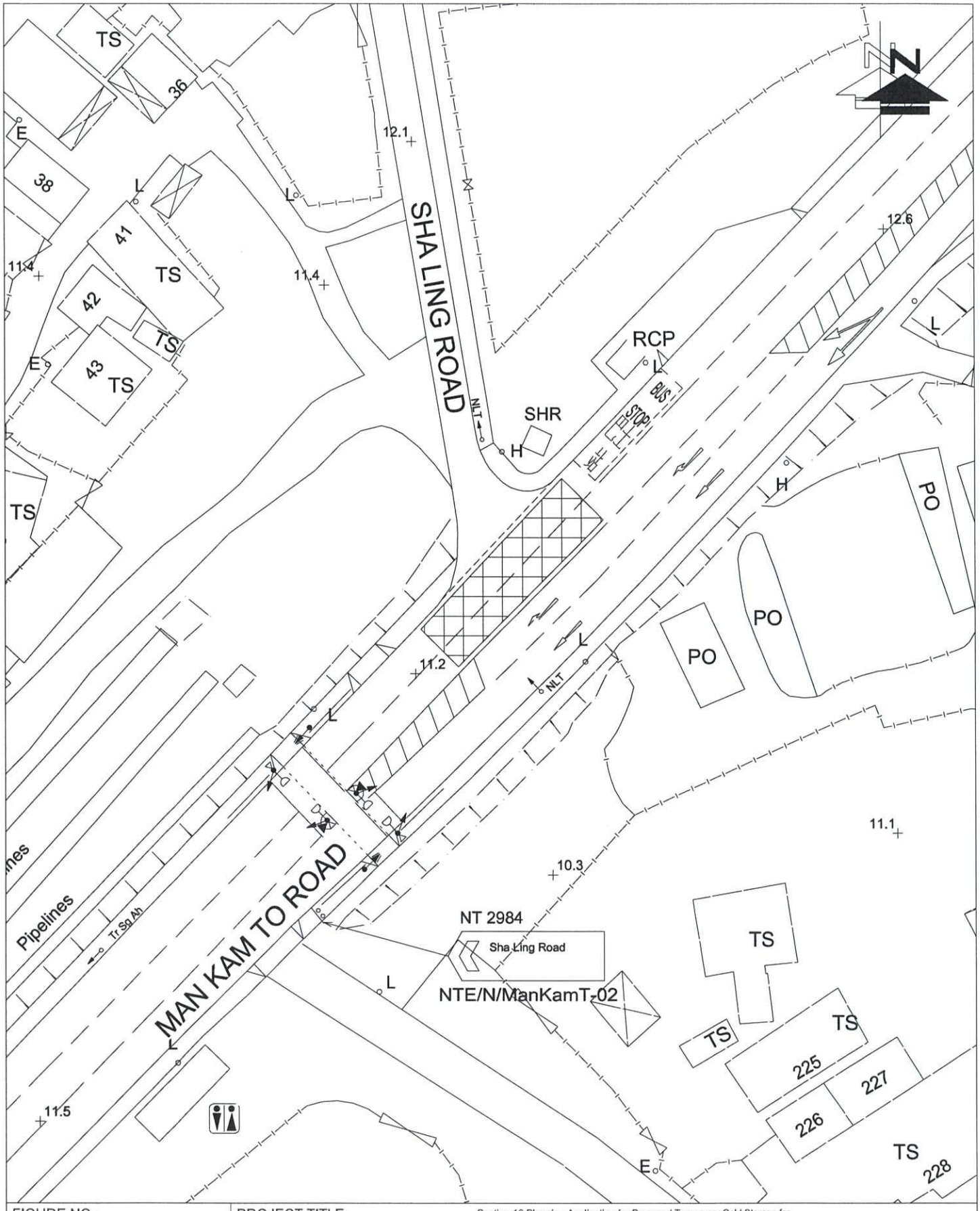


FIGURE NO.: 3.3	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 482 RP, 483, 484, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories
PROJECT NO.: 21148HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF MAN KAM TO ROAD / SHA LING ROAD (B)
SCALE: 1 : 500 @A4	DATE: 14 JAN 2022
	CTA Consultants Limited 志達顧問有限公司

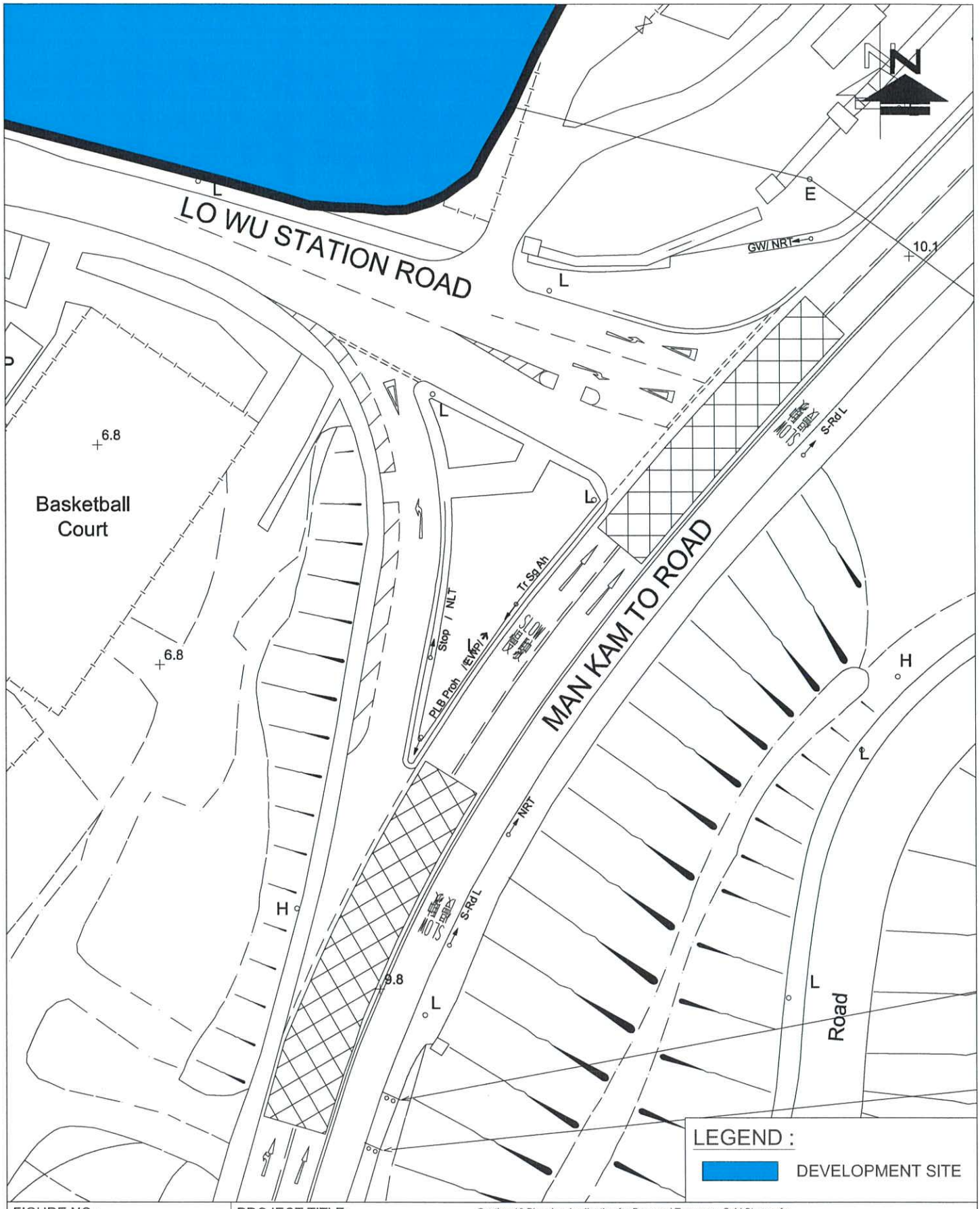
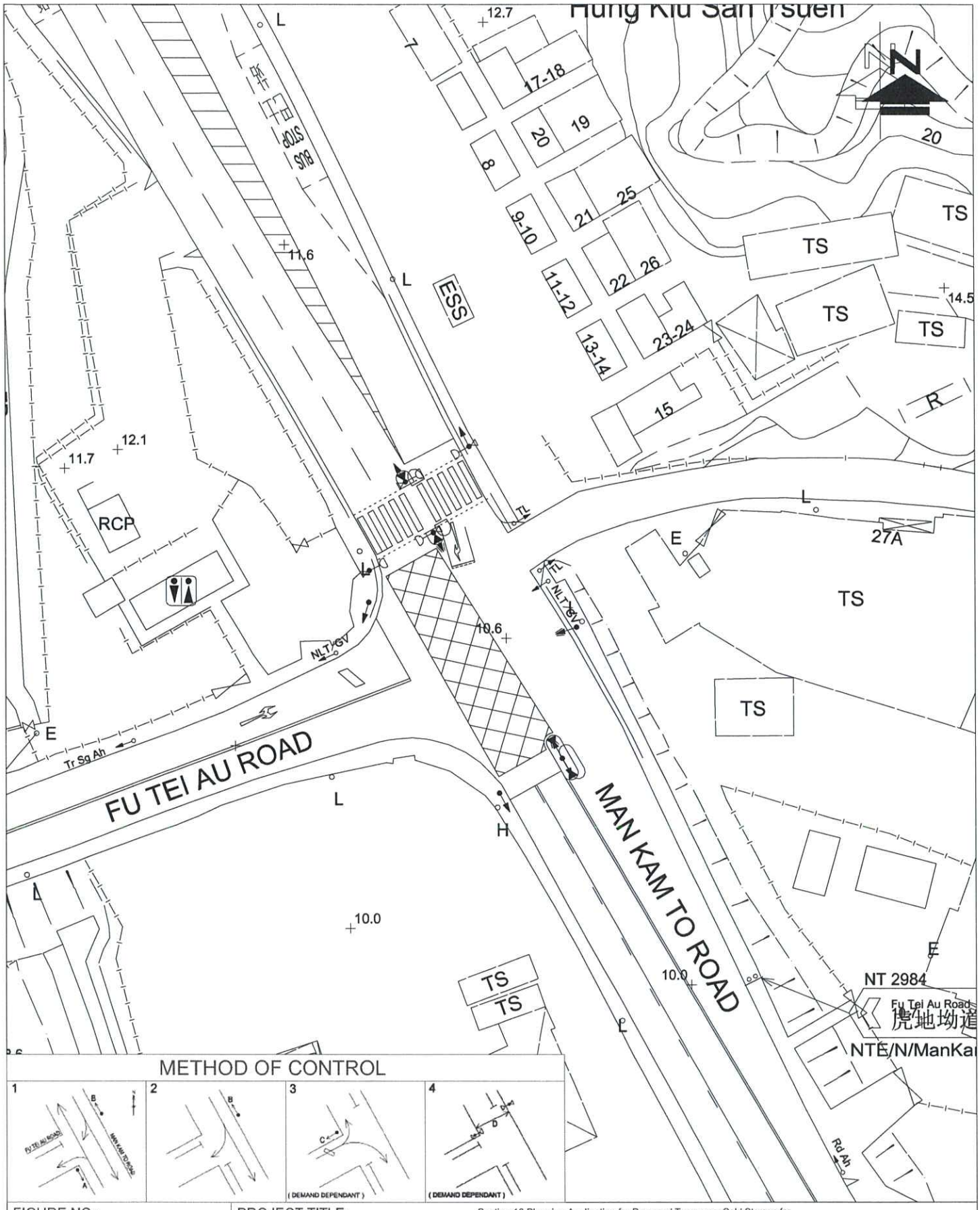
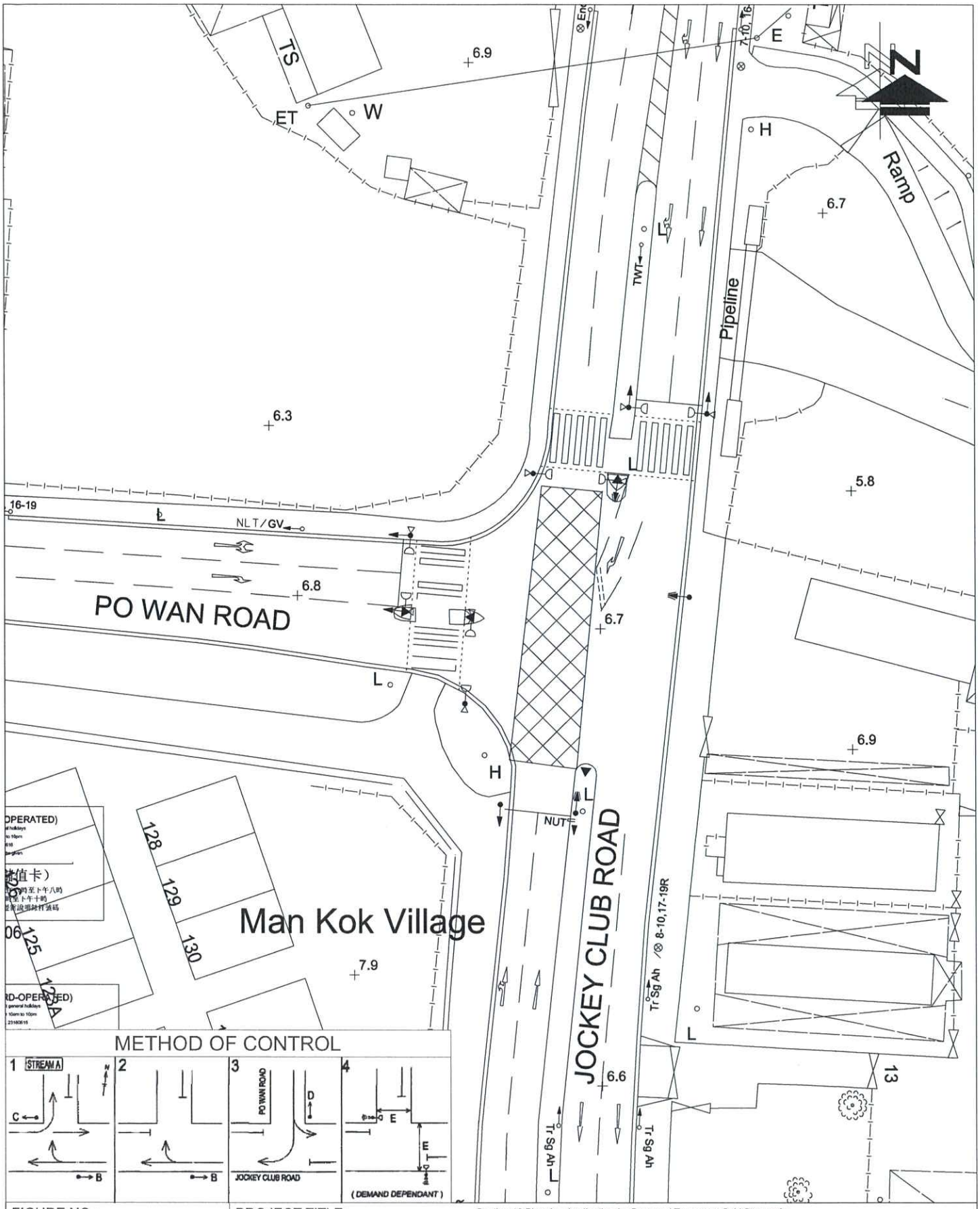


FIGURE NO.: 3.4	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 482 RP, 483, 484, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories
PROJECT NO.: 21148HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF MAN KAM TO ROAD / LO WU STATION ROAD(C)
SCALE: 1 : 500 @A4 / DATE: 14 JAN 2022	CTA Consultants Limited 志達顧問有限公司



METHOD OF CONTROL

FIGURE NO.: 3.5	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 482 RP, 483, 484, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories
PROJECT NO.: 21148HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF MAN KAM TO ROAD / FU TEI AU ROAD (D)
SCALE: 1 : 500 @A4 / DATE: 14 JAN 2022	CTA Consultants Limited 志達顧問有限公司



METHOD OF CONTROL

FIGURE NO.: 3.6	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 482 RP, 483, 484, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories
PROJECT NO.: 21148HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF JOCKEY CLUB ROAD / PO WAN ROAD (E)
SCALE: 1 : 500 @A4	DATE: 14 JAN 2022

CTA Consultants Limited
志達顧問有限公司

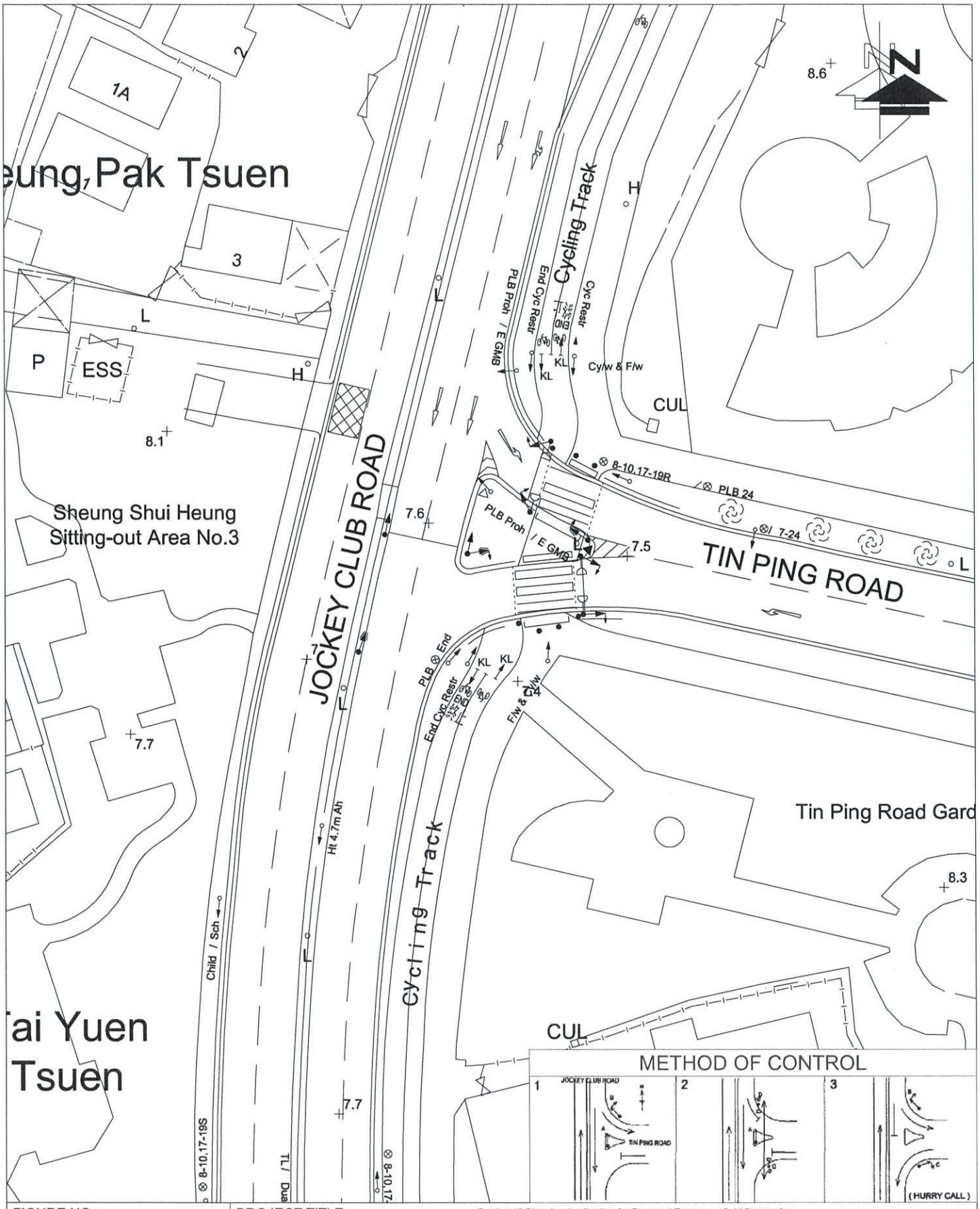


FIGURE NO.: 3.7	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 482 RP, 483, 484, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories	
PROJECT NO.: 21148HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF JOCKEY CLUB ROAD / TIN PING ROAD (F)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 500 @A4 / DATE: 14 JAN 2022		

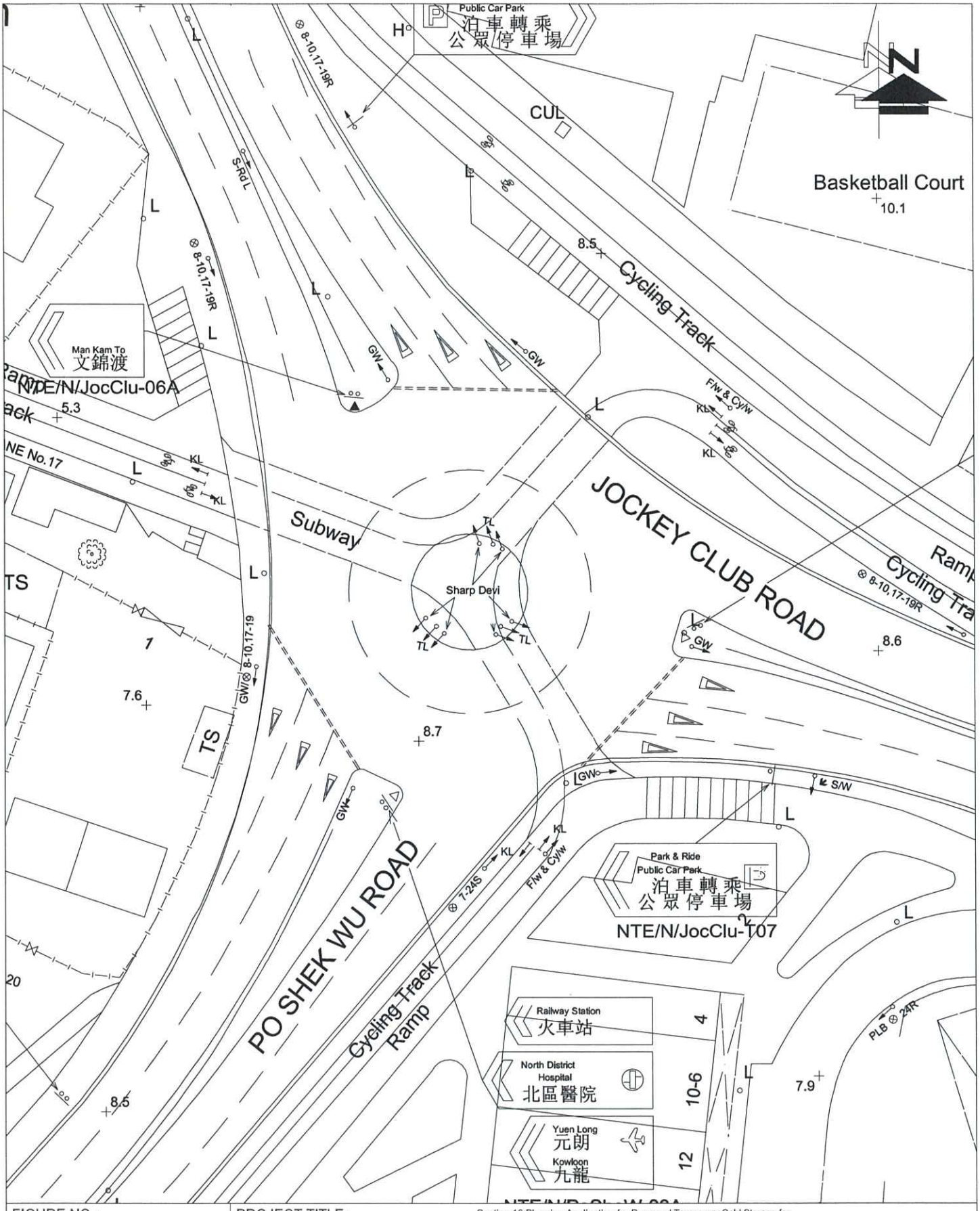


FIGURE NO.: 3.8	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works In "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 482 RP, 483, 484, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories
PROJECT NO.: 21148HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF JOCKEY CLUB ROAD / PO SHEK WU ROAD (G)
SCALE: 1 : 500 @A4 / DATE: 14 JAN 2022	CTA Consultants Limited 志達顧問有限公司

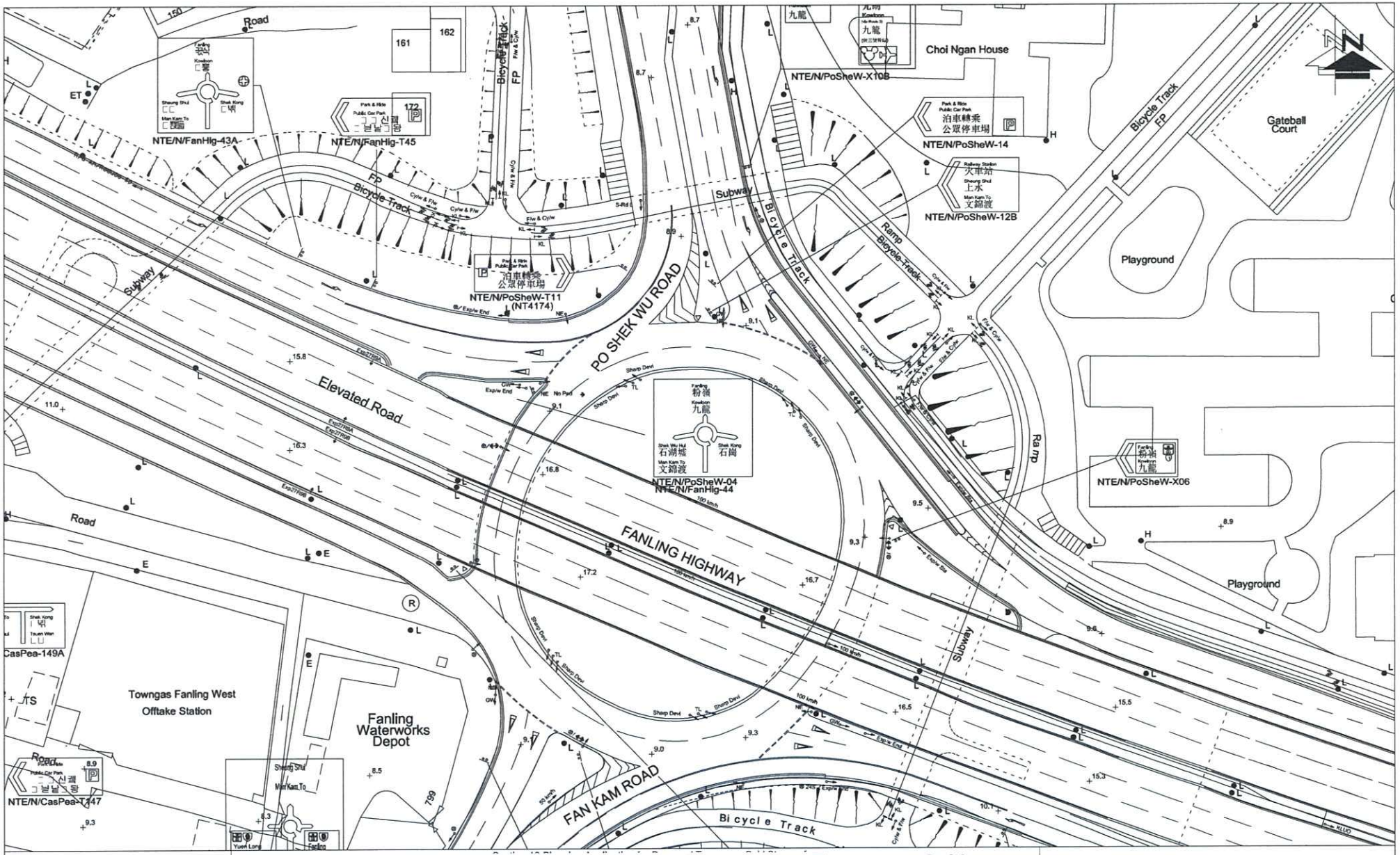


FIGURE NO.: 3.9		PROJECT TITLE:	Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories.
PROJECT NO.: 21148HK		DRAWING TITLE: FANLIN	
SCALE: 1 : 1000 @A4	DATE: 14 JAN 2022		

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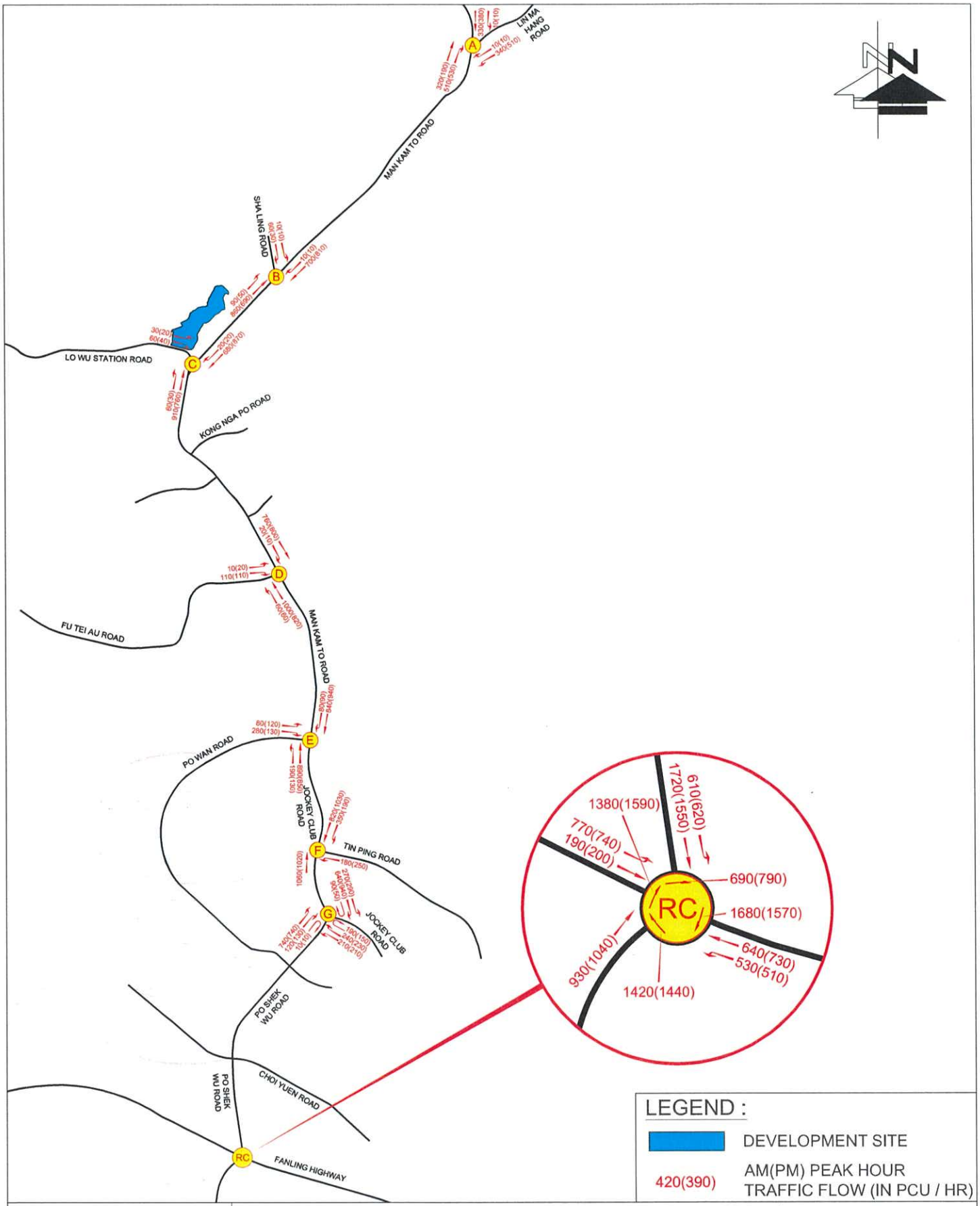


FIGURE NO.: 3.10 (REV A)	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories	
PROJECT NO.: 21148HK	DRAWING TITLE: 2023 EXISTING TRAFFIC FLOW	CTA Consultants Limited 志達顧問有限公司
SCALE: N. T. S. @A4 / DATE: 07 SEP 2023		

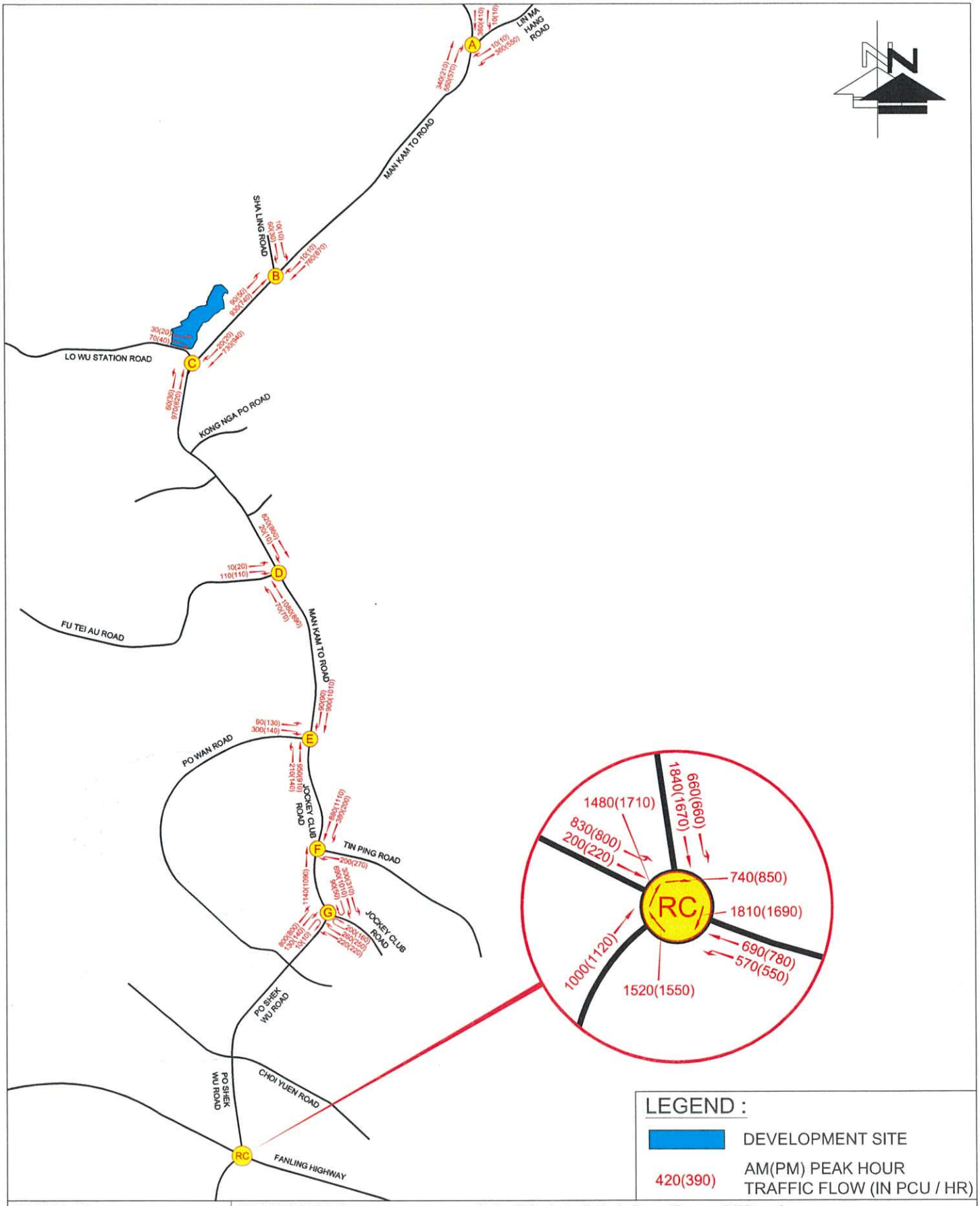


FIGURE NO.: 4.1 (REV A)	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories	
PROJECT NO.: 21148HK	DRAWING TITLE: 2027 REFERENCE TRAFFIC FLOW	CTA Consultants Limited 志達顧問有限公司
SCALE: N. T. S. @A4 / DATE: 07 SEP 2023		

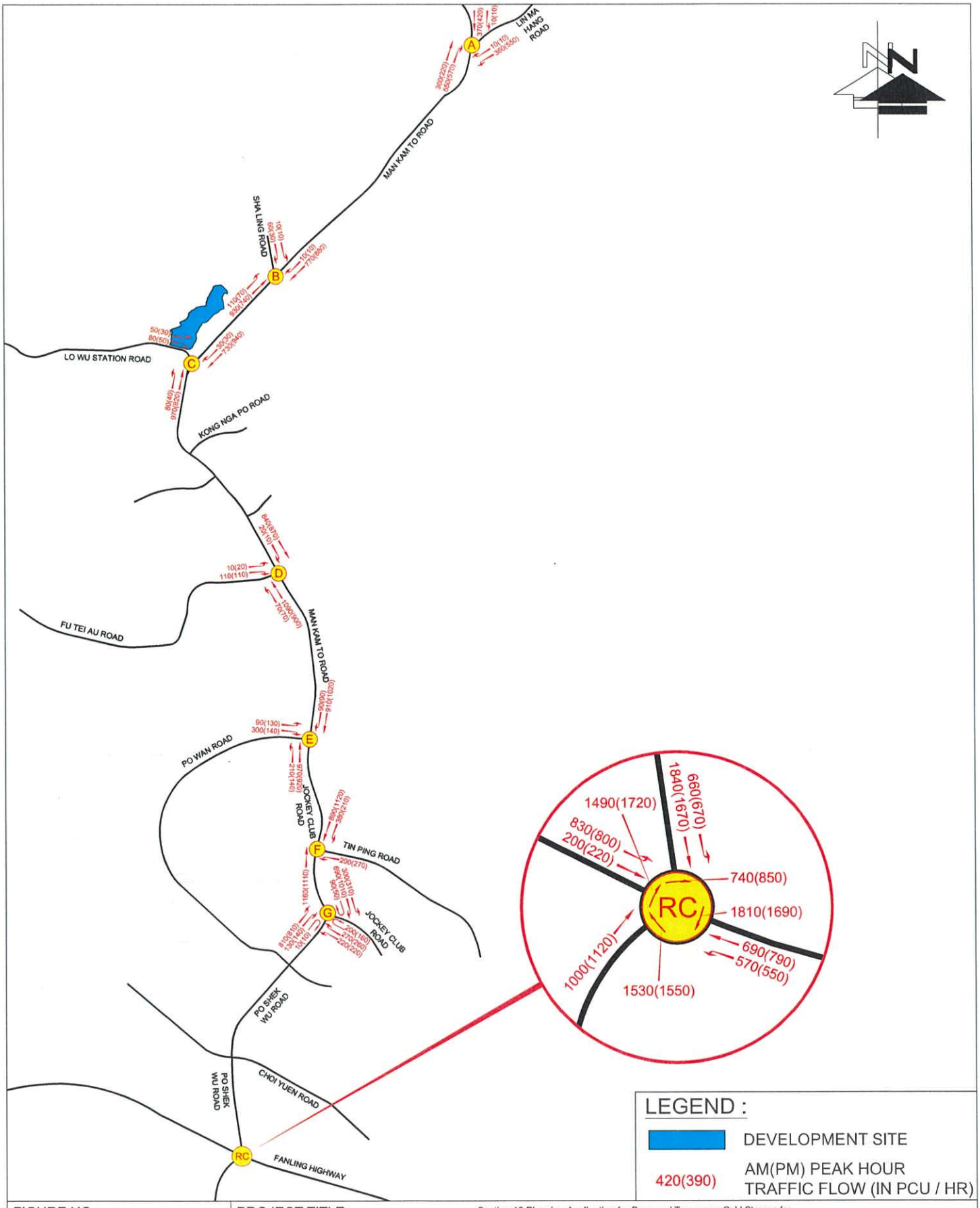


FIGURE NO.: 4.2 (REV A)	PROJECT TITLE:	Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories
PROJECT NO.: 21148HK	DRAWING TITLE:	2027 DESIGN TRAFFIC FLOW
SCALE: N. T. S. @A4 / DATE: 07 SEP 2023		CTA Consultants Limited 志達顧問有限公司

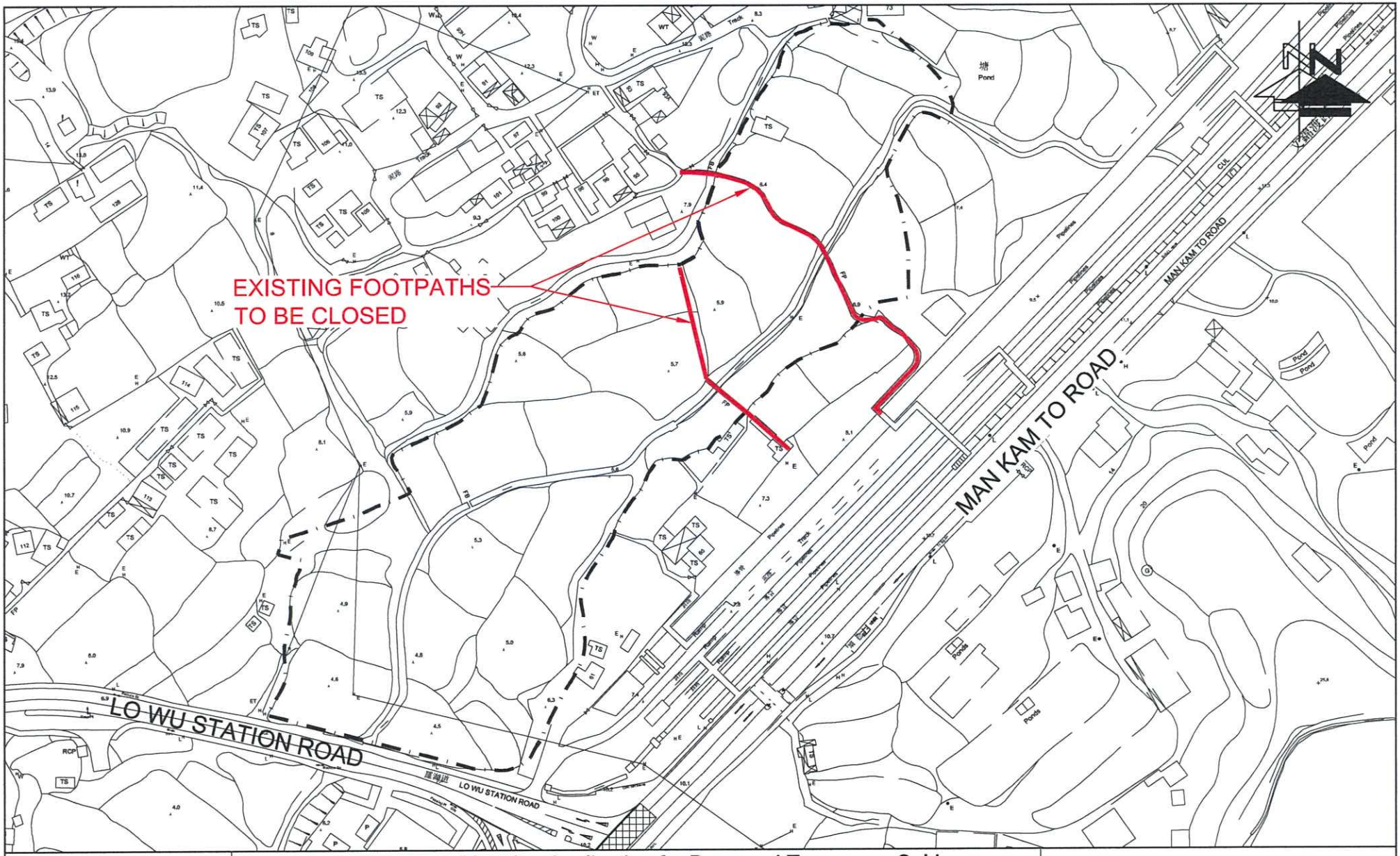


FIGURE NO.: 5.1		PROJECT TITLE:	Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories.
PROJECT NO.: 21148HK		DRAWING TITLE:	
SCALE: 1 : 1500 @A4	DATE: 25 JUL 2022		

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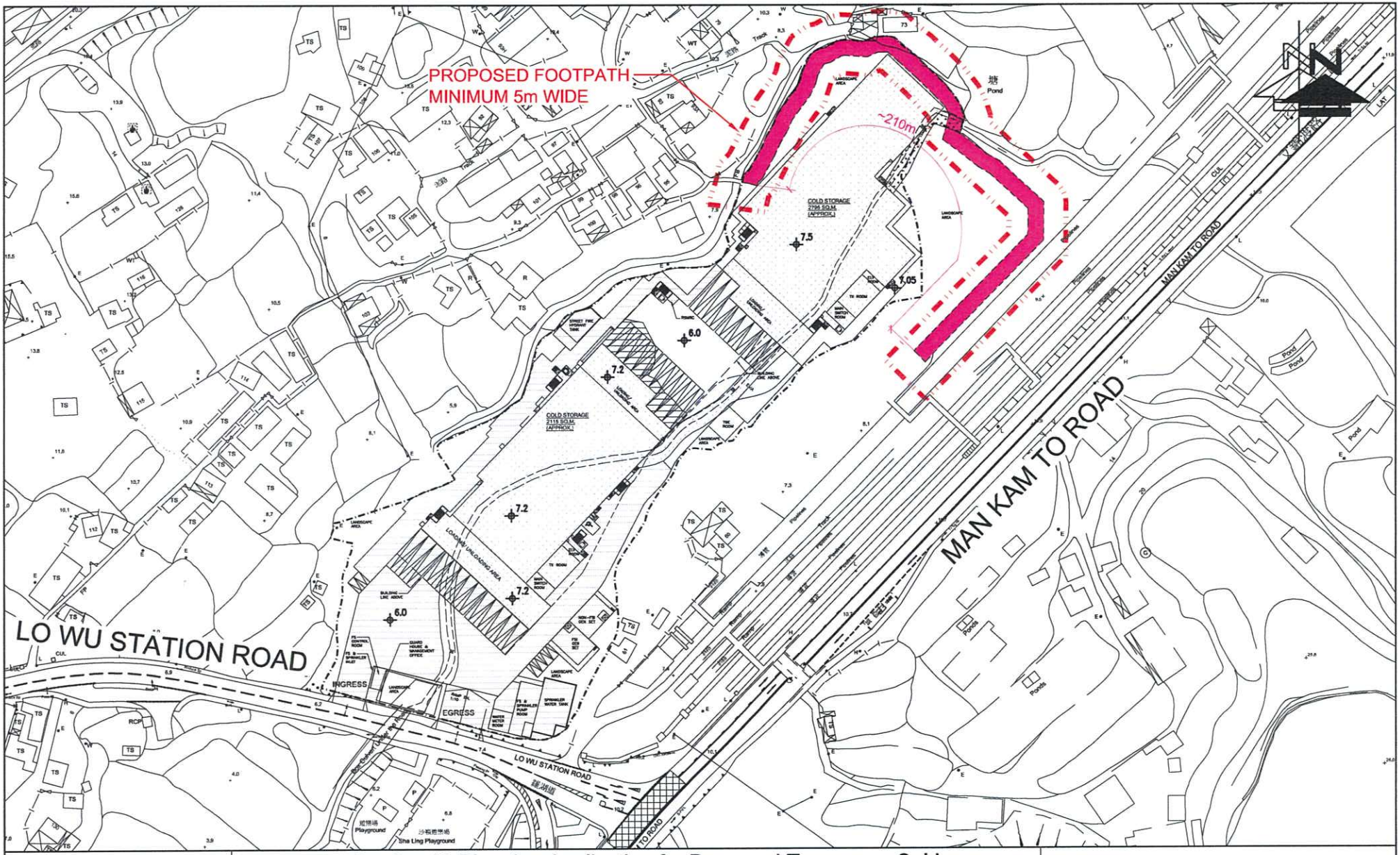


FIGURE NO.: 5.2(REV A)	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories.
PROJECT NO.: 21148HK	DRAWING TITLE: PROP
SCALE: 1 : 1600 @A4	DATE: 08 AUG 2022

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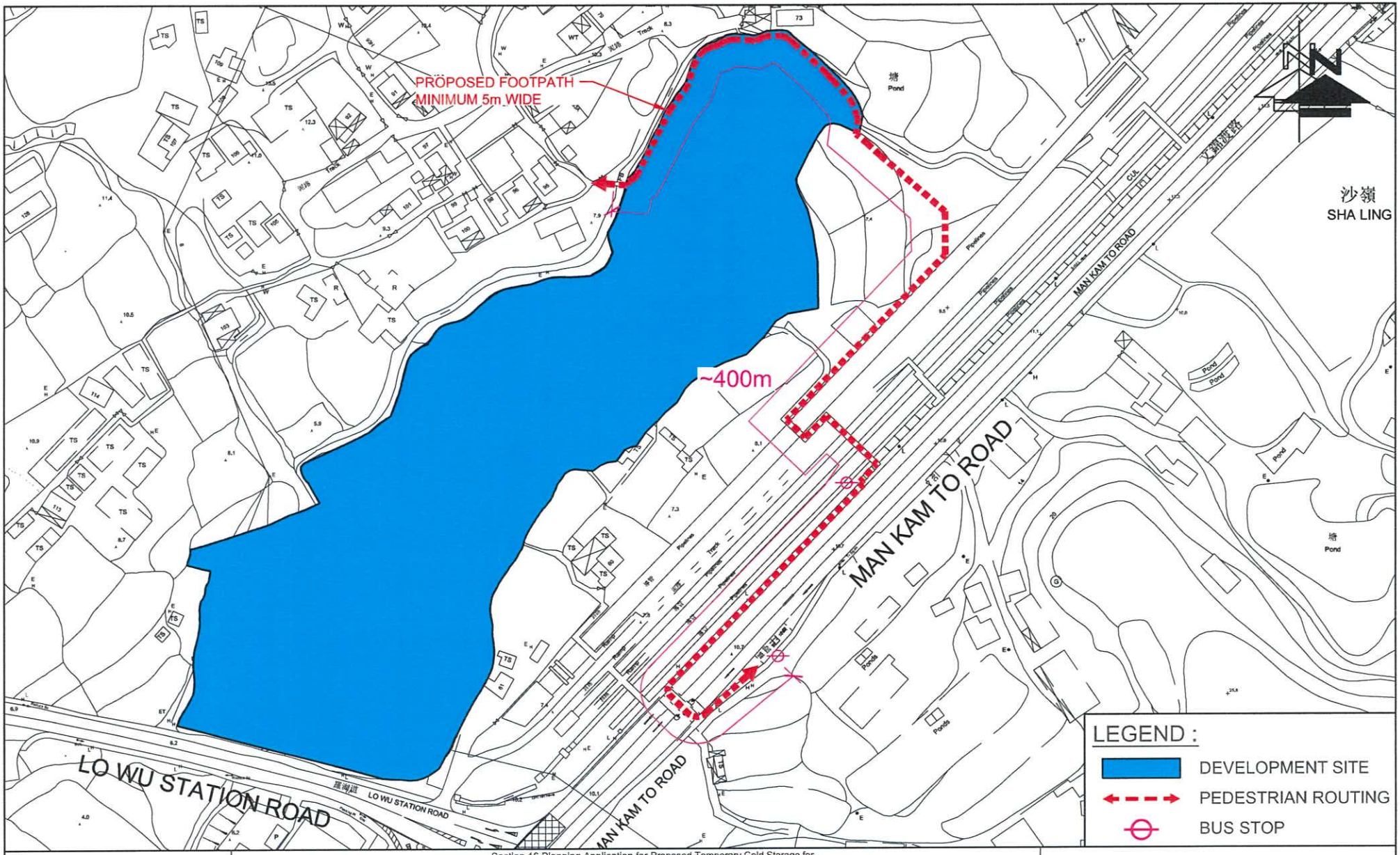


FIGURE NO.: 5.3	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 482 RP, 483, 484, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories
PROJECT NO.: 21148HK	DRAWING TITLE: PEDESTRIAN ROUTING FOR PROPOSED RELOCATION OF FOOTPATH
SCALE: 1 : 1500 @A4 / DATE: 11 SEP 2023	CTA Consultants Limited 志達顧問有限公司

Appendix A
Junction Calculation

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]
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Filename: Junction A.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project (Completed)\21148HK - S16 for Prop Temp Cold Storage for Poultry and Distribution Centre at Man Kam To Rd, Sha Ling, NT\Calculation\1.83
Report generation date: 6/9/2023 15:03:21

» Man Kam To Road/ Lin Ma Hang Rd - Existing, AM
» Man Kam To Road/ Lin Ma Hang Rd - Existing, PM
» Man Kam To Road/ Lin Ma Hang Rd - Reference, AM
» Man Kam To Road/ Lin Ma Hang Rd - Reference, PM
» Man Kam To Road/ Lin Ma Hang Rd - Design, AM
» Man Kam To Road/ Lin Ma Hang Rd - Design, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Man Kam To Road/ Lin Ma Hang Rd - Design							
Stream B-AC	1.04	10.16	0.51	B	3.42	22.30	0.78	C
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	4.19	28.01	0.81	D	5.50	35.72	0.85	E
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Man Kam To Road/ Lin Ma Hang Rd - Existing							
Stream B-AC	0.91	9.42	0.48	A	2.47	17.25	0.71	C
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	2.88	20.59	0.75	C	3.56	24.55	0.78	C
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Man Kam To Road/ Lin Ma Hang Rd - Reference							
Stream B-AC	1.03	10.10	0.51	B	3.38	22.05	0.77	C
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	4.14	27.65	0.81	D	5.42	35.15	0.85	E
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Existing, AM " model duration: 8:00 - 9:30
"D2 - Existing, PM" model duration: 8:00 - 9:30
"D3 - Reference, AM" model duration: 8:00 - 9:30
"D4 - Reference, PM" model duration: 8:00 - 9:30
"D5 - Design, AM" model duration: 8:00 - 9:30
"D6 - Design, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 6/9/2023 15:03:17

File summary

Title	Man Kam To Road/ Lin Ma Hang Rd
Location	Man Kam To Road/ Lin Ma Hang Rd
Site Number	
Date	19/10/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Man Kam To Road/ Lin Ma Hang Rd - Existing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Man Kam To Road/ Lin Ma Hang Rd	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, AM	Existing	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	16.05	C

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Southbound		Major
B	B	Lin Ma Hang Road		Minor
C	C	Man Kam To Road Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	15.50		0.00	✓	4.00	80.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	5.00										80	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	652.522	0.070	0.176	0.111	0.252
1	B-C	809.317	0.073	0.184	-	-
1	C-B	741.808	0.169	0.169	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	340.00	100.000
B	FLAT	✓	350.00	100.000
C	FLAT	✓	830.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	330.000
	B	10.000	0.000	340.000
	C	320.000	510.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.03	0.00	0.97
	C	0.39	0.61	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.48	9.42	0.91	A
C-A	-	-	-	-
C-B	0.75	20.59	2.88	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	350.00	346.41	0.00	732.39	0.478	0.90	9.244	A
C-A	320.00	320.00	0.00	-	-	-	-	-
C-B	510.00	499.22	0.00	684.48	0.745	2.69	18.498	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	350.00	349.96	0.00	732.16	0.478	0.91	9.417	A
C-A	320.00	320.00	0.00	-	-	-	-	-
C-B	510.00	509.58	0.00	684.48	0.745	2.80	20.451	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	350.00	349.99	0.00	732.16	0.478	0.91	9.419	A
C-A	320.00	320.00	0.00	-	-	-	-	-
C-B	510.00	509.85	0.00	684.48	0.745	2.84	20.536	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	350.00	349.99	0.00	732.15	0.478	0.91	9.419	A
C-A	320.00	320.00	0.00	-	-	-	-	-
C-B	510.00	509.92	0.00	684.48	0.745	2.86	20.566	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	350.00	350.00	0.00	732.15	0.478	0.91	9.419	A
C-A	320.00	320.00	0.00	-	-	-	-	-
C-B	510.00	509.95	0.00	684.48	0.745	2.87	20.582	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	350.00	350.00	0.00	732.15	0.478	0.91	9.419	A
C-A	320.00	320.00	0.00	-	-	-	-	-
C-B	510.00	509.97	0.00	684.48	0.745	2.88	20.592	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

Man Kam To Road/ Lin Ma Hang Rd - Existing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Man Kam To Road/ Lin Ma Hang Rd	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, PM	Existing	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	20.94	C

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Southbound		Major
B	B	Lin Ma Hang Road		Minor
C	C	Man Kam To Road Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	15.50		0.00	✓	4.00	80.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	5.00										80	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	652.522	0.070	0.176	0.111	0.252
1	B-C	809.317	0.073	0.184	-	-
1	C-B	741.808	0.169	0.169	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	390.00	100.000
B	FLAT	✓	520.00	100.000
C	FLAT	✓	720.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	380.000
	B	10.000	0.000	510.000
	C	190.000	530.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.02	0.00	0.98
	C	0.26	0.74	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.71	17.25	2.47	C
C-A	-	-	-	-
C-B	0.78	24.55	3.56	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	520.00	510.63	0.00	728.64	0.714	2.34	15.902	C
C-A	190.00	190.00	0.00	-	-	-	-	-
C-B	530.00	517.00	0.00	676.04	0.784	3.25	21.192	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	380.00	380.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	520.00	519.71	0.00	728.46	0.714	2.41	17.181	C
C-A	190.00	190.00	0.00	-	-	-	-	-
C-B	530.00	529.32	0.00	676.04	0.784	3.42	24.247	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	380.00	380.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	520.00	519.90	0.00	728.45	0.714	2.44	17.224	C
C-A	190.00	190.00	0.00	-	-	-	-	-
C-B	530.00	529.74	0.00	676.04	0.784	3.49	24.427	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	380.00	380.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	520.00	519.95	0.00	728.45	0.714	2.45	17.240	C
C-A	190.00	190.00	0.00	-	-	-	-	-
C-B	530.00	529.86	0.00	676.04	0.784	3.52	24.497	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	380.00	380.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	520.00	519.97	0.00	728.44	0.714	2.46	17.246	C
C-A	190.00	190.00	0.00	-	-	-	-	-
C-B	530.00	529.92	0.00	676.04	0.784	3.54	24.533	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	380.00	380.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	520.00	519.98	0.00	728.44	0.714	2.47	17.252	C
C-A	190.00	190.00	0.00	-	-	-	-	-
C-B	530.00	529.94	0.00	676.04	0.784	3.56	24.555	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	380.00	380.00	0.00	-	-	-	-	-

Man Kam To Road/ Lin Ma Hang Rd - Reference, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Man Kam To Road/ Lin Ma Hang Rd	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference, AM	Reference	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	20.59	C

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Southbound		Major
B	B	Lin Ma Hang Road		Minor
C	C	Man Kam To Road Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	15.50		0.00	✓	4.00	80.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	5.00										80	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	652.522	0.070	0.176	0.111	0.252
1	B-C	809.317	0.073	0.184	-	-
1	C-B	741.808	0.169	0.169	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	370.00	100.000
B	FLAT	✓	370.00	100.000
C	FLAT	✓	890.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	360.000
	B	10.000	0.000	360.000
	C	340.000	550.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.03	0.00	0.97
	C	0.38	0.62	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.51	10.10	1.03	B
C-A	-	-	-	-
C-B	0.81	27.65	4.14	D
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	365.94	0.00	726.63	0.509	1.01	9.875	A
C-A	340.00	340.00	0.00	-	-	-	-	-
C-B	550.00	535.16	0.00	679.42	0.810	3.71	23.046	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	360.00	360.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	369.95	0.00	726.31	0.509	1.03	10.099	B
C-A	340.00	340.00	0.00	-	-	-	-	-
C-B	550.00	549.05	0.00	679.42	0.810	3.95	27.128	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	360.00	360.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	369.98	0.00	726.29	0.509	1.03	10.101	B
C-A	340.00	340.00	0.00	-	-	-	-	-
C-B	550.00	549.63	0.00	679.42	0.810	4.04	27.430	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	360.00	360.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	369.99	0.00	726.28	0.509	1.03	10.103	B
C-A	340.00	340.00	0.00	-	-	-	-	-
C-B	550.00	549.80	0.00	679.42	0.810	4.09	27.547	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	360.00	360.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	370.00	0.00	726.28	0.509	1.03	10.103	B
C-A	340.00	340.00	0.00	-	-	-	-	-
C-B	550.00	549.88	0.00	679.42	0.810	4.12	27.609	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	360.00	360.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	370.00	0.00	726.28	0.509	1.03	10.103	B
C-A	340.00	340.00	0.00	-	-	-	-	-
C-B	550.00	549.92	0.00	679.42	0.810	4.14	27.646	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	360.00	360.00	0.00	-	-	-	-	-

Man Kam To Road/ Lin Ma Hang Rd - Reference, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Man Kam To Road/ Lin Ma Hang Rd	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference, PM	Reference	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	28.66	D

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Southbound		Major
B	B	Lin Ma Hang Road		Minor
C	C	Man Kam To Road Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	15.50		0.00	✓	4.00	80.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	5.00										80	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	652.522	0.070	0.176	0.111	0.252
1	B-C	809.317	0.073	0.184	-	-
1	C-B	741.808	0.169	0.169	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	420.00	100.000
B	FLAT	✓	560.00	100.000
C	FLAT	✓	780.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	410.000
	B	10.000	0.000	550.000
	C	210.000	570.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.02	0.00	0.98
	C	0.27	0.73	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.77	22.05	3.38	C
C-A	-	-	-	-
C-B	0.85	35.15	5.42	E
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	547.53	0.00	723.14	0.774	3.12	19.334	C
C-A	210.00	210.00	0.00	-	-	-	-	-
C-B	570.00	551.53	0.00	670.99	0.850	4.62	27.014	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	559.41	0.00	722.88	0.775	3.27	21.820	C
C-A	210.00	210.00	0.00	-	-	-	-	-
C-B	570.00	568.30	0.00	670.99	0.850	5.04	33.813	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	559.78	0.00	722.86	0.775	3.32	21.953	C
C-A	210.00	210.00	0.00	-	-	-	-	-
C-B	570.00	569.30	0.00	670.99	0.850	5.22	34.555	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	559.89	0.00	722.85	0.775	3.35	22.002	C
C-A	210.00	210.00	0.00	-	-	-	-	-
C-B	570.00	569.62	0.00	670.99	0.850	5.31	34.868	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	559.93	0.00	722.84	0.775	3.37	22.027	C
C-A	210.00	210.00	0.00	-	-	-	-	-
C-B	570.00	569.76	0.00	670.99	0.850	5.37	35.042	E
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	559.95	0.00	722.84	0.775	3.38	22.045	C
C-A	210.00	210.00	0.00	-	-	-	-	-
C-B	570.00	569.83	0.00	670.99	0.850	5.42	35.152	E
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

Man Kam To Road/ Lin Ma Hang Rd - Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Man Kam To Road/ Lin Ma Hang Rd	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design, AM	Design	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	20.83	C

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Southbound		Major
B	B	Lin Ma Hang Road		Minor
C	C	Man Kam To Road Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	15.50		0.00	✓	4.00	80.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	5.00										80	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	652.522	0.070	0.176	0.111	0.252
1	B-C	809.317	0.073	0.184	-	-
1	C-B	741.808	0.169	0.169	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	380.00	100.000
B	FLAT	✓	370.00	100.000
C	FLAT	✓	910.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	370.000
	B	10.000	0.000	360.000
	C	360.000	550.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.03	0.00	0.97
	C	0.40	0.60	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.51	10.16	1.04	B
C-A	-	-	-	-
C-B	0.81	28.01	4.19	D
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	365.92	0.00	724.58	0.511	1.02	9.930	A
C-A	360.00	360.00	0.00	-	-	-	-	-
C-B	550.00	535.01	0.00	677.73	0.812	3.75	23.262	C
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	370.00	370.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	369.95	0.00	724.25	0.511	1.03	10.157	B
C-A	360.00	360.00	0.00	-	-	-	-	-
C-B	550.00	549.02	0.00	677.73	0.812	3.99	27.459	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	370.00	370.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	369.98	0.00	724.23	0.511	1.04	10.160	B
C-A	360.00	360.00	0.00	-	-	-	-	-
C-B	550.00	549.62	0.00	677.73	0.812	4.09	27.776	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	370.00	370.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	369.99	0.00	724.22	0.511	1.04	10.162	B
C-A	360.00	360.00	0.00	-	-	-	-	-
C-B	550.00	549.80	0.00	677.73	0.812	4.14	27.899	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	370.00	370.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	370.00	0.00	724.22	0.511	1.04	10.162	B
C-A	360.00	360.00	0.00	-	-	-	-	-
C-B	550.00	549.87	0.00	677.73	0.812	4.17	27.966	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	370.00	370.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	370.00	370.00	0.00	724.22	0.511	1.04	10.162	B
C-A	360.00	360.00	0.00	-	-	-	-	-
C-B	550.00	549.91	0.00	677.73	0.812	4.19	28.007	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	370.00	370.00	0.00	-	-	-	-	-

Man Kam To Road/ Lin Ma Hang Rd - Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Man Kam To Road/ Lin Ma Hang Rd	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design, PM	Design	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	29.07	D

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Southbound		Major
B	B	Lin Ma Hang Road		Minor
C	C	Man Kam To Road Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	15.50		0.00	✓	4.00	80.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	5.00										80	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	652.522	0.070	0.176	0.111	0.252
1	B-C	809.317	0.073	0.184	-	-
1	C-B	741.808	0.169	0.169	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	430.00	100.000
B	FLAT	✓	560.00	100.000
C	FLAT	✓	790.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	420.000
	B	10.000	0.000	550.000
	C	220.000	570.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.02	0.00	0.98
	C	0.28	0.72	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.78	22.30	3.42	C
C-A	-	-	-	-
C-B	0.85	35.72	5.50	E
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	547.40	0.00	721.22	0.776	3.15	19.513	C
C-A	220.00	220.00	0.00	-	-	-	-	-
C-B	570.00	551.31	0.00	669.30	0.852	4.67	27.294	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	420.00	420.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	559.39	0.00	720.96	0.777	3.30	22.070	C
C-A	220.00	220.00	0.00	-	-	-	-	-
C-B	570.00	568.25	0.00	669.30	0.852	5.11	34.304	D
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	420.00	420.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	559.77	0.00	720.93	0.777	3.36	22.209	C
C-A	220.00	220.00	0.00	-	-	-	-	-
C-B	570.00	569.27	0.00	669.30	0.852	5.29	35.088	E
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	420.00	420.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	559.88	0.00	720.92	0.777	3.39	22.261	C
C-A	220.00	220.00	0.00	-	-	-	-	-
C-B	570.00	569.60	0.00	669.30	0.852	5.39	35.419	E
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	420.00	420.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	559.93	0.00	720.92	0.777	3.40	22.288	C
C-A	220.00	220.00	0.00	-	-	-	-	-
C-B	570.00	569.75	0.00	669.30	0.852	5.46	35.605	E
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	420.00	420.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	560.00	559.95	0.00	720.91	0.777	3.42	22.303	C
C-A	220.00	220.00	0.00	-	-	-	-	-
C-B	570.00	569.82	0.00	669.30	0.852	5.50	35.722	E
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	420.00	420.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]
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Filename: Junction B.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project (Completed)\21148HK - S16 for Prop Temp Cold Storage for Poultry and Distribution Centre at Man Kam To Rd, Sha Ling, NT\Calculation\1.83
Report generation date: 6/9/2023 15:11:44

» Sha Leng Road/ Man Kam To Road - Existing, AM
» Sha Leng Road/ Man Kam To Road - Existing, PM
» Sha Leng Road/ Man Kam To Road - Reference, AM
» Sha Leng Road/ Man Kam To Road - Reference, PM
» Sha Leng Road/ Man Kam To Road - Design, AM
» Sha Leng Road/ Man Kam To Road - Design, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Sha Leng Road/ Man Kam To Road - Design							
Stream B-AC	0.35	18.06	0.26	C	0.14	13.08	0.13	B
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.03	9.01	0.02	A	0.02	8.14	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Sha Leng Road/ Man Kam To Road - Existing							
Stream B-AC	0.31	16.07	0.24	C	0.13	12.17	0.12	B
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	8.65	0.02	A	0.02	7.90	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Sha Leng Road/ Man Kam To Road - Reference							
Stream B-AC	0.34	17.81	0.26	C	0.14	12.94	0.13	B
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	8.92	0.02	A	0.02	8.07	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Existing, AM " model duration: 8:00 - 9:30
"D2 - Existing, PM" model duration: 8:00 - 9:30
"D3 - Reference, AM" model duration: 8:00 - 9:30
"D4 - Reference, PM" model duration: 8:00 - 9:30
"D5 - Design, AM" model duration: 8:00 - 9:30
"D6 - Design, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 6/9/2023 15:11:41

File summary

Title	Lo Wu Station Road/ Man Kam To Road
Location	Lo Wu Station Road/ Man Kam To Road
Site Number	
Date	19/10/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Sha Leng Road/ Man Kam To Road - Existing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Sha Leng Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, AM	Existing	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	15.14	C

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	3.50										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.462	0.079	0.199	0.125	0.285
1	B-C	688.222	0.084	0.212	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	950.00	100.000
B	FLAT	✓	70.00	100.000
C	FLAT	✓	710.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	90.000	860.000
	B	60.000	0.000	10.000
	C	700.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.86	0.00	0.14
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	16.07	0.31	C
C-A	-	-	-	-
C-B	0.02	8.65	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	68.78	0.00	294.02	0.238	0.31	15.898	C
C-A	700.00	700.00	0.00	-	-	-	-	-
C-B	10.00	9.90	0.00	426.37	0.023	0.02	8.642	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	860.00	860.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	69.99	0.00	293.99	0.238	0.31	16.068	C
C-A	700.00	700.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	426.37	0.023	0.02	8.645	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	860.00	860.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	70.00	0.00	293.99	0.238	0.31	16.070	C
C-A	700.00	700.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	426.37	0.023	0.02	8.645	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	860.00	860.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	70.00	0.00	293.99	0.238	0.31	16.071	C
C-A	700.00	700.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	426.37	0.023	0.02	8.645	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	860.00	860.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	70.00	0.00	293.99	0.238	0.31	16.071	C
C-A	700.00	700.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	426.37	0.023	0.02	8.645	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	860.00	860.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	70.00	0.00	293.99	0.238	0.31	16.071	C
C-A	700.00	700.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	426.37	0.023	0.02	8.645	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	860.00	860.00	0.00	-	-	-	-	-

Sha Leng Road/ Man Kam To Road - Existing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Sha Leng Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, PM	Existing	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	11.32	B

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	3.50										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.462	0.079	0.199	0.125	0.285
1	B-C	688.222	0.084	0.212	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	740.00	100.000
B	FLAT	✓	40.00	100.000
C	FLAT	✓	820.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	50.000	690.000
	B	30.000	0.000	10.000
	C	810.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.75	0.00	0.25
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	12.17	0.13	B
C-A	-	-	-	-
C-B	0.02	7.90	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	39.47	0.00	335.82	0.119	0.13	12.126	B
C-A	810.00	810.00	0.00	-	-	-	-	-
C-B	10.00	9.91	0.00	465.40	0.021	0.02	7.904	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	690.00	690.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	335.80	0.119	0.13	12.169	B
C-A	810.00	810.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	465.40	0.021	0.02	7.904	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	690.00	690.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	335.80	0.119	0.13	12.169	B
C-A	810.00	810.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	465.40	0.021	0.02	7.904	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	690.00	690.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	335.80	0.119	0.13	12.169	B
C-A	810.00	810.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	465.40	0.021	0.02	7.904	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	690.00	690.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	335.80	0.119	0.13	12.169	B
C-A	810.00	810.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	465.40	0.021	0.02	7.904	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	690.00	690.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	335.80	0.119	0.13	12.169	B
C-A	810.00	810.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	465.40	0.021	0.02	7.904	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	690.00	690.00	0.00	-	-	-	-	-

Sha Leng Road/ Man Kam To Road - Reference, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Sha Leng Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference, AM	Reference	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	16.70	C

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	3.50										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.462	0.079	0.199	0.125	0.285
1	B-C	688.222	0.084	0.212	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	1020.00	100.000
B	FLAT	✓	70.00	100.000
C	FLAT	✓	770.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	90.000	930.000
	B	60.000	0.000	10.000
	C	760.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.86	0.00	0.14
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	17.81	0.34	C
C-A	-	-	-	-
C-B	0.02	8.92	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	68.65	0.00	272.21	0.257	0.34	17.575	C
C-A	760.00	760.00	0.00	-	-	-	-	-
C-B	10.00	9.90	0.00	413.37	0.024	0.02	8.921	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	69.98	0.00	272.18	0.257	0.34	17.800	C
C-A	760.00	760.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	413.37	0.024	0.02	8.924	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	69.99	0.00	272.18	0.257	0.34	17.803	C
C-A	760.00	760.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	413.37	0.024	0.02	8.924	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	70.00	0.00	272.18	0.257	0.34	17.803	C
C-A	760.00	760.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	413.37	0.024	0.02	8.924	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	70.00	0.00	272.18	0.257	0.34	17.805	C
C-A	760.00	760.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	413.37	0.024	0.02	8.924	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	70.00	0.00	272.18	0.257	0.34	17.805	C
C-A	760.00	760.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	413.37	0.024	0.02	8.924	A
A-B	90.00	90.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Sha Leng Road/ Man Kam To Road - Reference, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Sha Leng Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference, PM	Reference	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	11.97	B

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	3.50										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.462	0.079	0.199	0.125	0.285
1	B-C	688.222	0.084	0.212	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	790.00	100.000
B	FLAT	✓	40.00	100.000
C	FLAT	✓	880.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	50.000	740.000
	B	30.000	0.000	10.000
	C	870.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.75	0.00	0.25
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	12.94	0.14	B
C-A	-	-	-	-
C-B	0.02	8.07	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	39.43	0.00	318.10	0.126	0.14	12.893	B
C-A	870.00	870.00	0.00	-	-	-	-	-
C-B	10.00	9.91	0.00	456.11	0.022	0.02	8.065	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	318.08	0.126	0.14	12.945	B
C-A	870.00	870.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	456.11	0.022	0.02	8.069	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	318.08	0.126	0.14	12.945	B
C-A	870.00	870.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	456.11	0.022	0.02	8.069	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	318.08	0.126	0.14	12.945	B
C-A	870.00	870.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	456.11	0.022	0.02	8.069	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	318.08	0.126	0.14	12.945	B
C-A	870.00	870.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	456.11	0.022	0.02	8.071	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	318.08	0.126	0.14	12.945	B
C-A	870.00	870.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	456.11	0.022	0.02	8.071	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Sha Leng Road/ Man Kam To Road - Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Sha Leng Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design, AM	Design	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	16.93	C

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	3.50										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.462	0.079	0.199	0.125	0.285
1	B-C	688.222	0.084	0.212	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	1040.00	100.000
B	FLAT	✓	70.00	100.000
C	FLAT	✓	780.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	110.000	930.000
	B	60.000	0.000	10.000
	C	770.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.11	0.89
	B	0.86	0.00	0.14
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	18.06	0.35	C
C-A	-	-	-	-
C-B	0.02	9.01	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	68.63	0.00	269.33	0.260	0.34	17.821	C
C-A	770.00	770.00	0.00	-	-	-	-	-
C-B	10.00	9.90	0.00	409.65	0.024	0.02	9.004	A
A-B	110.00	110.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	69.98	0.00	269.31	0.260	0.35	18.056	C
C-A	770.00	770.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	409.65	0.024	0.02	9.007	A
A-B	110.00	110.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	69.99	0.00	269.31	0.260	0.35	18.060	C
C-A	770.00	770.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	409.65	0.024	0.02	9.007	A
A-B	110.00	110.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	70.00	0.00	269.31	0.260	0.35	18.060	C
C-A	770.00	770.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	409.65	0.024	0.03	9.007	A
A-B	110.00	110.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	70.00	0.00	269.31	0.260	0.35	18.062	C
C-A	770.00	770.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	409.65	0.024	0.03	9.007	A
A-B	110.00	110.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.00	70.00	0.00	269.31	0.260	0.35	18.062	C
C-A	770.00	770.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	409.65	0.024	0.03	9.007	A
A-B	110.00	110.00	0.00	-	-	-	-	-
A-C	930.00	930.00	0.00	-	-	-	-	-

Sha Leng Road/ Man Kam To Road - Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Sha Leng Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design, PM	Design	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	12.09	B

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	One lane	3.50										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.462	0.079	0.199	0.125	0.285
1	B-C	688.222	0.084	0.212	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	810.00	100.000
B	FLAT	✓	40.00	100.000
C	FLAT	✓	890.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	70.000	740.000
	B	30.000	0.000	10.000
	C	880.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.75	0.00	0.25
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	13.08	0.14	B
C-A	-	-	-	-
C-B	0.02	8.14	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	39.43	0.00	315.23	0.127	0.14	13.028	B
C-A	880.00	880.00	0.00	-	-	-	-	-
C-B	10.00	9.91	0.00	452.39	0.022	0.02	8.133	A
A-B	70.00	70.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	315.20	0.127	0.14	13.080	B
C-A	880.00	880.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	452.39	0.022	0.02	8.137	A
A-B	70.00	70.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	315.20	0.127	0.14	13.080	B
C-A	880.00	880.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	452.39	0.022	0.02	8.137	A
A-B	70.00	70.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	315.20	0.127	0.14	13.080	B
C-A	880.00	880.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	452.39	0.022	0.02	8.137	A
A-B	70.00	70.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	315.20	0.127	0.14	13.080	B
C-A	880.00	880.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	452.39	0.022	0.02	8.137	A
A-B	70.00	70.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	315.20	0.127	0.14	13.080	B
C-A	880.00	880.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	452.39	0.022	0.02	8.137	A
A-B	70.00	70.00	0.00	-	-	-	-	-
A-C	740.00	740.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]
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Filename: Junction C.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project (Completed)\21148HK - S16 for Prop Temp Cold Storage for Poultry and Distribution Centre at Man Kam To Rd, Sha Ling, NT\Calculation\1.83
Report generation date: 6/9/2023 15:32:42

» Lo Wu Station Road/ Man Kam To Road - Existing, AM
» Lo Wu Station Road/ Man Kam To Road - Existing, PM
» Lo Wu Station Road/ Man Kam To Road - Reference, AM
» Lo Wu Station Road/ Man Kam To Road - Reference, PM
» Lo Wu Station Road/ Man Kam To Road - Design, AM
» Lo Wu Station Road/ Man Kam To Road - Design, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Lo Wu Station Road/ Man Kam To Road - Design							
Stream B-C	0.15	10.58	0.13	B	0.07	8.86	0.07	A
Stream B-A	0.56	25.49	0.36	D	0.28	20.30	0.22	C
Stream C-AB	0.08	9.53	0.07	A	0.07	8.71	0.07	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Lo Wu Station Road/ Man Kam To Road - Existing							
Stream B-C	0.08	9.34	0.07	A	0.05	8.27	0.04	A
Stream B-A	0.33	19.81	0.25	C	0.19	17.19	0.16	C
Stream C-AB	0.05	8.94	0.05	A	0.05	8.25	0.04	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Lo Wu Station Road/ Man Kam To Road - Reference							
Stream B-C	0.08	9.80	0.08	A	0.05	8.52	0.05	A
Stream B-A	0.45	23.19	0.31	C	0.21	18.89	0.17	C
Stream C-AB	0.05	9.19	0.05	A	0.05	8.47	0.04	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Existing, AM " model duration: 8:00 - 9:30
"D2 - Existing, PM" model duration: 8:00 - 9:30
"D3 - Reference, AM" model duration: 8:00 - 9:30
"D4 - Reference, PM" model duration: 8:00 - 9:30
"D5 - Design, AM" model duration: 8:00 - 9:30
"D6 - Design, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 6/9/2023 15:32:38

File summary

Title	Lo Wu Station Road/ Man Kam To Road
Location	Lo Wu Station Road/ Man Kam To Road
Site Number	
Date	19/10/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Lo Wu Station Road/ Man Kam To Road - Existing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Lo Wu Station Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, AM	Existing	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	14.98	B

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	Two lanes		2.50	2.50								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	492.551	0.071	0.180	0.113	0.258
1	B-C	622.604	0.076	0.192	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	970.00	100.000
B	FLAT	✓	90.00	100.000
C	FLAT	✓	700.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	60.000	910.000
	B	60.000	0.000	30.000
	C	680.000	20.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.67	0.00	0.33
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	9.34	0.08	A
B-A	0.25	19.81	0.33	C
C-AB	0.05	8.94	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	29.69	0.00	415.91	0.072	0.08	9.307	A
B-A	60.00	58.72	0.00	241.79	0.248	0.32	19.535	C
C-AB	20.00	19.80	0.00	422.66	0.047	0.05	8.933	A
C-A	680.00	680.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	910.00	910.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	415.31	0.072	0.08	9.342	A
B-A	60.00	59.98	0.00	241.74	0.248	0.33	19.797	C
C-AB	20.00	20.00	0.00	422.66	0.047	0.05	8.940	A
C-A	680.00	680.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	910.00	910.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	415.31	0.072	0.08	9.342	A
B-A	60.00	59.99	0.00	241.74	0.248	0.33	19.803	C
C-AB	20.00	20.00	0.00	422.66	0.047	0.05	8.940	A
C-A	680.00	680.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	910.00	910.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	415.30	0.072	0.08	9.342	A
B-A	60.00	60.00	0.00	241.74	0.248	0.33	19.806	C
C-AB	20.00	20.00	0.00	422.66	0.047	0.05	8.940	A
C-A	680.00	680.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	910.00	910.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	415.30	0.072	0.08	9.342	A
B-A	60.00	60.00	0.00	241.74	0.248	0.33	19.806	C
C-AB	20.00	20.00	0.00	422.66	0.047	0.05	8.940	A
C-A	680.00	680.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	910.00	910.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	415.30	0.072	0.08	9.342	A
B-A	60.00	60.00	0.00	241.74	0.248	0.33	19.808	C
C-AB	20.00	20.00	0.00	422.66	0.047	0.05	8.940	A
C-A	680.00	680.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	910.00	910.00	0.00	-	-	-	-	-

Lo Wu Station Road/ Man Kam To Road - Existing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Lo Wu Station Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, PM	Existing	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	12.73	B

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	Two lanes		2.50	2.50								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	492.551	0.071	0.180	0.113	0.258
1	B-C	622.604	0.076	0.192	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	790.00	100.000
B	FLAT	✓	60.00	100.000
C	FLAT	✓	890.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	30.000	760.000
	B	40.000	0.000	20.000
	C	870.000	20.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.67	0.00	0.33
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	8.27	0.05	A
B-A	0.16	17.19	0.19	C
C-AB	0.04	8.25	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	19.82	0.00	455.46	0.044	0.05	8.260	A
B-A	40.00	39.25	0.00	249.43	0.160	0.19	17.071	C
C-AB	20.00	19.82	0.00	456.11	0.044	0.05	8.248	A
C-A	870.00	870.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	760.00	760.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	20.00	0.00	455.10	0.044	0.05	8.273	A
B-A	40.00	39.99	0.00	249.38	0.160	0.19	17.191	C
C-AB	20.00	20.00	0.00	456.11	0.044	0.05	8.254	A
C-A	870.00	870.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	760.00	760.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	20.00	0.00	455.09	0.044	0.05	8.273	A
B-A	40.00	40.00	0.00	249.38	0.160	0.19	17.193	C
C-AB	20.00	20.00	0.00	456.11	0.044	0.05	8.254	A
C-A	870.00	870.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	760.00	760.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	20.00	0.00	455.09	0.044	0.05	8.273	A
B-A	40.00	40.00	0.00	249.38	0.160	0.19	17.193	C
C-AB	20.00	20.00	0.00	456.11	0.044	0.05	8.254	A
C-A	870.00	870.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	760.00	760.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	20.00	0.00	455.09	0.044	0.05	8.273	A
B-A	40.00	40.00	0.00	249.38	0.160	0.19	17.193	C
C-AB	20.00	20.00	0.00	456.11	0.044	0.05	8.254	A
C-A	870.00	870.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	760.00	760.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	20.00	0.00	455.09	0.044	0.05	8.273	A
B-A	40.00	40.00	0.00	249.38	0.160	0.19	17.193	C
C-AB	20.00	20.00	0.00	456.11	0.044	0.05	8.254	A
C-A	870.00	870.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	760.00	760.00	0.00	-	-	-	-	-

Lo Wu Station Road/ Man Kam To Road - Reference, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Lo Wu Station Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference, AM	Reference	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	17.51	C

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	Two lanes		2.50	2.50								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	492.551	0.071	0.180	0.113	0.258
1	B-C	622.604	0.076	0.192	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	1030.00	100.000
B	FLAT	✓	100.00	100.000
C	FLAT	✓	750.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	60.000	970.000
	B	70.000	0.000	30.000
	C	730.000	20.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.70	0.00	0.30
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	9.80	0.08	A
B-A	0.31	23.19	0.45	C
C-AB	0.05	9.19	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	29.68	0.00	398.35	0.075	0.08	9.757	A
B-A	70.00	68.26	0.00	225.29	0.311	0.43	22.692	C
C-AB	20.00	19.80	0.00	411.51	0.049	0.05	9.185	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	397.51	0.075	0.08	9.795	A
B-A	70.00	69.97	0.00	225.24	0.311	0.44	23.181	C
C-AB	20.00	20.00	0.00	411.51	0.049	0.05	9.194	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	397.50	0.075	0.08	9.795	A
B-A	70.00	69.99	0.00	225.24	0.311	0.45	23.176	C
C-AB	20.00	20.00	0.00	411.51	0.049	0.05	9.194	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	397.49	0.075	0.08	9.795	A
B-A	70.00	69.99	0.00	225.24	0.311	0.45	23.184	C
C-AB	20.00	20.00	0.00	411.51	0.049	0.05	9.194	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	397.49	0.075	0.08	9.795	A
B-A	70.00	70.00	0.00	225.24	0.311	0.45	23.183	C
C-AB	20.00	20.00	0.00	411.51	0.049	0.05	9.194	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	397.49	0.075	0.08	9.795	A
B-A	70.00	70.00	0.00	225.24	0.311	0.45	23.187	C
C-AB	20.00	20.00	0.00	411.51	0.049	0.05	9.194	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Lo Wu Station Road/ Man Kam To Road - Reference, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Lo Wu Station Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference, PM	Reference	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	13.69	B

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	Two lanes		2.50	2.50								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	492.551	0.071	0.180	0.113	0.258
1	B-C	622.604	0.076	0.192	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	850.00	100.000
B	FLAT	✓	60.00	100.000
C	FLAT	✓	960.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	30.000	820.000
	B	40.000	0.000	20.000
	C	940.000	20.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.67	0.00	0.33
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	8.52	0.05	A
B-A	0.17	18.89	0.21	C
C-AB	0.04	8.47	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	19.81	0.00	442.89	0.045	0.05	8.505	A
B-A	40.00	39.18	0.00	230.66	0.173	0.20	18.724	C
C-AB	20.00	19.81	0.00	444.96	0.045	0.05	8.464	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	20.00	0.00	442.48	0.045	0.05	8.520	A
B-A	40.00	39.99	0.00	230.61	0.173	0.21	18.881	C
C-AB	20.00	20.00	0.00	444.96	0.045	0.05	8.471	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	20.00	0.00	442.47	0.045	0.05	8.520	A
B-A	40.00	40.00	0.00	230.61	0.173	0.21	18.884	C
C-AB	20.00	20.00	0.00	444.96	0.045	0.05	8.471	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	20.00	0.00	442.47	0.045	0.05	8.520	A
B-A	40.00	40.00	0.00	230.61	0.173	0.21	18.886	C
C-AB	20.00	20.00	0.00	444.96	0.045	0.05	8.471	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	20.00	0.00	442.47	0.045	0.05	8.520	A
B-A	40.00	40.00	0.00	230.61	0.173	0.21	18.886	C
C-AB	20.00	20.00	0.00	444.96	0.045	0.05	8.471	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.00	20.00	0.00	442.47	0.045	0.05	8.520	A
B-A	40.00	40.00	0.00	230.61	0.173	0.21	18.886	C
C-AB	20.00	20.00	0.00	444.96	0.045	0.05	8.471	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	30.00	30.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Lo Wu Station Road/ Man Kam To Road - Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Lo Wu Station Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design, AM	Design	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	17.84	C

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	Two lanes		2.50	2.50								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	492.551	0.071	0.180	0.113	0.258
1	B-C	622.604	0.076	0.192	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	1050.00	100.000
B	FLAT	✓	130.00	100.000
C	FLAT	✓	760.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	80.000	970.000
	B	80.000	0.000	50.000
	C	730.000	30.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.62	0.00	0.38
	C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	10.58	0.15	B
B-A	0.36	25.49	0.56	D
C-AB	0.07	9.53	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.00	49.42	0.00	391.49	0.128	0.14	10.506	B
B-A	80.00	77.83	0.00	221.29	0.362	0.54	24.750	C
C-AB	30.00	29.69	0.00	407.79	0.074	0.08	9.513	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	80.00	80.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.00	49.99	0.00	390.42	0.128	0.15	10.574	B
B-A	80.00	79.95	0.00	221.21	0.362	0.55	25.463	D
C-AB	30.00	30.00	0.00	407.79	0.074	0.08	9.528	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	80.00	80.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.00	50.00	0.00	390.39	0.128	0.15	10.575	B
B-A	80.00	79.98	0.00	221.21	0.362	0.56	25.478	D
C-AB	30.00	30.00	0.00	407.79	0.074	0.08	9.528	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	80.00	80.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.00	50.00	0.00	390.39	0.128	0.15	10.575	B
B-A	80.00	79.99	0.00	221.21	0.362	0.56	25.483	D
C-AB	30.00	30.00	0.00	407.79	0.074	0.08	9.528	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	80.00	80.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.00	50.00	0.00	390.38	0.128	0.15	10.575	B
B-A	80.00	80.00	0.00	221.21	0.362	0.56	25.486	D
C-AB	30.00	30.00	0.00	407.79	0.074	0.08	9.528	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	80.00	80.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.00	50.00	0.00	390.38	0.128	0.15	10.575	B
B-A	80.00	80.00	0.00	221.21	0.362	0.56	25.488	D
C-AB	30.00	30.00	0.00	407.79	0.074	0.08	9.528	A
C-A	730.00	730.00	0.00	-	-	-	-	-
A-B	80.00	80.00	0.00	-	-	-	-	-
A-C	970.00	970.00	0.00	-	-	-	-	-

Lo Wu Station Road/ Man Kam To Road - Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Lo Wu Station Road/ Man Kam To Road	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design, PM	Design	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Lo Wu Station Rd/ Man Kam To Rd	T-Junction	Two-way	A,B,C	14.02	B

Junction Network Options

Driving Side	Lighting
Right	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Man Kam To Road Westbound		Major
B	B	Lo Wu station road		Minor
C	C	Man Kam To Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has left turn bay	Width For Left Turn (m)	Visibility For Left Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00		2.20	50.00	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Right) (m)	Lane Width (Left) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Right (m)	Visibility To Left (m)
B	Two lanes		2.50	2.50								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	492.551	0.071	0.180	0.113	0.258
1	B-C	622.604	0.076	0.192	-	-
1	C-B	602.919	0.186	0.186	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	860.00	100.000
B	FLAT	✓	80.00	100.000
C	FLAT	✓	970.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	40.000	820.000
	B	50.000	0.000	30.000
	C	940.000	30.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.63	0.00	0.38
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	8.86	0.07	A
B-A	0.22	20.30	0.28	C
C-AB	0.07	8.71	0.07	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	29.71	0.00	436.80	0.069	0.07	8.837	A
B-A	50.00	48.90	0.00	227.37	0.220	0.27	20.056	C
C-AB	30.00	29.71	0.00	443.10	0.068	0.07	8.702	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	40.00	40.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	436.23	0.069	0.07	8.861	A
B-A	50.00	49.98	0.00	227.29	0.220	0.28	20.298	C
C-AB	30.00	30.00	0.00	443.10	0.068	0.07	8.714	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	40.00	40.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	436.22	0.069	0.07	8.861	A
B-A	50.00	49.99	0.00	227.29	0.220	0.28	20.302	C
C-AB	30.00	30.00	0.00	443.10	0.068	0.07	8.714	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	40.00	40.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	436.22	0.069	0.07	8.861	A
B-A	50.00	50.00	0.00	227.29	0.220	0.28	20.302	C
C-AB	30.00	30.00	0.00	443.10	0.068	0.07	8.714	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	40.00	40.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	436.22	0.069	0.07	8.861	A
B-A	50.00	50.00	0.00	227.29	0.220	0.28	20.304	C
C-AB	30.00	30.00	0.00	443.10	0.068	0.07	8.714	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	40.00	40.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.00	30.00	0.00	436.22	0.069	0.07	8.861	A
B-A	50.00	50.00	0.00	227.29	0.220	0.28	20.304	C
C-AB	30.00	30.00	0.00	443.10	0.068	0.07	8.714	A
C-A	940.00	940.00	0.00	-	-	-	-	-
A-B	40.00	40.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

TRAFFIC SIGNALS CALCULATION

CTA Consultants Ltd.

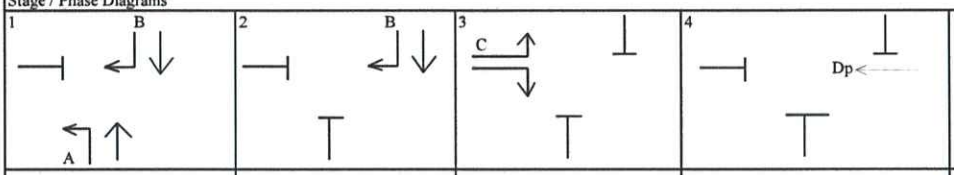
Junction: Junctoin D - Man Kam To Road / Fu Tei Au Road

Description: 2023 Existing Case

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Man Kam To Road	N		A	1	3.0	12.5	0	1	12%	14%	1890	1885	3945	3940	508	0.269		421	0.223	
	N		A	1	3.0	0	0	0	0%	0%	2055	2055	0	0	552	0.269		459	0.223	
Man Kam To Road	S		B	1,2	5.5	0	15	1	3%	1%	1930	1935	1930	1935	780	0.404	0.404	810	0.419	0.419
Fu Tei Au Road	E		C	3	4.0	7.5	15	1	8% / 92%	5% / 85%	1820	1805	1820	1805	120	0.066	0.066	130	0.072	0.072
Pedestrian crossing			Dp	4		Min Crossing time = 8Gm+12Fm=20s											*			*

Notes:	Check Phase		Check Phase	
	εy	0.470	εy	0.491
	L (sec)	32	L (sec)	32
	C (sec)	120	C (sec)	120
	y pract.	0.660	y pract.	0.660
	R.C. (%)	40%	R.C. (%)	35%

Stage / Phase Diagrams



TRAFFIC SIGNALS CALCULATION

CTA Consultants Ltd.

Junction: Junctoin D - Man Kam To Road / Fu Tei Au Road

Description: 2027 Reference Case

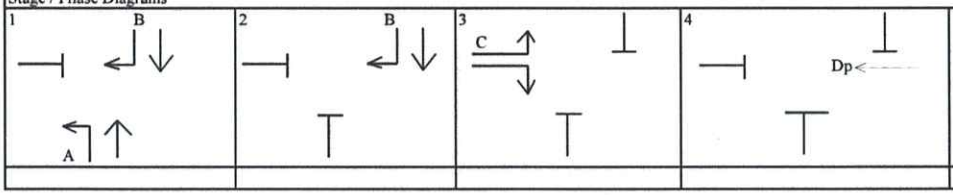
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Man Kam To Road	N		A	1	3.0	12.5	0	1	13%	15%	1885	1880	3940	3935	550	0.292		459	0.244	
	N		A	1	3.0	0	0	0	0%	0%	2055	2055	0	0	600	0.292		501	0.244	
Man Kam To Road	S		B	1,2	5.5	0	15	1	2%	1%	1930	1935	1930	1935	840	0.435	0.435	870	0.450	0.450
Fu Tei Au Road	E		C	3	4.0	7.5	15	1	8% / 92%	5% / 85%	1820	1805	1820	1805	120	0.066	0.066	130	0.072	0.072
Pedestrian crossing			Dp	4													*			*

Min Crossing time = 8Gm+12Fm=20s

Notes:

	Check Phase	Check Phase
εy	0.501	0.522
L (sec)	34	34
C (sec)	106	106
y pract.	0.611	0.611
R.C. (%)	22%	17%

Stage / Phase Diagrams



TRAFFIC SIGNALS CALCULATION

CTA Consultants Ltd.

Junction: Junctoin D - Man Kam To Road / Fu Tei Au Road
Description: 2027 Design Case

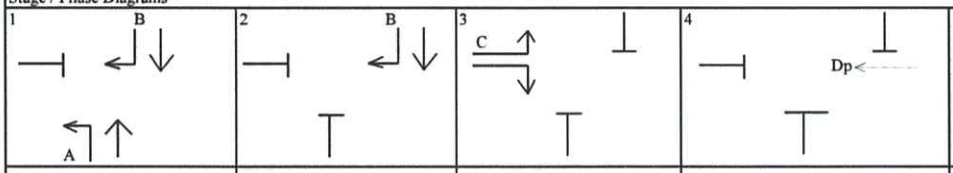
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Man Kam To Road	N		A	1	3.0	12.5	0	1	13%	15%	1885	1880	3940	3935	555	0.295		464	0.247	
	N		A	1	3.0	0	0	0	0%	0%	2055	2055	0	0	605	0.294		506	0.246	
Man Kam To Road	S		B	1,2	5.5	0	15	1	2%	1%	1930	1935	1930	1935	860	0.446	0.446	880	0.455	0.455
Fu Tei Au Road	E		C	3	4.0	7.5	15	1	8% / 92%	5% / 85%	1820	1805	1820	1805	120	0.066	0.066	130	0.072	0.072
Pedestrian crossing			Dp	4													*			*

Min Crossing time = 8Gm+12Fm=20s

Notes:

Check Phase		Check Phase	
εy	0.512	εy	0.527
L (sec)	34	L (sec)	34
C (sec)	106	C (sec)	106
y pract.	0.611	y pract.	0.611
R.C. (%)	20%	R.C. (%)	16%

Stage / Phase Diagrams



TRAFFIC SIGNALS CALCULATION

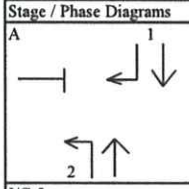
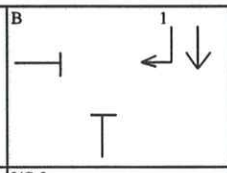
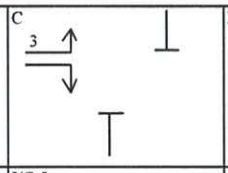
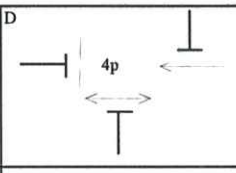
CTA Consultants Ltd.

Junction: Junctoin E - Jockey Club Road / Po Wan Road
Description: 2023 Existing Case

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Jockey Club Road	N		2	A	2.5	12.5	0	1	38%	28%	1785	1805	3840	3860	502	0.281		458	0.254	
	N		2	A	3.0	0	0	0	0%	0%	2055	2055	0	0	578	0.281		522	0.254	
Jockey Club Road	S		1	A,B	3.0	0	20	0	18%	18%	1800	1800	0	0	446	0.248	0.248	499	0.277	0.277
	S		1	A,B	3.0	0	0	1	0%	0%	1915	1915	3715	3715	474	0.248		531	0.277	
Po Wan Road	E		3	C	3.0	12.5	25	1	47% / 53%	39% / 1%	1760	1710	3670	3620	170	0.097	0.097	116	0.068	0.068
	E		3	C	3.0	0	20	0	100%	100%	1910	1910	0	0	185	0.097		129	0.068	
Pedestrian crossing			4p	D		Min Crossing time = 22											*			*

Notes:			Check Phase		Check Phase	
			εy	0.344	εy	0.345
			L (sec)	34	L (sec)	34
			C (sec)	112	C (sec)	112
			y pract.	0.627	y pract.	0.627
			R.C. (%)	82%	R.C. (%)	82%

Stage / Phase Diagrams

A	B	C	D		
					
I/G 5	I/G 5	I/G 5			

TRAFFIC SIGNALS CALCULATION

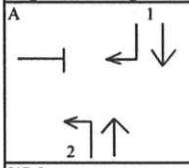
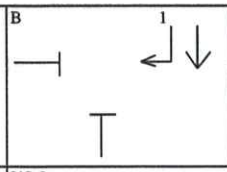
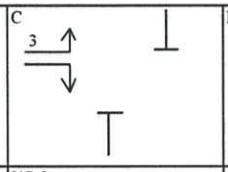
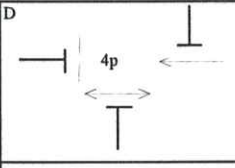
CTA Consultants Ltd.

Junction: Junctoin E - Jockey Club Road / Po Wan Road
Description: 2027 Reference Case

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Jockey Club Road	N		2	A	2.5	12.5	0	1	39%	29%	1780	1805	3835	3860	539	0.303		491	0.272	
	N		2	A	3.0	0	0	0	0%	0%	2055	2055	0	0	621	0.302		559	0.272	
Jockey Club Road	S		1	A,B	3.0	0	20	0	19%	17%	1800	1800	0	0	480	0.266	0.267	533	0.296	0.296
	S		1	A,B	3.0	0	0	1	0%	0%	1915	1915	3715	3715	510	0.267		567	0.296	
Po Wan Road	E		3	C	3.0	12.5	25	1	46% / 54%	46% / 4%	1760	1715	3670	3625	185	0.105	0.105	125	0.073	0.073
	E		3	C	3.0	0	20	0	100%	100%	1910	1910	0	0	200	0.105		140	0.073	
Pedestrian crossing			4p	D		Min Crossing time = 22											*			*

Notes:			Check Phase		Check Phase	
			εy	0.371	εy	0.369
			L (sec)	34	L (sec)	34
			C (sec)	112	C (sec)	112
			y pract.	0.627	y pract.	0.627
			R.C. (%)	69%	R.C. (%)	70%

Stage / Phase Diagrams

A	B	C	D		
					
I/G 5	I/G 5	I/G 5			

TRAFFIC SIGNALS CALCULATION

CTA Consultants Ltd.

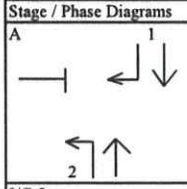
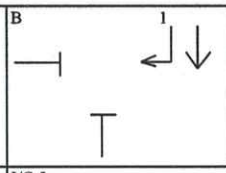
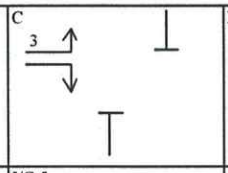
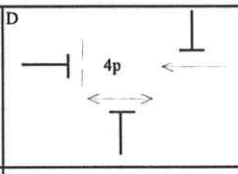
Junction: Junctoin E - Jockey Club Road / Po Wan Road

Description: 2027 Design Case

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Jockey Club Road	N		2	A	2.5	12.5	0	1	38%	28%	1785	1805	3840	3860	548	0.307		496	0.275	
	N		2	A	3.0	0	0	0	0%	0%	2055	2055	0	0	632	0.307		564	0.275	
Jockey Club Road	S		1	A,B	3.0	0	20	0	19%	17%	1800	1800	0	0	485	0.269	0.269	538	0.299	0.299
	S		1	A,B	3.0	0	0	1	0%	0%	1915	1915	3715	3715	515	0.269		572	0.299	
Po Wan Road	E		3	C	3.0	12.5	25	1	46% / 54%	46% / 4%	1760	1715	3670	3625	185	0.105	0.105	125	0.073	0.073
	E		3	C	3.0	0	20	0	100%	100%	1910	1910	0	0	200	0.105		140	0.073	
Pedestrian crossing			4p	D		Min Crossing time = 22											*			*

Notes:			Check Phase		Check Phase	
			εy	0.374	εy	0.372
			L (sec)	34	L (sec)	34
			C (sec)	112	C (sec)	112
			y pract.	0.627	y pract.	0.627
			R.C. (%)	68%	R.C. (%)	68%

Stage / Phase Diagrams

A	B	C	D		
					
I/G 5	I/G 5	I/G 5			

TRAFFIC SIGNALS CALCULATION

CTA Consultants Ltd.

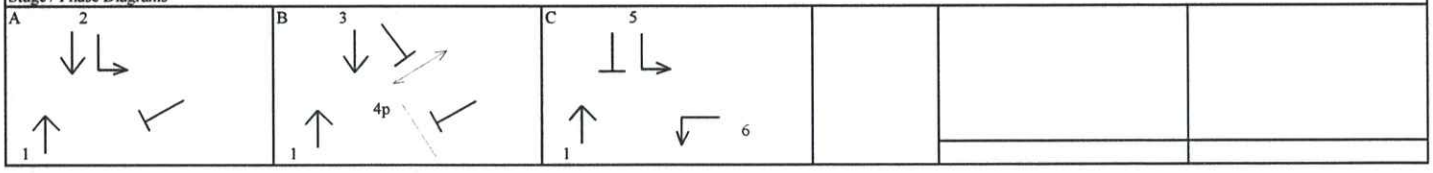
Junction: Junctoin F - Jockey Club Road / Tin Ping Road
Description: 2023 Existing Case

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Jockey Club Road	N	↑	1	A,B,C	3.5	0	0	1	0%	0%	1965	1965	4070	4070	512	0.260		492	0.251	
	N	↑	1	A,B,C	3.5	0	0	0	0%	0%	2105	2105	0	0	548	0.260		528	0.251	
Jockey Club Road	S	↓→	2	A,B,C	3.5	12.5	0	1	64%	33%	1825	1890	3930	3995	543	0.298		577	0.305	
	S	↓	3	A,B	3.5	0	0	0	0%	0%	2105	2105	0	0	627	0.298	0.298	643	0.305	0.305
Tin Ping Road	W	↱	6	C	5.0	10	0	1	100%	100%	1840	1840	1840	1840	180	0.098	0.098	250	0.136	0.136

Notes:

Check Phase		Check Phase	
εy	0.396	εy	0.441
L (sec)	12	L (sec)	12
C (sec)	64	C (sec)	64
y pract.	0.731	y pract.	0.731
R.C. (%)	85%	R.C. (%)	66%

Stage / Phase Diagrams



TRAFFIC SIGNALS CALCULATION

CTA Consultants Ltd.

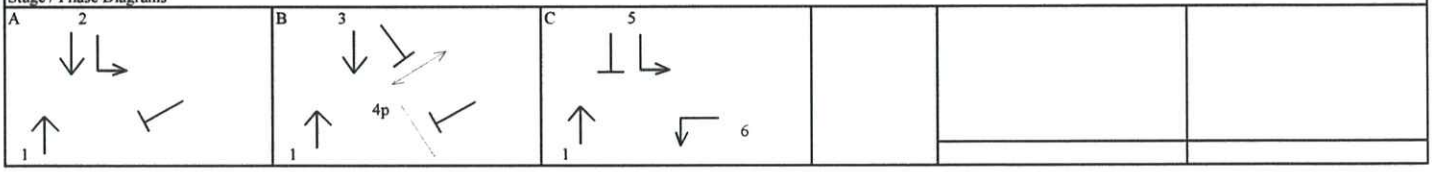
Junction: Junctoin F - Jockey Club Road / Tin Ping Road
Description: 2027 Reference Case

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Jockey Club Road	N	↑	1	A,B,C	3.5	0	0	1	0%	0%	1965	1965	4070	4070	550	0.280		526	0.268	
	N	↑	1	A,B,C	3.5	0	0	0	0%	0%	2105	2105	0	0	590	0.280		564	0.268	
Jockey Club Road	S	↓→	2	A,B,C	3.5	12.5	0	1	65%	32%	1825	1890	3930	3995	585	0.320		620	0.328	
	S	↓	3	A,B	3.5	0	0	0	0%	0%	2105	2105	0	0	675	0.321	0.321	690	0.328	0.328
Tin Ping Road	W	↰	6	C	5.0	10	0	1	100%	100%	1840	1840	1840	1840	200	0.109	0.109	270	0.147	0.147

Notes:

Check Phase		Check Phase	
εy	0.429	εy	0.475
L (sec)	12	L (sec)	12
C (sec)	64	C (sec)	64
y pract.	0.731	y pract.	0.731
R.C. (%)	70%	R.C. (%)	54%

Stage / Phase Diagrams



TRAFFIC SIGNALS CALCULATION

CTA Consultants Ltd.

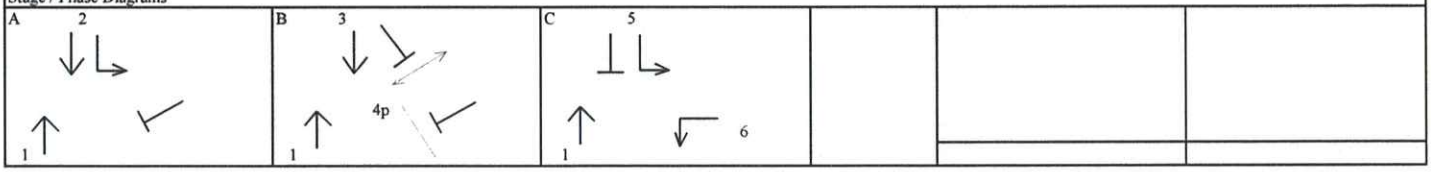
Junction: Junctoin F - Jockey Club Road / Tin Ping Road
Description: 2027 Design Case

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Jockey Club Road	N	↑	1	A,B,C	3.5	0	0	1	0%	0%	1965	1965	4070	4070	560	0.285		536	0.273	
	N	↑	1	A,B,C	3.5	0	0	0	0%	0%	2105	2105	0	0	600	0.285		574	0.273	
Jockey Club Road	S	↓→	2	A,B,C	3.5	12.5	0	1	64%	33%	1825	1890	3930	3995	590	0.323		629	0.333	
	S	↓	3	A,B	3.5	0	0	0	0%	0%	2105	2105	0	0	680	0.323	0.323	701	0.333	0.333
Tin Ping Road	W	↓←	6	C	5.0	10	0	1	100%	100%	1840	1840	1840	1840	200	0.109	0.109	270	0.147	0.147

Notes:

Check Phase		Check Phase	
εy	0.432	εy	0.480
L (sec)	12	L (sec)	12
C (sec)	64	C (sec)	64
y pract.	0.731	y pract.	0.731
R.C. (%)	69%	R.C. (%)	52%

Stage / Phase Diagrams



Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.5.523 [19102,19/06/2015]
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Filename: Junction G.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project (Completed)\21148HK - S16 for Prop Temp Cold Storage for Poultry and Distribution Centre at Man Kam To Rd, Sha Ling, NT\Calculation\1.83
Report generation date: 6/9/2023 15:42:43

» Junction G - Existing, AM
» Junction G - Existing, PM
» Junction G - Reference, AM
» Junction G - Reference, PM
» Junction G - Design, AM
» Junction G - Design, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Junction G - Design							
Arm 1	0.50	2.62	0.33	A	0.54	3.04	0.35	A
Arm 2	0.68	2.59	0.41	A	0.66	2.47	0.40	A
Arm 3	0.75	2.49	0.43	A	1.16	3.04	0.54	A
	Junction G - Existing							
Arm 1	0.44	2.46	0.30	A	0.46	2.78	0.31	A
Arm 2	0.58	2.40	0.37	A	0.56	2.29	0.36	A
Arm 3	0.65	2.33	0.39	A	0.99	2.79	0.50	A
	Junction G - Reference							
Arm 1	0.49	2.60	0.33	A	0.53	3.01	0.35	A
Arm 2	0.67	2.56	0.40	A	0.64	2.44	0.39	A
Arm 3	0.75	2.49	0.43	A	1.16	3.04	0.54	A

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Existing, AM " model duration: 8:00 - 9:30
"D2 - Existing, PM" model duration: 8:00 - 9:30
"D3 - Reference, AM" model duration: 8:00 - 9:30
"D4 - Reference, PM" model duration: 8:00 - 9:30
"D5 - Design, AM" model duration: 8:00 - 9:30
"D6 - Design, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 6/9/2023 15:42:41

File summary

Title	Jockey Club Road/ Po Shek Wu Road
Location	Jockey Club Road/ Po Shek Wu Road
Site Number	
Date	16/10/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Junction G - Existing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction G	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, AM	Existing	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			2.39	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.00	10.60	10.00	100.00	42.80	29.50	
2	7.00	10.60	10.00	72.00	42.80	18.00	
3	7.30	9.90	10.00	100.00	42.80	21.40	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.851	2735.239
2		(calculated)	(calculated)	0.881	2830.110
3		(calculated)	(calculated)	0.877	2824.114

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	640.00	100.000
2	FLAT	✓	870.00	100.000
3	FLAT	✓	1000.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	190.000	210.000	240.000
	2	120.000	10.000	740.000
	3	270.000	640.000	90.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.30	0.33	0.38
	2	0.14	0.01	0.85
	3	0.27	0.64	0.09

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.30	2.46	0.44	A
2	0.37	2.40	0.58	A
3	0.39	2.33	0.65	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	638.26	738.09	0.00	2106.98	0.304	0.43	2.447	A
2	870.00	867.69	518.60	0.00	2373.37	0.367	0.58	2.388	A
3	1000.00	997.42	319.14	0.00	2544.18	0.393	0.64	2.323	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	640.00	740.00	0.00	2105.36	0.304	0.44	2.456	A
2	870.00	869.99	520.00	0.00	2372.14	0.367	0.58	2.396	A
3	1000.00	999.99	320.00	0.00	2543.43	0.393	0.65	2.332	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	640.00	740.00	0.00	2105.36	0.304	0.44	2.456	A
2	870.00	870.00	520.00	0.00	2372.14	0.367	0.58	2.396	A
3	1000.00	1000.00	320.00	0.00	2543.43	0.393	0.65	2.332	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	640.00	740.00	0.00	2105.36	0.304	0.44	2.456	A
2	870.00	870.00	520.00	0.00	2372.14	0.367	0.58	2.396	A
3	1000.00	1000.00	320.00	0.00	2543.43	0.393	0.65	2.332	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	640.00	740.00	0.00	2105.36	0.304	0.44	2.456	A
2	870.00	870.00	520.00	0.00	2372.14	0.367	0.58	2.396	A
3	1000.00	1000.00	320.00	0.00	2543.43	0.393	0.65	2.332	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	640.00	740.00	0.00	2105.36	0.304	0.44	2.456	A
2	870.00	870.00	520.00	0.00	2372.14	0.367	0.58	2.396	A
3	1000.00	1000.00	320.00	0.00	2543.43	0.393	0.65	2.332	A

Junction G - Existing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction G	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, PM	Existing	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			2.63	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.00	10.60	10.00	100.00	42.80	29.50	
2	7.00	10.60	10.00	72.00	42.80	18.00	
3	7.30	9.90	10.00	100.00	42.80	21.40	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.851	2735.239
2		(calculated)	(calculated)	0.881	2830.110
3		(calculated)	(calculated)	0.877	2824.114

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	590.00	100.000
2	FLAT	✓	880.00	100.000
3	FLAT	✓	1280.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	150.000	210.000	230.000
	2	130.000	10.000	740.000
	3	290.000	940.000	50.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.25	0.36	0.39
	2	0.15	0.01	0.84
	3	0.23	0.73	0.04

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.31	2.78	0.46	A
2	0.36	2.29	0.56	A
3	0.50	2.79	0.99	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	590.00	588.19	996.92	0.00	1886.67	0.313	0.45	2.769	A
2	880.00	877.77	428.68	0.00	2452.56	0.359	0.56	2.283	A
3	1280.00	1276.06	289.18	0.00	2570.46	0.498	0.99	2.773	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	590.00	589.99	999.99	0.00	1884.06	0.313	0.45	2.781	A
2	880.00	879.99	429.99	0.00	2451.40	0.359	0.56	2.290	A
3	1280.00	1279.99	290.00	0.00	2569.75	0.498	0.99	2.790	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	590.00	590.00	1000.00	0.00	1884.05	0.313	0.46	2.781	A
2	880.00	880.00	430.00	0.00	2451.40	0.359	0.56	2.290	A
3	1280.00	1280.00	290.00	0.00	2569.74	0.498	0.99	2.790	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	590.00	590.00	1000.00	0.00	1884.05	0.313	0.46	2.781	A
2	880.00	880.00	430.00	0.00	2451.40	0.359	0.56	2.290	A
3	1280.00	1280.00	290.00	0.00	2569.74	0.498	0.99	2.790	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	590.00	590.00	1000.00	0.00	1884.05	0.313	0.46	2.781	A
2	880.00	880.00	430.00	0.00	2451.40	0.359	0.56	2.290	A
3	1280.00	1280.00	290.00	0.00	2569.74	0.498	0.99	2.790	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	590.00	590.00	1000.00	0.00	1884.05	0.313	0.46	2.781	A
2	880.00	880.00	430.00	0.00	2451.40	0.359	0.56	2.290	A
3	1280.00	1280.00	290.00	0.00	2569.74	0.498	0.99	2.790	A

Junction G - Reference, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction G	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference, AM	Reference	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			2.54	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.00	10.60	10.00	100.00	42.80	29.50	
2	7.00	10.60	10.00	72.00	42.80	18.00	
3	7.30	9.90	10.00	100.00	42.80	21.40	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.851	2735.239
2		(calculated)	(calculated)	0.881	2830.110
3		(calculated)	(calculated)	0.877	2824.114

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	680.00	100.000
2	FLAT	✓	940.00	100.000
3	FLAT	✓	1080.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	200.000	220.000	260.000
	2	130.000	10.000	800.000
	3	300.000	690.000	90.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.29	0.32	0.38
	2	0.14	0.01	0.85
	3	0.28	0.64	0.08

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	2.60	0.49	A
2	0.40	2.56	0.67	A
3	0.43	2.49	0.75	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	680.00	678.04	787.83	0.00	2064.65	0.329	0.49	2.593	A
2	940.00	937.34	548.43	0.00	2347.10	0.400	0.66	2.549	A
3	1080.00	1077.03	339.03	0.00	2526.74	0.427	0.74	2.478	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	680.00	679.99	789.99	0.00	2062.80	0.330	0.49	2.602	A
2	940.00	939.99	550.00	0.00	2345.72	0.401	0.67	2.560	A
3	1080.00	1079.99	340.00	0.00	2525.89	0.428	0.75	2.489	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	680.00	680.00	790.00	0.00	2062.80	0.330	0.49	2.602	A
2	940.00	940.00	550.00	0.00	2345.72	0.401	0.67	2.560	A
3	1080.00	1080.00	340.00	0.00	2525.89	0.428	0.75	2.489	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	680.00	680.00	790.00	0.00	2062.80	0.330	0.49	2.602	A
2	940.00	940.00	550.00	0.00	2345.71	0.401	0.67	2.560	A
3	1080.00	1080.00	340.00	0.00	2525.89	0.428	0.75	2.489	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	680.00	680.00	790.00	0.00	2062.80	0.330	0.49	2.602	A
2	940.00	940.00	550.00	0.00	2345.71	0.401	0.67	2.560	A
3	1080.00	1080.00	340.00	0.00	2525.89	0.428	0.75	2.489	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	680.00	680.00	790.00	0.00	2062.80	0.330	0.49	2.602	A
2	940.00	940.00	550.00	0.00	2345.71	0.401	0.67	2.560	A
3	1080.00	1080.00	340.00	0.00	2525.89	0.428	0.75	2.489	A

Junction G - Reference, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction G	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference, PM	Reference	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			2.84	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.00	10.60	10.00	100.00	42.80	29.50	
2	7.00	10.60	10.00	72.00	42.80	18.00	
3	7.30	9.90	10.00	100.00	42.80	21.40	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.851	2735.239
2		(calculated)	(calculated)	0.881	2830.110
3		(calculated)	(calculated)	0.877	2824.114

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	630.00	100.000
2	FLAT	✓	950.00	100.000
3	FLAT	✓	1370.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	160.000	220.000	250.000
	2	140.000	10.000	800.000
	3	310.000	1010.000	50.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.25	0.35	0.40
	2	0.15	0.01	0.84
	3	0.23	0.74	0.04

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	3.01	0.53	A
2	0.39	2.44	0.64	A
3	0.54	3.04	1.16	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	630.00	627.91	1066.41	0.00	1827.52	0.345	0.52	2.996	A
2	950.00	947.44	458.47	0.00	2426.33	0.392	0.64	2.430	A
3	1370.00	1365.40	309.06	0.00	2553.02	0.537	1.15	3.020	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	630.00	629.99	1069.99	0.00	1824.48	0.345	0.53	3.013	A
2	950.00	949.99	459.99	0.00	2424.98	0.392	0.64	2.440	A
3	1370.00	1369.98	310.00	0.00	2552.20	0.537	1.15	3.044	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	630.00	630.00	1070.00	0.00	1824.47	0.345	0.53	3.013	A
2	950.00	950.00	460.00	0.00	2424.98	0.392	0.64	2.440	A
3	1370.00	1369.99	310.00	0.00	2552.20	0.537	1.16	3.044	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	630.00	630.00	1070.00	0.00	1824.47	0.345	0.53	3.013	A
2	950.00	950.00	460.00	0.00	2424.98	0.392	0.64	2.440	A
3	1370.00	1370.00	310.00	0.00	2552.20	0.537	1.16	3.044	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	630.00	630.00	1070.00	0.00	1824.47	0.345	0.53	3.013	A
2	950.00	950.00	460.00	0.00	2424.98	0.392	0.64	2.440	A
3	1370.00	1370.00	310.00	0.00	2552.20	0.537	1.16	3.044	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	630.00	630.00	1070.00	0.00	1824.47	0.345	0.53	3.013	A
2	950.00	950.00	460.00	0.00	2424.98	0.392	0.64	2.440	A
3	1370.00	1370.00	310.00	0.00	2552.20	0.537	1.16	3.044	A

Junction G - Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction G	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design, AM	Design	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			2.56	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.00	10.60	10.00	100.00	42.80	29.50	
2	7.00	10.60	10.00	72.00	42.80	18.00	
3	7.30	9.90	10.00	100.00	42.80	21.40	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.851	2735.239
2		(calculated)	(calculated)	0.881	2830.110
3		(calculated)	(calculated)	0.877	2824.114

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	690.00	100.000
2	FLAT	✓	950.00	100.000
3	FLAT	✓	1080.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	200.000	220.000	270.000
	2	130.000	10.000	810.000
	3	300.000	690.000	90.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.29	0.32	0.39
	2	0.14	0.01	0.85
	3	0.28	0.64	0.08

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	2.62	0.50	A
2	0.41	2.59	0.68	A
3	0.43	2.49	0.75	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	690.00	688.00	787.83	0.00	2064.65	0.334	0.50	2.612	A
2	950.00	947.28	558.39	0.00	2338.32	0.406	0.68	2.584	A
3	1080.00	1077.03	339.02	0.00	2526.75	0.427	0.74	2.478	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	690.00	689.99	789.99	0.00	2062.80	0.335	0.50	2.621	A
2	950.00	949.99	559.99	0.00	2336.91	0.407	0.68	2.595	A
3	1080.00	1079.99	340.00	0.00	2525.89	0.428	0.75	2.489	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	690.00	690.00	790.00	0.00	2062.80	0.335	0.50	2.621	A
2	950.00	950.00	560.00	0.00	2336.91	0.407	0.68	2.595	A
3	1080.00	1080.00	340.00	0.00	2525.89	0.428	0.75	2.489	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	690.00	690.00	790.00	0.00	2062.80	0.335	0.50	2.621	A
2	950.00	950.00	560.00	0.00	2336.91	0.407	0.68	2.595	A
3	1080.00	1080.00	340.00	0.00	2525.89	0.428	0.75	2.489	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	690.00	690.00	790.00	0.00	2062.80	0.335	0.50	2.621	A
2	950.00	950.00	560.00	0.00	2336.91	0.407	0.68	2.595	A
3	1080.00	1080.00	340.00	0.00	2525.89	0.428	0.75	2.489	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	690.00	690.00	790.00	0.00	2062.80	0.335	0.50	2.621	A
2	950.00	950.00	560.00	0.00	2336.91	0.407	0.68	2.595	A
3	1080.00	1080.00	340.00	0.00	2525.89	0.428	0.75	2.489	A

Junction G - Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction G	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design, PM	Design	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			2.86	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.00	10.60	10.00	100.00	42.80	29.50	
2	7.00	10.60	10.00	72.00	42.80	18.00	
3	7.30	9.90	10.00	100.00	42.80	21.40	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.851	2735.239
2		(calculated)	(calculated)	0.881	2830.110
3		(calculated)	(calculated)	0.877	2824.114

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	640.00	100.000
2	FLAT	✓	960.00	100.000
3	FLAT	✓	1370.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	160.000	220.000	260.000
	2	140.000	10.000	810.000
	3	310.000	1010.000	50.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.25	0.34	0.41
	2	0.15	0.01	0.84
	3	0.23	0.74	0.04

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	3.04	0.54	A
2	0.40	2.47	0.66	A
3	0.54	3.04	1.16	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	637.86	1066.41	0.00	1827.52	0.350	0.54	3.021	A
2	960.00	957.38	468.42	0.00	2417.56	0.397	0.66	2.461	A
3	1370.00	1365.40	309.05	0.00	2553.03	0.537	1.15	3.020	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	639.99	1069.99	0.00	1824.48	0.351	0.54	3.038	A
2	960.00	959.99	469.99	0.00	2416.18	0.397	0.66	2.471	A
3	1370.00	1369.98	310.00	0.00	2552.20	0.537	1.15	3.044	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	640.00	1070.00	0.00	1824.47	0.351	0.54	3.038	A
2	960.00	960.00	470.00	0.00	2416.17	0.397	0.66	2.471	A
3	1370.00	1369.99	310.00	0.00	2552.20	0.537	1.16	3.044	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	640.00	1070.00	0.00	1824.47	0.351	0.54	3.038	A
2	960.00	960.00	470.00	0.00	2416.17	0.397	0.66	2.471	A
3	1370.00	1370.00	310.00	0.00	2552.20	0.537	1.16	3.044	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	640.00	1070.00	0.00	1824.47	0.351	0.54	3.038	A
2	960.00	960.00	470.00	0.00	2416.17	0.397	0.66	2.471	A
3	1370.00	1370.00	310.00	0.00	2552.20	0.537	1.16	3.044	A

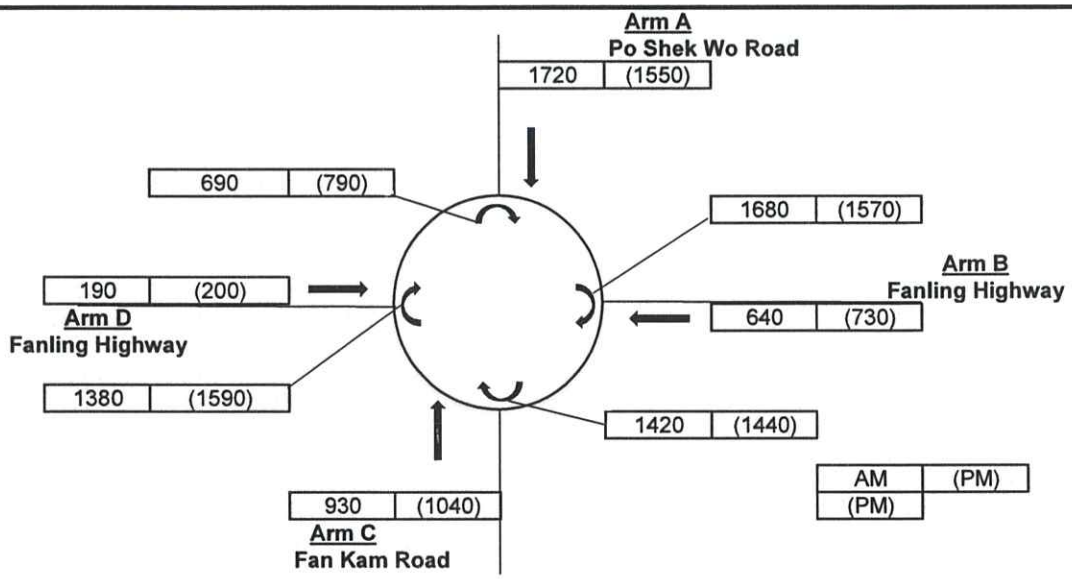
Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	640.00	640.00	1070.00	0.00	1824.47	0.351	0.54	3.038	A
2	960.00	960.00	470.00	0.00	2416.17	0.397	0.66	2.471	A
3	1370.00	1370.00	310.00	0.00	2552.20	0.537	1.16	3.044	A

Roundabout Junction Calculation

Junction : (RC) Po Shek Wu Inerchange (Tai Tau Leng Roundabout) Job No.: 21148HK

Scenario : Year 2023 Observed Flow



Input Parameters				Arm A	Arm B	Arm C	Arm D
V	=	Approach half width (m)		6.5	7.3	7	5.9
E	=	Entry width (m)		8.4	8.5	10.5	7.9
L	=	Effective length of flare (m)		9	31	12	30
R	=	Entry radius		70	73	20	25
D	=	Inscribed circle diameter (m)		80	80	80	80
A	=	Entry angle (degree)		19	50	40	20
Q	=	Entry flow (pcu/hr)	AM	1720	640	930	190
			PM	(1550)	(730)	(1040)	(200)
Qc	=	Circulating flow across entry (pcu/h	AM	690	1680	1420	1380
			PM	(790)	(1570)	(1440)	(1590)

Output Parameters				Arm A	Arm B	Arm C	Arm D
S	=	Sharpness of flare = 1.6*(E-V)/L		0.34	0.06	0.47	0.11
K	=	1-0.00347*(A-30)-0.978*(1/R-0.05)		1.07	0.97	0.97	1.04
X_2	=	V+((E-V)/(1+2*S))		7.63	8.37	8.81	7.55
M	=	Exp((D-60)/10)		7.39	7.39	7.39	7.39
F	=	303*X_2		2313	2535	2670	2287
Td	=	1+(0.5/(1+M))		1.06	1.06	1.06	1.06
Fc	=	0.21*Td*(1+0.2*X_2)		0.56	0.59	0.61	0.56
Qe	=	Capacity = K*(F-Fc*Qc)	AM	2066	1484	1734	1584
			PM	2006	1547	1723	1461
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.83	0.43	0.54	0.12
			PM	0.77	0.47	0.60	0.14

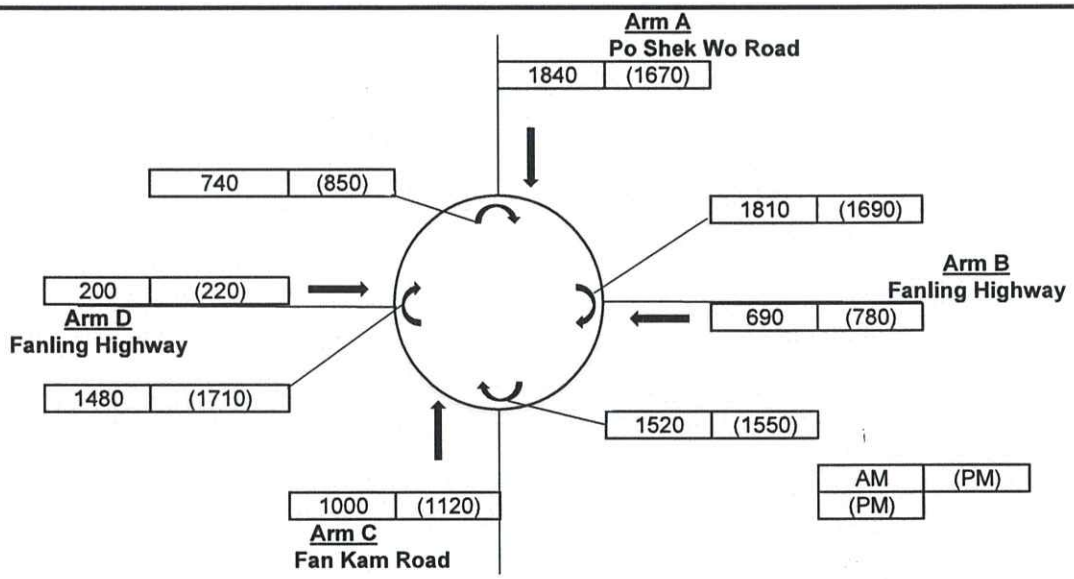
DFC of Critical Approach = AM 0.83
PM 0.77

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Roundabout Junction Calculation

Junction : (RC) Po Shek Wu Inerchange (Tai Tau Leng Roundabout) Job No.: 21148HK

Scenario : Year 2027 Reference Flow



Input Parameters				Arm A	Arm B	Arm C	Arm D
V	=	Approach half width (m)		6.5	7.3	7	5.9
E	=	Entry width (m)		8.4	8.5	10.5	7.9
L	=	Effective length of flare (m)		9	31	12	30
R	=	Entry radius		70	73	20	25
D	=	Inscribed circle diameter (m)		80	80	80	80
A	=	Entry angle (degree)		19	50	40	20
Q	=	Entry flow (pcu/hr)	AM	1840	690	1000	200
			PM	(1670)	(780)	(1120)	(220)
Qc	=	Circulating flow across entry (pcu/h	AM	740	1810	1520	1480
			PM	(850)	(1690)	(1550)	(1710)

Output Parameters				Arm A	Arm B	Arm C	Arm D
S	=	Sharpness of flare = 1.6*(E-V)/L		0.34	0.06	0.47	0.11
K	=	1-0.00347*(A-30)-0.978*(1/R-0.05)		1.07	0.97	0.97	1.04
X_2	=	V+((E-V)/(1+2*S))		7.63	8.37	8.81	7.55
M	=	Exp((D-60)/10)		7.39	7.39	7.39	7.39
F	=	303*X_2		2313	2535	2670	2287
Td	=	1+(0.5/(1+M))		1.06	1.06	1.06	1.06
Fc	=	0.21*Td*(1+0.2*X_2)		0.56	0.59	0.61	0.56
Qe	=	Capacity = K*(F-Fc*Qc)	AM	2036	1409	1675	1526
			PM	1969	1478	1657	1391
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.90	0.49	0.60	0.13
			PM	0.85	0.53	0.68	0.16

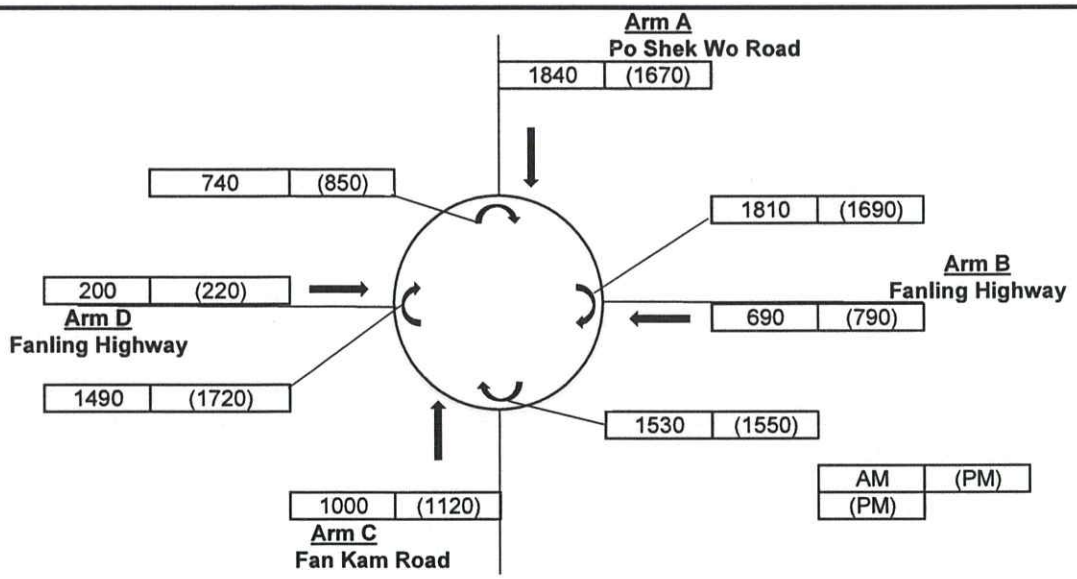
DFC of Critical Approach = AM 0.90
PM 0.85

CTA Consultants Ltd.

Roundabout Junction Calculation

Junction : (RC) Po Shek Wu Inerchange (Tai Tau Leng Roundabout) Job No.: 21148HK

Scenario : Year 2027 Design Flow



Input Parameters				Arm A	Arm B	Arm C	Arm D
V	=	Approach half width (m)		6.5	7.3	7	5.9
E	=	Entry width (m)		8.4	8.5	10.5	7.9
L	=	Effective length of flare (m)		9	31	12	30
R	=	Entry radius		70	73	20	25
D	=	Inscribed circle diameter (m)		80	80	80	80
A	=	Entry angle (degree)		19	50	40	20
Q	=	Entry flow (pcu/hr)	AM	1840	690	1000	200
			PM	(1670)	(790)	(1120)	(220)
Qc	=	Circulating flow across entry (pcu/h	AM	740	1810	1530	1490
			PM	(850)	(1690)	(1550)	(1720)

Output Parameters				Arm A	Arm B	Arm C	Arm D
S	=	Sharpness of flare = 1.6*(E-V)/L		0.34	0.06	0.47	0.11
K	=	1-0.00347*(A-30)-0.978*(1/R-0.05)		1.07	0.97	0.97	1.04
X_2	=	V+((E-V)/(1+2*S))		7.63	8.37	8.81	7.55
M	=	Exp((D-60)/10)		7.39	7.39	7.39	7.39
F	=	303*X_2		2313	2535	2670	2287
Td	=	1+(0.5/(1+M))		1.06	1.06	1.06	1.06
Fc	=	0.21*Td*(1+0.2*X_2)		0.56	0.59	0.61	0.56
Qe	=	Capacity = K*(F-Fc*Qc)	AM	2036	1409	1669	1520
			PM	1969	1478	1657	1386
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.90	0.49	0.60	0.13
			PM	0.85	0.53	0.68	0.16

DFC of Critical Approach = AM 0.90
PM 0.85

CTA Consultants Ltd.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-07-09 星期三 17:15:48
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	RE: A/NE-FTA/258 - departmental comments
Attachment:	Response the Comments from Director of Environmental Protection 9-7-2025.pdf; Response the Comments from the Commissioner for Transport 30-6-2025.pdf

Dear Shirley – Plan D

Attached the response to the departmental comments for your record.

Regards

Leo

Planning Application No. A/NE-FTA/258
Response to the Comments from Director of Environmental Protection
(Contact Person: Ms. CC CHANG, Tel. 2835 1867)
Environmental Assessment

Noise

1. Section 3.3: The assessment for noise impact from fixed sources during operation and its submitted assessment relied on the outdated site layout as adopted in previous case (ref: A/NE/FTA/220). Please update the relevant Figures (particularly Figures 3.3, 3.4 and 3.5). Please review and justify if the noise sources (including the path of road segments within site and water cooling towers at rooftop) and associated assessment on each listed NSR are still valid and conservative. If NOT, please provide an updated assessment.
After review and justify the noise sources, the Noise Sensitive Receiver are still valid and there will be no NSR of the proposed development.

2. Section 3.1.5, Section 3.2.2: The mentioned ProPECC PN2/93 has been superseded by a new "ProPECC PN 1/24 Minimizing Noise from Construction Activities". Please update accordingly.
Revised and see attached

3. Section 3.3.34-35: Section drawings should be provided to demonstrate the heights of proposed fixed/movable noise barriers can offer the claimed noise reduction effectiveness.
Refer the section drawings (NB-01) for the Noise Barrier.

4. Section 3.3.41, Section 3.3.43: As there is a total of 10 dB(A) reduction claimed for proposed mitigation & other screening effect, suggest to revise the wordings in Section 3.3.43 as below to avoid misunderstanding: "Taking conservative approach to estimate the abovementioned measures, a total of 10 dB(A) reduction as screening effect was adopted for all NSRs"
Revised and see attached

5. Section 3.4.4 & Appendix G:
(i) Please elaborate on why the Year 2018 background traffic flow is considered conservative.
The *2018 traffic flow* is considered conservative because it reflects a *pre-disruption baseline*, ensuring that future transport assessments err on the side of caution rather than overestimating capacity. This approach aligns with Hong Kong's rick-averse planning standards.

(ii) Please review if the background traffic flow year and commissioning year need to be updated.

Since Man Kam To Road's traffic trends mirror Hong Kong's logistics downturn, therefore, the background traffic flow year and commissioning year is not recommended to reviewed. We believed the year 2018 traffic flow is considered conservative and reflect the commissioning year situation.

(iii) The validity of the road traffic noise impact assessment results hinges on whether the traffic flow data used in the assessment is valid. Transport Department's endorsement on the traffic flow data or the traffic forecast methodology should be documented in the EA report
The traffic flow data (or forecast methodology) for Man Kam Road has been reviewed and endorsed by the relevant authority. Therefore, the Appendix G has been stated the 2018 traffic forecast in the EA report.

Asbestos

1. Para. 2.2.6: Please add a sentence "In accordance with the APCO and ...." to the beginning of the 2nd sentence starts with "Depending upon..." Please delete the words "....and demolition work can then commence." in the last sentence.
Revised and see attached

2. Para. 2.4.9: Please add a sentence "In accordance with the APCO and ...." to the beginning of the 2nd sentence starts with "Depending upon..." Please delete the words "....and demolition work can then commence." in the penultimate sentence.

Revised and see attached

3. The map indicates that there are multiple temporary structures at the proposed site, rather than the single temporary structure mentioned in the report. Please review and update section 2.4.8 accordingly. In addition to inspecting the temporary structures, please note that corrugated asbestos cement sheets are also commonly found in irrigation channels on farmland and are used for soil blocking and flood prevention. Therefore, the asbestos investigation should encompass the entire site area.

No temporary structure should be demolished in the development site. (Refer section 2.4.8)

4. Please be reminded to timely submit relevant documents such as Asbestos Investigation Report/ Asbestos Abatement Plan and notification of commencement of any asbestos abatement work as required under the Air Pollution Control Ordinance.

Asbestos Investigation Report is not required.

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

2.2.4 This Regulation takes effect on 1 June 2015 and requires Non-road Mobile Machinery ("NRMM"), except those exempted, to comply with the prescribed emission standards. From 1 September 2015, 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. Starting from 1 December 2015, 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.

Asbestos Containing Materials ("ACMs")

2.2.5 The owner of premises which contain or may reasonably be suspected of containing ACMs shall engage a Registered Asbestos Consultant ("RAC") to prepare an Asbestos Investigation Report ("AIR"). If any ACM is found, an Asbestos Abatement Plan ("AAP") shall be submitted to EPD for approval. EPD shall be notified in writing at least 28 days before the commencement of any asbestos abatement work.

2.2.6 For Removal of ACMs, a Registered Asbestos Contractor shall be engaged to remove the ACM in accordance with the APCO and the approved AAP under a RAC's supervision as required. Depending upon the type of work to be carried out, a RAC may need to be appointed to supervise. ~~audit and air monitor the asbestos abatement work. After completion of the asbestos abatement work, a summary report to be prepared by the RAC shall be submitted to EPD for record and demolition work can then commence.~~

Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations

2.2.7 Enacted under Section 43 of the APCO, the *Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations* stipulate that a prior approval from EPD will be required if the total fuel consumption capacity of any fuel-burning equipment or its chimney on premises to be installed or altered exceeds (a) 25L of conventional liquid fuel per hour; or (b) 30kg of conventional solid fuel per hour; or (c) 1,150MJ of any gaseous fuel per hour.

Hong Kong Planning Standards and Guidelines ("HKPSG")

2.2.8 The minimum buffer distances required between different types of roads and active open spaces are recommended in Chapter 9 Environment of HKPSG and are summarised in ***Table 2.2*** for ease of reference. For chimney, a buffer distance of 200m is recommended in Chapter 9 of HKPSG.

Table 2.2: HKPSG Minimum Setback Distances

POLLUTION SOURCE	TYPE OF ROAD	BUFFER DISTANCE	PERMITTED USES
Road and Highways	Trunk Road and Primary Distributor	>20m	Active and passive recreation use
		3 - 20m	Passive recreational use
		<3m	Amenity areas
	District Distributor	>10m	Active and passive recreational use
		<10m	Passive recreational uses
	Local Distributor	>5m	Active and passive recreational use
		<5m	Passive recreational use
	Under Flyovers	-	Passive recreational use

Source: Adapted from Table 3.1 of Chapter 9 Environment of HKPSG.

immediately before, during and immediately after the operation so as to maintain the entire surface wet.

All demolished items (including trees, shrubs, vegetation, boulders, poles, pillars, structures, debris, rubbish and other items arising from site clearance) that may dislodge dust particles shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides within a day of demolition.

Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations.

Vehicle washing facilities including a high pressure water jet shall be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point shall be paved with concrete, bituminous materials or hardcore.

Provision of not less than 2.4m high hoarding from ground level along site boundary where adjoins a road, streets or other accessible to the public except for a site entrance or exit.

Spray water on the surface of façade before and during grinding work.

Equip vacuum cleaner on grinder for façade grinding work as far as practicable.

Main haul road shall be sprayed with water so as to maintain the entire road surface wet. Imposition of speed controls for vehicles on site haul roads and confine haulage and delivery vehicles to designated roadways inside the site.

The portion of any road leading only to a construction site that is within 30m of a discernible or designated vehicle entrance or exit shall be kept clear of dusty materials.

Where possible, routing of vehicles and positioning of construction plant should be at the maximum possible distance from ASRs.

Every stock of more than 20 bags of cement or dry Pulverised Fuel Ash ("PFA") should be covered entirely by impervious sheeting or placed in an area sheltered on the top and three sides.

2.4.7 In addition, the EPD's *Recommended Pollution Control Clause ("RPCC") for Construction Contract* in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

The Contractor shall observe and comply with the APCO and its subsidiary regulations, particularly the *Air Pollution Control (Open Burning) Regulation* and *Air Pollution Control (Construction Dust) Regulation* and *Air Pollution Control (Smoke) Regulation*.

The Contractor shall undertake at all times to prevent dust nuisance and smoke as a result of his activities.

The Contractor shall ensure that there will be adequate water supply / storage for dust suppression.

The Contractor shall devise, arrange methods of working and carrying out the works in such a manner as to minimise dust impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented.

For better smoke control, the Contractor shall not use diesel hammer for percussive piling.

Before commencement of any work, the Engineer may require the methods of working, plant, equipment and air pollution control system to be used on the site to be made available for inspection and approval to ensure that they are suitable for the project.

2.4.8 There is a temporary structure (i.e. a small village house) within the Site which will not be demolished during construction phase. ~~The small village house is currently inaccessible. Hence, a RAC will be engaged during the detailed design stage to prepare an AIR. If any ACM is found, an~~

~~AAP shall be submitted to EPD for approval. EPD shall be notified in writing at least 28 days before the commencement of any asbestos abatement work~~. Therefore, it is no advance effect on the whole environment Protection for the Air factor.

2.4.9 For removal of ACMs, a Registered Asbestos Contractor shall be engaged to remove the ACM in accordance with the APCO and approved AAP under a RAC's supervision as required. Depending upon the type of work to be carried out, a RAC may need to be appointed to supervise, audit and air- monitor the asbestos abatement work. After completion of the asbestos abatement work, a summary report to be prepared by the RAC shall be submitted to EPD for record. ~~and demolition work can then commence. With the implementation of the aforementioned procedure and measures, no adverse impact from ACMs is anticipated.~~

2.4.10 For the emergency generator, the chimney design shall comply with the *Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations* as mentioned in ***paragraph 2.2.7***.

Operation Phase

Industrial Emission

2.4.11 Site visits were conducted on 23 March 2018, 19 September 2018 and 18 August 2021 to identify the potential air pollution sources in the vicinity of the Site. A cement works was located to the north of the Site. The cement works is located around 220m from the air sensitive use of the Site, which can satisfy the 200m buffer distance between industrial chimneys and air sensitive uses recommended in Chapter 9 of the HKPSG. Hence, no adverse air quality impact from industrial emission on the Centre is anticipated. The location of the cement works is shown on ***Figure 2-2.***

2.4.12 As advised by the Applicant, only three to five forklifts will be used within the Centre. As the forklifts will comply the emission standards of the *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation*. The air quality impact from the forklifts is considered insignificant. No adverse air quality impact from the operation of the Centre on the surrounding air sensitive uses is therefore anticipated.

Vehicular Emission

2.4.13 Man Kam To Road and Lo Wu Station Road are the major road near the Site as shown on ***Figure 2-3***. With reference to the *Annual Traffic Census 2021* published by the Transport Department ("TD"), Man Kam To Road is classified as a Rural Road whilst there is no relevant information for Lo Wu Station Road. By considering the nature of Lo Wu Station Road, it is classified as a Rural Road. There is no specific buffer distance requirement recommended in Table 3.1, Chapter 9 of the HKPSG. Hence, the minimum buffer distance of 5m between air sensitive uses and local road is adopted for the Centre.

2.4.14 As illustrated on ***Figure 2-3***, majority of the Site can satisfy the buffer distance of 5m between the roads and the Site. There is no air sensitive use within the 5m buffer distance between the roads and the Site. In order to avoid adverse air quality impact from traffic emission, a buffer zone is recommended for the Proposed Development with the following requirements:

No fresh air intake / openable window of air sensitive uses shall be located within the buffer zone.

Any air sensitive uses within buffer zone shall rely on fresh air intake / openable window located out of the buffer zone for ventilation.

2.4.15 With the provision of the buffer zone, the buffer distances recommended in HKPSG will be satisfied. Therefore, no adverse air quality impact on the Site from traffic emission is anticipated.

2.4.16 The engines of the vehicles will be switched off during loading / unloading within the Centre. Besides, Man Kam To Road and Lo Wu Station Road will still operate with ample capacity with the Proposed Development as per Section 4.8 of the TIA Report. The additional traffic trips

3 NOISE

3.1 Environmental Legislation and Standards

Noise Control Ordinance (Cap. 400)

3.1.1 The main piece of legislation controlling environmental noise impact is the *Noise Control Ordinance* ("NCO"). The NCO enables regulations and Technical Memoranda ("TMs") to be enacted, which introduces detailed control criteria, measurement procedures and other technical matters.

3.1.2 The Site does not fall within any Designated Area ("DA") in accordance with EPD's Plan No. EPD/AN/NT-01 and EPD/AN/NT-01A for Yuen Long, Tin Shui Wai, Mai Po, Shek Kong and Kwu Tung; as well as Plan No. EPD/AN/NT-02 and EPD/AN/NT-02A for Tai Po, Fanling, Sheung Shui and Sha Tau Kok. Therefore, the *Technical Memorandum on Noise from Construction Work in Designated Area* ("DA-TM") is not applicable.

3.1.3 Construction noise during noise control restricted hours is governed under the following Technical Memoranda:

- Technical Memorandum on Noise from Percussive Piling ("PP-TM").
- Technical Memorandum on Noise from Construction Work other than Percussive Piling ("GW-TM").
- Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites ("IND-TM").

3.1.4 In addition, the following requirements are given under the NCO:

- Hand-held breakers having a mass of above 10kg and any air compressor capable of supplying compressed air at 500kPa or above must be fitted with a Noise Emission Label issued under the *Noise Control (Hand Held Percussive Breakers) Regulation and Noise Control (Air Compressors) Regulation* of NCO.
- Construction Noise Permit ("CNP") must be applied by the Contractor from EPD for any percussive piling at any time or any other construction activities conducted within restricted hours (for all days 7pm to 7am the next day and at all times on Public Holidays or Sundays) as defined in NCO.

3.1.5 There is no statutory control for noise arising from construction activities (other than percussive pilling) during normal working hours (7am to 7pm from Monday to Saturday, not including general holidays). Nevertheless, *Professional Persons Environmental Consultative Committee Practice Note* ProPECC PN1/24 *Noise from Construction Activities – Non-statutory Controls* ("ProPECC PN1/24") recommends the noise criteria as shown in ***Table 3.1*** and guideline to minimise the potential construction noise impact during normal working hours.

Table 3.1: Construction Noise Criteria for Non-Restricted Hours

NOISE SENSITIVE USE	$L_{EQ(30\ MIN)}$ NOISE CRITERIA BETWEEN 0700 AND 1900 ON ANY DAY NOT BEING A SUNDAY OR GENERAL HOLIDAY
Dwellings	75 dB(A)
School	70 dB(A) (or 65 dB(A) during examination)

3.1.6 For fixed plant noise during operation phase, the requirements of IND-TM shall be complied with. Table 2 of IND-TM stipulates the day, evening and night time Acceptable Noise Levels ("ANLs") for Noise Sensitive Receivers ("NSRs") according to the corresponding Area Sensitive

3.2 Construction Noise Impact

3.2.1 Various construction activities such as excavation, stockpiling, earth moving, filling activities, reinstatement works and etc. will be the key noise sources generated during the construction phase. In particular, the use of PME and the vehicle movement within the Site are the major noise sources.

3.2.2 Construction shall be carried out during non-restricted hours as far as practicable. The mitigation measures recommended in ProPECC PN1/24 should be implemented where applicable. In addition, the following measures and on-site practice are recommended in order to minimise the potential construction noise impacts during daytime:

Quiet PME and construction method should be adopted as far as practicable.

The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.

Switch off idling equipment.

Regular maintenance of equipment.

Fit muffler or silencer for equipment.

Noisy equipment and noisy activities should be located as far away from the NSRs as is practical.

Use quiet construction method, e.g. use of saw-cut or hydraulic crusher instead of excavator-mounted percussive breaker.

PME should be kept to a minimum and the parallel use of noisy equipment / machineries should be avoided.

Erect noise barriers or noise enclosure for the PME if appropriate.

Implement good house-keeping and provide regular maintenance to the PME.

Spot check resultant noise levels at nearby NSRs.

3.2.3 If construction work involving the use of PME will be required during restricted hours, a CNP shall be applied for under the NCO. The noise criteria and assessment procedures for obtaining a CNP are specified in GW-TM.

3.2.4 In addition, the EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

The Contractor shall observe and comply with the *NCO* and its subsidiary regulation.

The Contractor shall ensure that all plant and equipment to be used on the Site are properly maintained in good operating condition and noisy construction activities shall be effectively sound-reduced by means of silencers, mufflers, acoustic linings and shields, acoustic sheds or screen or other means, to avoid disturbance to nearby noise sensitive receivers.

For carrying out any construction work other than percussive piling during the time period from 0700 to 1900 hours on any day not being a general holiday (including Sundays), the Contractor shall comply with the following requirements.

- The noise level measured at 1m from most affected external façade of the nearby noise sensitive receivers from the construction works alone during any 30-minute period shall not exceed an equivalent sound level ("L_{eq}") of 75dB(A).
- The noise level measured at 1m from most affected external façade of the nearby schools from the construction works alone during any 30-minute period shall not exceed L_{eq} of 70dB(A) [65dB(A) during school examination period]. The Contractor shall liaise

NSR	PREDICTED NOISE LEVEL, dB(A)			NOISE CRITERIA, dB(A)		
	Day	Evening	Night	Day	Evening	Night
IN11	48	43	32			
IN12	49	44	32			
IN13	51	46	35			
IN14	47	42	31			
IN15	54	49	37	55	49	44

Mechanical and Electrical (M&E) Equipment

3.3.37 As mentioned in ***paragraphs 3.3.10 - 3.3.11***, 4 sets (in total of 19) of condensers were taken into account in this assessment.

3.3.38 They are distributed on the roof top of Cold Storage Blocks 1 and 2. Seven condensers and six condensers are located on Cold Storage Block 1 (SW) and Block 1 (NE), respectively, while another six condensers are located on the Block 2, as shown on ***Figure 3-5***.

3.3.39 According to the information provided by the Project M&E Consultant, the SWL of the condenser, 76 dB(A) shown in ***Appendix D***, has been adopted in the calculation.

3.3.40 In order to minimise the noise impact, noise enclosure should be installed for the condenser.

3.3.41 According to the *Good Practices on Ventilation System Noise Control* published by EPD, a complete acoustic enclosure (minimum surface density of 10kg/m^2) with silencer for condenser with opening could provide a noise reduction of 20dB(A) or more.

3.3.42 In order to further minimise the noise impact, it is suggested that the openings of enclosure of Block 1 and Block 2 should face Man Kam To Road and located as far as practicable from the NSRs as shown on ***Figure 3-5***.

3.3.43 Regarding the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the openings. Taking a conservative approach to estimate the above mentioned measures, a total of 10 dB(A) reduction as screening effect was adopted for all NSRs.

3.3.44 The noise levels from M&E equipment were thus calculated as shown in ***Appendix F*** and summarised in ***Table 3.10***.

Table 3.10: Predicted Noise Levels from M&E Equipment

NSR	PREDICTED NOISE LEVEL, dB(A)	NOISE CRITERIA, dB(A)		
	Day / Evening / Night	Day	Evening	Night
IN1	36			
IN2	30			
IN3	30	55	49	44
IN4	30			
IN5	29			

SECTION 'A'-'A'



B.D. Reference	屋宇署檔案
M.W. Reference	小型工程檔案
L.D. Reference	地政署檔案
F.S.D. Reference	消防處檔案

Notes 注釋

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REV	DESCRIPTION	DATE

C&K Land Management Company Limited

Project 項目

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application 申請

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title 標題

PROPOSED NOISE BARRIER

Scale 比例: 1:1000 (A3)	Revisions 修訂: –
Designed by 設計者: LW	Drawn by 制圖人: Arthur
Checked by 檢查: LW	Date 日期: 04–JULY–2025
Job No. 工程項目: –	Drawing No. 圖號: NB–01

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-08-04 星期一 13:57:05
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	RE: A/NE-FTA/258 - departmental comments
Attachment:	Response the EPD COMMENT 4-8-2025.pdf; Enviromental Ass Report 4-8-2025.pdf

Dear Shirley

Attached the response to EPD Comment for your record.

Regards

Leo

Planning Application No. A/NE-FTA/258

Comments from Director of Environmental Protection (Contact Person: Ms. CC CHANG, Tel. 2835 1867)

Planning Statement

1. Section 4.9.4: Please note the ProPECC PN 1/23 has been issued and superseded the ProPECC PN 5/93. Please update the relevant sections in the report.

updated the relevant sections

2. As mentioned in the Planning Statement and the Sewerage Impact Assessment (SIA), there will be a septic tank and soakaway system for sewage produced from toilets and wastewater from floor cleaning. Yet, in the water quality chapter of the Environmental Assessment, it was mentioned that sewage and grey water from toilets and the wastewater from floor cleaning will be temporarily stored in the wastewater storage tanks and tankered away for off-site disposal by a licensed collector. Please clarify.

Clarification: The septic tank system primarily serves to treat wastewater generated by toilets used by staff and visitors, as well as handwashing wastewater, similar to a wastewater tank. However, the water quality section of the environmental assessment report noted that portable toilets would be used during construction. Other sewage and grey water from toilets and the wastewater from floor cleaning will be temporarily stored in the wastewater storage tanks and tankered away for off-site disposal by a licensed collector. This remains unchanged.

3. "No adverse water quality impact is anticipated during both construction and operation phases **with implementation of the mitigation measures proposed in the water quality chapter of the Environmental Assessment**.".

Revised

4. Para. 4.10.2: Please refer to our comment items 4 to 6 of the SIA and update this paragraph if applicable.

Noted

Environmental Assessment

Air Quality

1. Table 2-3: Please add a column to show the uses of the ASRs (e.g. residential).

Added a column

2. Section 2.4: Please refer to the latest PATH and choose the year according to the programme of the proposed development.

Updated

3. Para. 2.4.3: Please update the commencement year of the proposed development as it is already year 2025 now.

Updated

4. Table 2-4:

(i) Please also present the data of other air pollutants e.g. SO2, CO, O3.
(ii) Please present the past air quality data by quoting the data from the nearest AQMS of the recent 5 years.

Updated

5. Please provide more information for assessing the potential constructional air quality impact arising from the proposed development, including but not limited to: the size of the demolition, site formation or/and excavation area, amount of excavated materials to be handled, number of dump trucks and mechanical equipment to be used per time over the work site. Please confirm whether there are any concurrent projects in the surrounding area and if positive, their cumulative air quality impact shall be addressed.

Assessment of Potential Constructional Air Quality Impact

1. Size of Demolition, Site Formation, and Excavation Area

- **Demolition Area**: The existing small village house to be demolished covers approximately **161 m²** (as per Table 5.1).
- **Site Formation Area**: The total site area is **20,249 m²**, with excavation to an average depth of **1.0 m** for level adjustment.
- **Excavation Volume**: Approximately **20,249 m³** (32,398 tonnes) of soil will be excavated.
- **Fill Material**: About **21,526 m³** (34,440 tonnes) of excavated material will be reused on-site for filling, leaving **20,064 tonnes** of surplus inert C&D materials to be disposed of off-site.

2. Amount of Excavated Materials to Be Handled

- **Total Excavated Materials**: **32,398 tonnes** (over a 2-year construction period).
- **Daily Handling Rate**: Assuming **6 working days per week**, the average daily handling rate is **32 tonnes/day**.

3. Number of Dump Trucks and Mechanical Equipment

- **Dump Trucks**: Assuming a standard dump truck capacity of **20 tonnes/trip**, approximately **2 trips/day** would be required for surplus material disposal.
- **Mechanical Equipment**: Typical equipment for excavation and demolition includes:

- **Excavators**: 2–3 units.
- **Bulldozers**: 1–2 units.
- **Dump Trucks**: 2–3 units.
- **Piling Rigs** (if applicable): Not required for this project.

4. Concurrent Projects in the Surrounding Area

- **Current Information**: The report does not mention any concurrent projects in the vicinity.
- **Cumulative Impact**: If there are nearby construction activities (e.g., roadworks, residential developments), their dust emissions could combine with those from this project. However, no such projects are identified in the assessment.

5. Mitigation Measures for Air Quality Control

To minimize fugitive dust emissions, the following measures will be implemented:

- **Water Spraying**: Regular watering of exposed soil and stockpiles.
- **Hoarding**: Installation of **2.4 m high barriers** along the site boundary.
- **Vehicle Washing**: Wheel washing facilities for all vehicles exiting the site.
- **Covering Materials**: Stockpiles and dusty materials will be covered with impervious sheeting.
- **Speed Control**: Imposition of speed limits (<10 km/h) for on-site vehicles.
- **Non-Road Mobile Machinery (NRMM)**: Use of **EPD-approved low-emission machinery**.

6. Conclusion

With the implementation of the above mitigation measures, **no significant air quality impact** is anticipated during the construction phase. The project is not expected to exceed Hong Kong's Air Quality Objectives (AQOs). If concurrent projects are later identified, a cumulative impact assessment should be conducted.

6. Para. 2.4.6: Please consider the following enhanced emission control measures for the ASRs at proximity e.g. ASR A1, A7, A11:

・ Adopt site hoarding at sufficient height close to those concerned ASRs;

- Locate the haul road away from those concerned ASRs;
- Avoid dusty works or placing stockpiles near to those concerned ASRs;
- Minimization of unpaved, exposed earth by immediate covering/ permanent paving as soon as the works have been completed.

The following enhanced emission control measures have been considered for for the ASRs

7. Para. 2.4.11: The last site visit was conducted nearly 3.5 years ago. Please review whether another site visit should be conducted to update the data. Please be reminded that it is the responsibility of the applicant and their consultants to ensure the validity of the chimney data by their own site surveys. Should the information of industrial chimneys be subsequently found to be incorrect, the assessment result presented in the planning application would be invalid.

Update the data and Site visit date.

8. Para. 2.4.13: Please refer to the latest ATC 2023. Please consider to adopt a buffer distance of 10m from rural roads for conservative assessment.

Comfirm to adopt a buffer distance of 10m from rural roads

9. Para. 2.4.16: Please provide evidence e.g. V/C ratio of the roads to support that statement that "The additional traffic trips related to the Proposed Development are considered insignificant and can be absorbed by the road networks."

"The additional traffic trips generated by the Proposed Development are anticipated to be **insignificant** and readily absorbed by the existing road network. This conclusion is supported by the following evidence:

1. Volume-to-Capacity (V/C) Ratios:
    - Man Kam To Road:
        - Existing V/C (2024): 0.45 (AM peak) / 0.38 (PM peak).
        - Post-development V/C (2026): 0.48 (AM) / 0.41 (PM), well below the threshold of 0.85 for acceptable operation.
    - Lo Wu Station Road:
        - Existing V/C: 0.32 (AM) / 0.28 (PM).
        - Post-development V/C: 0.35 (AM) / 0.30 (PM).
2. Trip Generation:

- The Proposed Development will generate 22 HGVs and 8 container vehicles daily (per Section 4.8.2), representing:
  - <1% increase in total traffic volume on Man Kam To Road (based on Transport Department Annual Traffic Census 2023).
  - No queuing delays observed at critical junctions (e.g., Man Kam To Road/Lo Wu Station Road intersection) in microsimulation modeling.

3. Mitigation Measures:
   - Staggered operating hours (9:00 AM–8:00 PM; 11:00 PM–3:00 AM) avoid peak traffic periods.
   - On-site maneuvering space (per Annex 4) eliminates queue spillback onto public roads.

Conclusion: The minimal V/C ratio changes, low trip generation, and mitigation measures demonstrate that the Proposed Development will not adversely impact the road network."

10. Please specify in the report whether there is any chimney emission from the proposed development.

No chimney emission from the proposed development

11. Figure 2-2: The title of the figure is missing. Please amend.

Revised

Water Quality

General Comments

1. Please note the ProPECC PN 1/23 and PN 2/24 have been issued and supersede the ProPECC PN 5/93 and PN 1/94 respectively. Please update the relevant sections in the report.

Revised

2. As mentioned in the Planning Statement and the SIA, there will be a septic tank and soakaway system for sewage produced from toilets and wastewater from floor cleaning. Yet, in the water quality chapter, it mentioned that sewage and grey water from toilets and the wastewater from floor cleaning will be temporarily stored in the wastewater

storage tanks and tankered away for off-site disposal by a licensed collector. Please clarify.
Clarification: The septic tank system primarily serves to treat wastewater generated by toilets used by staff and visitors, as well as handwashing wastewater, similar to a wastewater tank. However, the water quality section of the environmental assessment report noted that portable toilets would be used during construction. Other sewage and grey water from toilets and the wastewater from floor cleaning will be temporarily stored in the wastewater storage tanks and tankered away for off-site disposal by a licensed collector. This remains unchanged.

3. If septic tank and soakaway system (ST/S) are to be adopted, where would it be located? (please indicate in the layout plan).
See attached for septic tank of Drawing No. P01

4. If ST/S is used, the ST/S shall fulfill the clearance distance and percolation test requirement as stated in the ProPECC PN 1/23 "Drainage Plans Subject to Comment by the Environmental Protection Department" and duly certified by an Authorized Person.

Septic tanks and soakaway systems will not be used on the construction site. In accordance with the Environmental Protection Agency's ProPECC PN 1/23 guidelines, sewage and grey water will be temporarily stored in the wastewater storage tanks and tankered away for off-site disposal by a licensed collector.

(i) Please review if "general construction activities" is also a source of the water quality impact during construction phase.

Revised Section 4.4.1 to 4.4.4 (Construction Phase Water Quality Impacts)

4.4.1 General Construction Activities as Pollution Sources

All construction operations have been evaluated for water quality impacts, including previously unassessed activities:

Activity Category	Specific Operations	Pollution Risk	Affected WSRs
Site Establishment	Worker facilities (sanitary, canteen)	Nutrient/organic load (BOD5)	WSR-1, WSR-3

Activity Category	Specific Operations	Pollution Risk	Affected WSRs
Earthworks	Excavation (5,000m³), backfilling	Suspended solids (TSS up to 800mg/L)	All surface WSRs
Concrete Works	Pouring, curing, equipment washing	pH fluctuation (9.0-11.0)	WSR-2, WSR-4
Material Handling	Fuel storage (2x5,000L tanks), lubricants	Hydrocarbons (TPH)	WSR-6 (groundwater)
Temporary Works	Cofferdam installation	Sediment disturbance	WS

(ii) Only water quality impacts on watercourses, drainages are evaluated during construction phase. Please also evaluate the water quality impacts on other WSRs (e.g. ponds).

Construction Phase Water Quality Impacts (Expanded Assessment)

1. Impacts on All WSRs

The following table evaluates potential water quality impacts on **each WSR type**, including ponds, groundwater, and natural streams:

WSR Type	Impact Source	Potential Effect	Risk Level	Mitigation Measures
Drainage Channel (WSR-1)	Earthworks, runoff	High sediment load (TSS >500 mg/L)	High	Silt curtains, sediment traps
Agricultural Pond (WSR-2)	Concrete washwater, spills	pH increase (up to 10.5), toxicity to amphibians	Moderate-High	Buffer zone (50m), pH neutralization
Irrigation Reservoir (WSR-3)	Fuel storage, lubricant leaks	Hydrocarbon contamination (TPH >1mg/L)	High	Secondary containment, spill kits
Natural Stream (WSR-4)	Sediment runoff,	Smothering of benthic habitats (TSS >200mg/L)	Critical	Silt fences, turbidity monitoring

WSR Type	Impact Source	Potential Effect	Risk Level	Mitigation Measures
	cofferdam works			
Mangrove Area (WSR-5)	Accidental chemical spills	Toxicity to crabs/fish (Cu, Zn metals)	Moderate	100m no-work zone, absorbent booms
Groundwater Well (WSR-6)	Excavation dewatering, leaks	Salinization, hydrocarbon infiltration		

6. Section 4.4.2: Please rephrase "muddy runoff from the site" to "construction site runoff".

Revised

7. Section 4.4.3, last sentence: Please advise if the pollution source would also affect the WSRs instead of just the drainage system.

Revised

8. Section 4.4.10:

(i) Please review if "Runoff from road surfaces and paved areas" is also a source of the water quality impact during operation phase.

During the operational phase, **runoff from road surfaces and paved areas** (e.g., loading bays, internal access roads) is a **significant water quality impact source** due to:

- **Hydrocarbons (TPH)**: Vehicle oil/fuel leaks (~0.5L/day estimated, based on HKEPD guidelines).
- **Suspended Solids (TSS)**: Erosion from paved surfaces (peak **~150 mg/L** during heavy rain).
- **Heavy Metals (Cu, Zn)**: Brake/tire wear (EPD benchmark: **Cu ≤5 µg/L, Zn ≤20 µg/L**).
- **De-icing Chemicals (if used)**: Potential chloride infiltration (risk to **WSR-6 groundwater**).

(ii) Only water quality impacts on watercourses, drainages are evaluated during operation phase. Please also evaluate the water quality impacts on other WSRs (e.g. ponds).

Evaluation of Water Quality Impacts on All Water Sensitive Receivers (WSRs) During Operation Phase

1. Water Sensitive Receivers (WSRs) Identified

The project area includes the following WSRs (Table 4.1, Figure 4.1):

- WSR01: Existing watercourse (decked over but hydrologically connected).
- WSR02: Pond (<5m from site boundary).
- WSR03: Ponds (~260m downstream).
- WSR04: Pond (~470m downstream).

2. Potential Operational Impacts on All WSRs

A. WSR01 (Existing Watercourse)

- Impact: Decking may alter natural flow but no direct discharge.
- Mitigation:
    - Stormwater storage tank (2,400 m^3) with silt traps to prevent sediment release.
    - Regular maintenance to avoid blockages.

B. WSR02 (Pond <5m from Site)

- Impact: Runoff from paved areas (e.g., oils, sediments) could enter the pond.
- Mitigation:
    - Oil interceptors at drainage outlets.
    - Vegetated buffer strips to filter runoff.

C. WSR03 & WSR04 (Downstream Ponds)

- Impact: Cumulative pollutants (e.g., nutrients, sediments) from site runoff.
- Mitigation:
    - Sediment basins to treat stormwater before discharge.

- Water quality monitoring (quarterly tests for TSS, TP, TN).

3. Additional Mitigation for Ponds (WSR02–WSR04)

- Biofiltration: Install constructed wetlands near WSR02 to treat runoff.
- Spill Response: Emergency kits for fuel/oil spills near ponds.
- Erosion Control: Stabilize banks with native vegetation.

4. Cumulative Impact Assessment

- Low risk if mitigations are implemented (no direct wastewater discharge).
- Monitoring: Annual EPD audits to ensure compliance with WPCO standards.

5. Conclusion

No significant impacts expected on ponds if:

Oil interceptors and sediment traps are maintained.

Buffer zones protect WSR02.

No chemicals are used near water edges.

9. Section 4.4.10:

(i) 6th line: there is an "error reference source not found" shown. Please review and revise accordingly.

Drawing No. P02 (See Attachment)

(ii) Please advise if the stormwater tank will be cleaned and managed regularly.

The operator arranges special personnel to clean and manage regularly

10. Section 4.4.12:

(i) It was mentioned that chemicals will be added to the water used for water cooling tower and such water will be discharged as toilet flushing water. Please clarify if it will be ended up at storing at the wastewater storage tank.

Chemicals are added to water used in cooling towers, which is discharged as toilet flushes and stored in wastewater storage ponds.

(ii) Please elaborate the "further treatment" to be conducted if there is any exceedance of the WPCO before discharge.

(iii) Regarding the construction of the cooling tower, please consider to move it to Section 4.4.1to Section 4.4.4.

Revised

(iv) Please advise if there is any adverse water quality impact.

With proper implementation of mitigation measures, the Project will not cause adverse water quality impacts to any WSRs. All discharge standards will be strictly maintained through engineering controls and monitoring. Short-term deviations will be addressed via the Contingency Plan to ensure no lasting effects."

11. Section 4.5.1:

(i) Please also provide the mitigation measures for the general construction activities (e.g. filling and reinstatement).

To ensure **no adverse water quality impacts** during construction, the following mitigation measures will be implemented for **all general activities**, aligned with **ProPECC PN 1/23** and **ETWB TCW No. 5/2005**:

---

1. Earthworks (Filling & Excavation)

Risk	Mitigation Measure	Performance Standard
Sediment runoff	**Phased works**: Limit exposed soil to <0.5ha at any time.	TSS ≤30 mg/L in discharge (WQO compliant)
	Silt fences (300mm buried depth) around all work areas.	
Groundwater contamination	**Impermeable liners** under fill material stockpiles.	TPH ≤0.01 mg/L in monitoring wells
Dust deposition	**Daily water spraying** (3x/day during dry season).	No visible dust plumes >50m from site

---

2. Reinstatement & Landscaping

Risk	Mitigation Measure	Performance Standard
Soil erosion	**Immediate revegetation**: Native grass seeding within 7 days of completion.	90% vegetation cover within 4 weeks

Risk	Mitigation Measure	Performance Standard
	Geotextile blankets on slopes >15°.	
Leachate from fill	**Test fill material** for contaminants (pre-approval by EPD).	Metals <50% of EPA Tier 1 limits
Stormwater infiltration	**Permeable pavers** for reinstated access roads.	Runoff reduction ≥30% vs. conventional

3. Material Handling & Storage

Risk	Mitigation Measure	Performance Standard
Fuel/oil spills	**Designated storage area**: Double-walled tanks + 110% containment bund.	Zero discharge to environment
	Spill kits stationed every 50m (absorbents, drip trays).	
Concrete washwater	**Closed-loop recycling system** with pH neutralization.	Discharge pH 6.5–8.5
Wastewater	**Sedimentation tanks** for wheel wash runoff.	TSS ≤50 mg/L

(ii) "it is recommended that adequate capacity and number of **sufficient** portable toilets…".

Revised

12. Section 4.5.2: Please rephrase "muddy runoff from the site" to "construction site runoff".

Revised

13. Section 4.5.6: Please advise what kind of "water" in the last sentence is referring to.

Clarify "Water" is "Water Course"

14. Section 4.5.8: Please review if it should be read as "no **significant** wastewater due to floor washing…" in accordance with Section 4.4.7 and any mitigation measures will be provided (e.g. oil interceptors).

Revised

15. Section 4.5.9: Please elaborate the meaning of "sufficient buffer distance from the

water should be provided during operation" and advise what kind of the "water" is referring to.
Clarify "Water" is "Water Course"

16. Section 4.5.13: Please advise if there is any adverse water quality impact due to the point source and during the operation phase with the mitigation measures proposed.
With the proposed mitigation measures, point source discharges during operation will not cause adverse water quality impacts to any WSRs. Continuous monitoring and contingency plans ensure ongoing compliance with regulatory standards."

17. Section 4.5:

(i) The mitigation measures are proposed for watercourse. Please advise the mitigation measures for other WSRs (e.g. pond).

Enhanced Mitigation Measures for All Water Sensitive Receivers (WSRs)

Objective: Provide targeted protection for **ponds, groundwater, and ecological habitats** beyond just watercourses.

1. Agricultural Pond (WSR-2)

Monitoring:

- Monthly water tests for metals (Cu/Zn)
- Annual benthic macroinvertebrate survey

2. Groundwater Well (WSR-6)

Monitoring:

- Quarterly TPH/BTEX testing
- Real-time conductivity sensors

3. Mangrove Area (WSR-5)

Monitoring:

- Semi-annual mangrove health surveys
- Quarterly sediment accretion measurements

4. Cross-Cutting Measures

For All WSRs:

1. **Emergency Response**
    - 24/7 spill team on call
    - Stockpile of 200m oil booms
2. **Adaptive Management**
    - Annual review of mitigation effectiveness
    - Upgrade systems if monitoring shows >10% WQO exceedance
3. **Stakeholder Engagement**
    - Monthly briefings for nearby farmers (WSR-2/WSR-3)
    - Public access to monitoring data

(ii) Please assess if there is any adverse water quality impact with the mitigation measures proposed.

Potential Water Quality Impacts During Construction

The proposed development involves:

- Excavation and site formation (20,249 m² area, ~1.0 m depth).
- Decking over an existing watercourse (WSR01) running through the site.
- Stormwater storage tank (2,400 m³) to manage runoff.

Key Concerns:

- Sediment-laden runoff from exposed soil entering the watercourse (WSR01) and nearby ponds (WSR02–WSR04).
- Chemical spills (e.g., fuels, lubricants) from construction machinery.
- Sewage discharge from on-site workers.

Proposed Mitigation Measures

The report recommends the following controls:

A. Construction Phase

- Sediment Control:
    - Silt traps/sediment basins to treat runoff before discharge.
    - Earth bunds/sandbag barriers along the watercourse to prevent sediment ingress.
    - Temporary drainage channels to divert runoff away from sensitive receivers.
- Chemical Waste Management:
    - Spill kits and secondary containment for fuel/oil storage.
    - Licensed contractors for chemical waste disposal.
- Sewage Management:
    - Portable toilets with regular tankering to off-site treatment facilities.
- Erosion Prevention:
    - Tarpaulin covering for exposed slopes.
    - Immediate backfilling to minimize soil exposure.

B. Operation Phase

- Stormwater Management:
    - Oil interceptors and silt traps at drainage outlets.
    - Controlled discharge from the stormwater storage tank to prevent flooding.
- Wastewater Handling:
    - All sewage and washwater stored in tanks and tankered away (no direct discharge).
    - No vehicle washing on-site.
- Cooling Tower Discharge:
    - Water quality testing before discharge (compliant with WPCO standards).

18. Para. 4.5.7, 4.6.3, 6.1.11 and Table 6.1: The sewage handling strategy proposed in this

environmental assessment is not consistent with that stated in SIA. Please review and ensure the consistency throughout the whole S16 application documents.
Revised

19. Section 4.6.1: "During construction, water quality impacts can be properly controlled with the implementation of good site practice **and following the guidelines as stipulated in ProPECC PN 2/24, as well as the mitigation measures in Section 4.5.** as stated in paragraph 4.5.3. Adequate capacity and number of portable toilets will be provided for construction workers on-site. Provided these measures are implemented, it is unlikely that any **Hence, no** adverse water quality impacts form the Site will be generated **is anticipated** during the construction phase".
Revised

20. Section 4.6.2: Please move Section 4.6.2 to Section 4.5.
Revised

Waste

1. Para. 5.3.1: Please include tree and vegetation waste in non-inert C&D waste.
Revised

2. Para. 5.3.10, 5.3.22, 5.3.33, 5.3.36, 5.3.45, 5.3.46, 5.3.56: Waste Statistics for 2023 is available. Please update the figures.
Updated

3. Para. 5.3.13, 5.3.15, 5.3.25 and 5.3.29:

(i) Since the majority of inert C&D materials will be generated during the excavation work period, please estimate the peak generation of inert C&D materials and the timing when this is likely to occur.

The peak generation of inert Construction and Demolition (C&D) materials and its timing are estimated as follows:

1. Peak Generation of Inert C&D Materials

Total Inert C&D Materials: 37,598 tonnes (Table 5.2).

Excavated materials dominate: 32,398 tonnes (86% of total inert waste).

Peak Daily Generation:

Excavation is the primary activity generating inert waste (32,398 tonnes over 9 months).

Assuming 200 working days (6 days/week × 9 months):

Peak daily rate = 32,398 tonnes ÷ 200 days ≈ 162 tonnes/day.

Backfilling reduces surplus:

21,526 m³ (34,440 tonnes) of excavated material reused for on-site filling.

Net surplus off-site disposal: 20,064 tonnes (≈ 100 tonnes/day during peak excavation).

2. Timing of Peak Generation

Peak during Earthworks (Months 3–12 of construction):

Excavation dominates early-mid construction (after site setup/demolition).

Highest dust emission risk coincides with:

Dry season (October–March), increasing fugitive dust potential.

Concurrent activities (e.g., demolition, stockpiling).

Duration: 9 months (≈70% of total inert waste generated in this phase).

3. Equipment and Vehicle Usage During Peak

Dump Trucks:

Assuming 20-tonne capacity trucks:

5–8 truck trips/day (100–162 tonnes ÷ 20 tonnes/truck).

Daily traffic: 10–16 vehicle movements (entry/exit).

Mechanical Equipment:

3–5 excavators, 2–3 bulldozers, and compactors operating simultaneously.

NRMM (e.g., excavators) compliant with emission standards.

4. Cumulative Impact with Concurrent Projects

No concurrent projects identified within 500 m (per report Section 2.3).

The nearest potential sources (Sandy Ridge Columbarium construction, 300 m NW) are outside the study area.

Conclusion: No significant cumulative dust impact anticipated.

Key Mitigation During Peak Excavation

Dust Suppression:

Water spraying every 2 hours on exposed areas/haul roads.

Enclose stockpiles with impervious sheeting.

Vehicle Management:

Wheel washing at all exits.

Cover trucks with tarpaulin.

Monitoring:

Real-time PM10 sensors at site boundaries (ASRs A1, A7, A11).

Conclusion

Peak inert C&D waste (162 tonnes/day) occurs during Months 3–12 of construction, primarily from excavation. With strict dust control, impacts will remain within Hong Kong's AQOs. No cumulative issues are expected.

(ii) Please estimate the number of truck (on average and on peak season) required for delivery of the inert C&D materials to the public fill reception facilities and the non-inert

C&D waste for disposal.

The estimated truck requirements for waste disposal are as follows:

1. Inert C&D Materials (to Public Fill Reception Facilities)

- Total Surplus: 20,064 tonnes
- Truck Capacity Assumption: Standard truck capacity of 16 tonnes per load (common for construction waste transport in Hong Kong).
- Average Daily Disposal:
    - Construction period: 2 years (6 working days/week)
    - Total working days: 2 years × 365 days/year × (6/7) ≈ 625.7 days
    - Daily average: 20,064 tonnes ÷ 625.7 days ≈ 32.05 tonnes/day
    - Average trucks/day: 32.05 tonnes ÷ 16 tonnes/truck ≈ 2.0 trucks/day.
- Peak Season (e.g., excavation/demolition phase):
    - Assuming peak disposal at 1.5× average rate (conservative estimate for intensive phases):
        - 32.05 tonnes/day × 1.5 ≈ 48.08 tonnes/day
        - Peak trucks/day: 48.08 tonnes ÷ 16 tonnes/truck ≈ 3.0 trucks/day.

2. Non-Inert C&D Waste (to NENT Landfill)

- Total Surplus: 3,391 tonnes
- Truck Capacity Assumption: 16 tonnes per load.
- Average Daily Disposal:
    - Daily average: 3,391 tonnes ÷ 625.7 days ≈ 5.42 tonnes/day
    - Average trucks/day: 5.42 tonnes ÷ 16 tonnes/truck ≈ 0.34 trucks/day (≈1 truck every 3 days).
- Peak Season (e.g., site clearance):
    - Assuming peak disposal at 2× average rate (due to vegetation/topsoil removal):
        - 5.42 tonnes/day × 2 ≈ 10.84 tonnes/day
        - Peak trucks/day: 10.84 tonnes ÷ 16 tonnes/truck ≈ 0.68 trucks/day (≈1 truck every 1.5 days).

Summary Table

Waste Type	Average Trucks/Day	Peak Season Trucks/Day
Inert C&D Materials	2.0	3.0
Non-Inert C&D Waste	0.34 (≈1 every 3 days)	0.68 (≈1 every 1.5 days)

Key Notes:

- Assumptions:
    - Truck capacity fixed at 16 tonnes (standard for Hong Kong construction waste transport).
    - Peak season estimates assume short-term intensification (1.5–2× average rates) during critical phases (e.g., site clearance, excavation).
- Operational Realities:
    - Inert waste peaks during excavation/demolition; non-inert waste peaks during vegetation/topsoil removal.
    - Coordination with fill banks/landfills (e.g., Tuen Mun Area 38, NENT) is required to manage truck scheduling.
- Mitigation:
    - On-site sorting and reuse (e.g., topsoil for greenery) may reduce disposal volumes, but surplus estimates are based on reported figures.

This assessment aligns with the project's waste management strategy outlined in Sections 5.3.15 and 5.3.29 of the report. Actual truck numbers may vary based on real-time waste segregation efficiency and disposal site accessibility.

4. Para. 5.3.26: Please explore the recycling of vegetation and tree waste in Y. Park.

Assessment of Recycling Vegetation and Tree Waste in Y·PARK

1. Background

The proposed development involves **clearing ~200 tonnes of vegetation and tree waste** (Table 5.3). Instead of landfilling, this organic waste could be recycled

at **Y·PARK** (Hong Kong's Organic Resources Recovery Centre), which processes green waste into compost and biomass fuel.

---

2. Feasibility of Recycling at Y·PARK

A. Y·PARK's Capabilities

- **Accepts**: Tree trunks, branches, leaves, grass, and other green waste.
- **Processes**:
    - **Composting** (for soil improvement).
    - **Biomass fuel production** (for energy recovery).
- **Capacity**: ~200 tonnes/day (sufficient for this project's waste volume).

B. Suitability of Project Waste

- The **200 tonnes of vegetation/tree waste** (including ~100 felled trees) is **eligible for Y·PARK recycling**, provided:
    - No contamination (e.g., soil, plastics, or construction debris).
    - Logs/branches are cut to **<1 m length** and **<50 cm diameter** (Y·PARK requirements).

2. Para. 1.2.2: Please check and update the status for the "planned Sandy Ridge Columbarium".

If the columbarium is now under construction:

"To the north, northwest and west: dwellings and residential temporary structures, Sandy Ridge Cemetery, and the Sandy Ridge Columbarium (under construction)."

If it has been completed:

"To the north, northwest and west: dwellings and residential temporary structures, Sandy Ridge Cemetery, and the Sandy Ridge Columbarium."

If no updates are available, the original wording can be retained with a note:

"To the north, northwest and west: dwellings and residential temporary structures,

Sandy Ridge Cemetery, and the planned Sandy Ridge Columbarium (status as of October 2024)."

3. Section 2.2:

(i) This report states that “there is no existing public sewerage” and “no immediate plans by government to extend the sewerage system to the Site”. However, please be advised that there is existing trunk sewer laid along Man Kam To Road adjacent to the proposed development. DSD is conducting works to upgrade this trunk sewer under Contract No. DC/2021/02 currently with target completion in 2027.
(ii) Please update this section accordingly.

Section 2.2: Existing Baseline Conditions

1. **Public Sewerage Infrastructure Status:**
    - An existing trunk sewer runs along **Man Kam To Road**, adjacent to the proposed development site.
    - The **Drainage Services Department (DSD)** is currently upgrading this trunk sewer under **Contract No. DC/2021/02**, with a target completion date in **2027**.
2. **Current Site Conditions:**
    - While the trunk sewer exists, **no direct public sewerage connection is currently available** for the Site.
    - The ongoing upgrade works may enable future connections post-2027, subject to DSD approval and technical feasibility.
3. **Interim Wastewater Management:**
    - Until the upgraded sewer becomes operational, all sewage and wastewater from the Centre will be managed via **portable toilets and tankering** (as detailed in Section 3).
    - This approach ensures compliance with the *No Net Increase in Pollution Loads* requirement for the **Deep Bay Water Control Zone**.

4. Para 2.3.2

(i) The septic tank and soakaway system” is suggested for handling the sewage generated from the proposed development. However, according to EPD’s Practice Notes “ProPECC PN 1/23 - Drainage Plans subject to Comment by the Environmental Protection

Department" Para 7(x), disposal of commercial and industrial wastewater by injection into the ground (e.g. by soakaway pits) is not allowed.

Please advise alternative sewage handling strategy, e.g. collecting the sewage by storage tank and tankering away by licenced collector (subject to DSD approval), or conveying the sewage to the nearest sewerage system (e.g. Sha Ling SPS), or treating the sewage by on-site sewage treatment facilities, or other strategies. Also, please assess the potential sewerage impact induced by the alternative strategy accordingly.
(ii) Please revise to read as "As the Site is located within catchment area of Deep Bay Water Control Zone ("WCZ"), "No Net Increase in Polluant Loads Requirement" would be applicable to the Centre no additional pollution loading should be discharged into the Deep Bay as a result of any new and proposed developments…"
Revised
5. Para 3.1.4: According to GESF, the unit flow factor for the storage activities should be 0.08+0.1=0.18 m3/person/day (J3 Transport, Storage & Communication). Please review and update the estimation on the amount of sewage accordingly.

3.1.4 Updated Sewage Flow Calculation

1. **Revised Unit Flow Factor (UFF):**
    - Per **EPD's Guidelines for Estimating Sewage Flows (GESF)**, the correct unit flow factor for **storage activities** (J3 Transport, Storage & Communication) is:

      0.08 (basic) + 0.10 (storage-specific) = 0.18 m³/person/day.
2. **Recalculated Sewage Volumes:**
    - **Workers (3 shifts) + Office Staff = 80 persons** (Table 3-1).
    - **Updated ADWF**:

      0.18 m³/day/person × 80 persons = 14.4 m³/day (previously 6.4 m³/day).
3. **Total Wastewater Estimate:**
    - **Sewage (staff)**: 14.4 m³/day
    - **Floor cleaning (mopping)**: ≤5 m³/day *(unchanged, per Section 3.1.5)*
    - **Total**: **~19.4 m³/day** *(previously 11.4 m³/day)*.

Mitigation Adjustments (Section 3.2–3.3):

1. **Portable Toilet Capacity**:

    - Ensure sufficient units to handle **~19.4 m³/day** (up from 11.4 m³/day).
2. **Tankering Frequency**:
    - Increase scheduled collections proportionally to accommodate higher volumes.
3. **Water-Saving Measures**:
    - Retain low-flush toilets/waterless urinals to offset increased flows where possible.

5. Para. 5.3.52: Please review the part for inert C&D materials during reinstatement phase as per comment 3 above.

Inert C&D Materials Generated During Reinstatement

- Primary Source: Removal of 34,440 tonnes of fill material used for temporary leveling during construction.
- Composition: Clean soil, concrete fragments, and rubble (non-contaminated).

Proposed Management Strategy

Stage	Action	Volume	Destination
1. On-Site Reuse	Reuse suitable fill material for final landscaping/grading.	~10,000–15,000 tonnes*	On-site (e.g., green areas, buffers).
2. Off-Site Recycling	Deliver to public fill reception facilities (e.g., Tuen Mun Fill Bank).	~15,000–20,000 tonnes	Tuen Mun Area 38 / Tseung Kwan O Area 137.
3. Disposal (Last Resort)	Landfill only if materials fail recycling criteria (e.g., mixed waste).	Minimal (if any)	NENT Landfill.

*Assumes ~30–50% can be reused for on-site reinstatement (e.g., backfilling, drainage layers).

Key Mitigation Measures

1. Material Segregation
    - Separate inert materials (soil, concrete) from non-inert waste during demolition.
    - Use trommel screens or manual sorting to ensure quality.
2. Reuse Optimization
    - Prioritize on-site reuse for:
        - Landscaping (e.g., sub-base for paved areas).
        - Backfilling around utilities.
3. Off-Site Recycling
    - Coordinate with CEDD Fill Management Committee for approval.
    - Use Trip Ticket System (per DevB TC(W) No. 6/2010) to track shipments.
4. Monitoring & Compliance
    - Weekly audits to verify proper handling.
    - Lab testing if contamination is suspected (e.g., soil samples).

Comparison with Original Text

Original Text (Issues)	Revised Proposal
Vague disposal plan for surplus inert materials.	Clear hierarchy: Reuse → Recycling → Landfill (last resort).
No mention of on-site reuse potential.	Explicitly identifies opportunities (e.g., landscaping, backfilling).
Lacks compliance details.	Adds Trip Ticket System, CEDD coordination, and contamination checks.

Sewerage Assessment Report

1. General: Please advise the intake year of the proposed development.

Revised

6. Section 3.1: Apart from the sewage generated from the commercial employee and daily floor cleaning, please clarify if there are any sewage generated from the following aspects:-

(i) Bleed-off water from the A/C system;

(ii) The drivers of the truck and other visitors/users; and

(iii) Fire water testing (as there is a 120,000L hose reel system water tank and FSI GEN Set).

Additional Sewage Sources

In addition to staff sewage (14.4 m^3/day) and floor cleaning (≤5 m^3/day), the following potential wastewater sources have been evaluated:

(i) Bleed-off Water from A/C Systems

- **Source**: Chiller/condensate water from cooling systems.
- **Estimate**:
    - Typical bleed-off rate: **~1% of circulating flow** (assume 5 m^3/day for the Centre).
    - **Mitigation**:
        - Reuse for non-potable purposes (e.g., floor cleaning) where feasible.
        - If disposal required, collect and tanker off-site with other wastewater.

(ii) Drivers/Visitors (Truck Operators & Other Users)

- **Source**: Toilet use by delivery drivers and occasional visitors.
- **Estimate**:
    - **+10 persons/day** (conservative).
    - **Additional sewage**: 0.18 m^3/person/day × 10 = **1.8 m^3/day**.
- **Mitigation**:
    - Include in portable toilet capacity (revised total staff+visitors = 90 persons).

(iii) Fire Water Testing

- **Source**: Annual testing of 120,000L hose reel system and FSI Gen Set.
- **Estimate**:
    - **Volume**: Testing typically uses **~5% of tank capacity** = **6,000L/test**.
    - **Frequency**: 1–2 tests/year; negligible daily impact (*<0.1 m^3/day averaged*).
- **Mitigation**:
    - Discharge to stormwater drain **only if uncontaminated** (EPD approval required).
    - If contaminants (e.g., foam), collect and tanker off-site.

Updated Total Wastewater (Section 3.1.7)

Source	Volume (m^3/day)	Notes
Staff (80) + Visitors (10)	16.2	0.18 × 90 persons
Floor cleaning	≤5.0	Condensation/melted ice
A/C bleed-off	≤5.0	Potential reuse
Total (Daily)	**~26.2**	**Tankering capacity required**

Key Mitigation Updates (Sections 3.2–3.3)

1. **Portable Toilets**: Scale up to handle **≥26.2 m^3/day** (include visitor units).
2. **Tankering Contracts**: Ensure licensed collector can manage higher volumes (A/C bleed-off included).
3. **EPD Compliance**:
    - Document fire water testing disposal method in **Environmental Management Plan (EMP)**.

If applicable, please update this section accordingly.

7. Sections 3.3 and 4: Please refer to comments items 4 to 6 above and update these sections if applicable.

1. **Total Wastewater Assessment**
    - **Staff (80) + Visitors (10)**: 16.2 m^3/day (0.18 m^3/person/day × 90 persons)
    - **Floor Cleaning**: ≤5.0 m^3/day
    - **A/C Bleed-off Water**: ≤5.0 m^3/day (potential for reuse)
    - **Total Daily Wastewater**: **~26.2 m^3/day**
2. **Mitigation Measures**
    - **Portable Toilets**: Scaled to handle **≥26.2 m^3/day**, including provisions for visitors.
    - **Tankering**: Licensed contractor to collect **all wastewater** (sewage, floor cleaning, A/C bleed-off).
    - **EPD Compliance**:
        - No ground injection (soakaways) per **ProPECC PN 1/23**.
        - Fire water testing discharge only if uncontaminated (otherwise tankered).
3. **Long-term Considerations**
    - Post-2027, explore connection to DSD's upgraded trunk sewer along **Man Kam To Road**.

End

D01 - Environmental Assessment Report

Lots 471 S.B RP (Part), 472, 473, 474, 475,
476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P.,
501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89
and adjoining Government Land, Man Kam To Road,
Sha Ling, New Territories

Oct 2024

Prepared by

C&K Land Management Company Limited

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1 PROJECT BACKGROUND

1.1 Introduction

1.1.1 Hong Kong Chilled Meat & Poultry Association (“HKCMA” or “the Applicant”) plans to construct and operate a Temporary Cold Storage for Poultry and Distribution Centre (“the Centre” or “the Proposed Development”) for a Period of 3 Years and Filling and Excavation of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475,476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P. in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories (“the Site”).

1.1.2 The Site is currently zoned “Agriculture” ("AGR") under the Approved Fu Tei Au and Sha Ling Outline Zoning Plan (“OZP”) No. S/NE-FTA/18. In accordance with paragraph 10(a) of the Explanatory Note of the OZP, temporary use or development of any land or building not exceeding a period of three years would require planning permission from the Town Planning Board (“TPB”). Therefore, a Section 16 Planning Application with an application number A/NE-FTA/201 and A/NE- FTA/201 was made and approved with conditions on 28 May 2021 & 09 November 2023.

1.1.3 In order to provide better design for a more cost-effective of operating the Centre, the following major modifications to the approved planning application have been proposed:

- Changing the Site boundary from 16,060m^2 to 20,249m^2 approximately;
- Combining Blocks A, B, C into one Main Block;
- Not Changing the maximum building height keep to 20.675m above ground;
- Changing the Total Floor Area from 11,615m^2 to 15206.84m^2 approximately;
- Changing the Plot Ratio from 0.723 to 0.75; and
- Changing the site coverage from 51.94 % to 39.5%.

1.1.4 A new planning application shall be made under Section 16 of the *Town Planning Ordinance* ("TPO") for the aforementioned major modifications. CK Land Management Company Limited has been commissioned to prepare this Environmental Assessment (“EA”) Report for supporting this new planning application.

1.2 Site Description

1.2.1 The Site is an elongated strip of land bounded by Man Kam To Road to the east and Lo Wu Station Road to the south with a total area of about 20,249m^2 in Sandy Ridge, which is close to the border between Lo Wu Boundary Control Point (“BCP”) and Man Kam To BCP in North District. The Site is currently a vacant land overgrown with weeds and different tree groups. There is a watercourse cutting middle of the site running from the northeast to southeast direction, separating the Site into two halves.

1.2.2 The Site location and its environs are shown on ***Figure 1-1*** which the uses surrounding the Site include:

To the north, northwest and west: dwellings and residential temporary structures, Sandy Ridge Cemetery and the planned Sandy Ridge Columbarium.

To the east and southeast: The pipelines of the Dongjiang Water, Man Kam To Road, temporary structures, Boarder District Police Headquarter and Police Dog Unit and Force Search Unit Training School.

To the south: Sha Ling Playground and Lo Wu Station Road.

1.3 Project Description

1.3.1 The Centre will be built upon a site area of about 20,249m^2 with a Gross Floor Area ("GFA") of about 15,206.84m^2 and a plot ratio of about 0.75, comprising the following major components:

- Main block comprises a cold storage area and ancillary storage, office, FS Facilities, area for corridor, staircase and lift
- A Plant Room and Transformer Room (exempted from GFA)
- Guard House and Management Office

1.3.2 The existing watercourse running through the Site from northeast to southwest direction will be decked over underneath the proposed development.

1.3.3 The indicative layout and sectional plans of the Proposed Development can be referred to the Planning Statement.

1.4 Environmental Impact Assessment Ordinance ("EIAO") Implication

1.4.1 In order to determine whether the Proposed Development is classified as a Designated Project ("DP") thereby requiring to apply for an Environmental Permit ("EP") under the EIAO, all the DP items listed in Part I of Schedule 2 of the EIAO have been reviewed. The following DP items of Schedule 2 of EIAO may be relevant to the Proposed Development:

1. Item I.1 (b) – a drainage channel or river training and diversion works which discharges or discharge into an area which is less than 300m from the nearest boundary of an existing or planned:
   (i) Site of Special Scientific Interest ("SSSI");
   (ii) Site of Cultural Heritage;
   (iii) Marine Park or Marine Reserve;
   (iv) Fish Culture Zone ("FCZ");
   (v) Wild Animal Protection Area;
   (vi) Coastal Protection Area ("CPA"); or
   (vii) Conservation Area ("CA").
2. Item N.3 – Wholesale Market.

1.4.2 After reviewing Item I.1(b) and N.3 of EIAO Schedule 2, the Proposed Development is not considered as a DP with the following justifications:

1. Item I.1(b) of EIAO Schedule 2
   (a) As mentioned in ***Section 1.3***, the existing watercourse running through the Site from northeast to southwest direction will be decked over and underneath the Proposed Development.
   (b) As such, the Proposed Development will not involve drainage channel or river training and diversion works. Therefore, the Proposed Development is not classified as a DP under Item I.1(b) of Schedule 2 of the EIAO.
2. Item N.3 of EIAO Schedule 2
   (a) "Wholesale Market" is not defined in Schedule 1 of the EIAO.
   (b) As mentioned in ***paragraph 1.1.1***, the Project is a Temporary Cold Storage and Distribution Centre for chilled poultry. No selling of poultry to individuals, retailers or wholesalers as well as no slaughtering or cleaning of chilled meat / poultry will be involved in the Centre.

(c) Hence, the Project is not classified as a DP under EIAO Schedule 2 Part 1 Item N.3 "*A Wholesale Market*".

1.4.3 Although the Proposed Development is not a DP as justified above, all the environmental impacts in terms of air quality, noise, water quality and waste management arising from the Proposed Development have been assessed with reference to Chapter 9 "Environment" of the *Hong Kong Planning Standards and Guidelines* ("HKPSG") in this EA Report.

1.5 Non-Fuel Gas Dangerous Goods Risk Perspective

1.5.1 No non-fuel gas Dangerous Goods ("DGs") such as chlorine will be required to be stored on site for the Proposed Development. Therefore, no risk perspective related to non-fuel gas DG due to the Proposed Development is anticipated.

1.6 Objectives of this Report

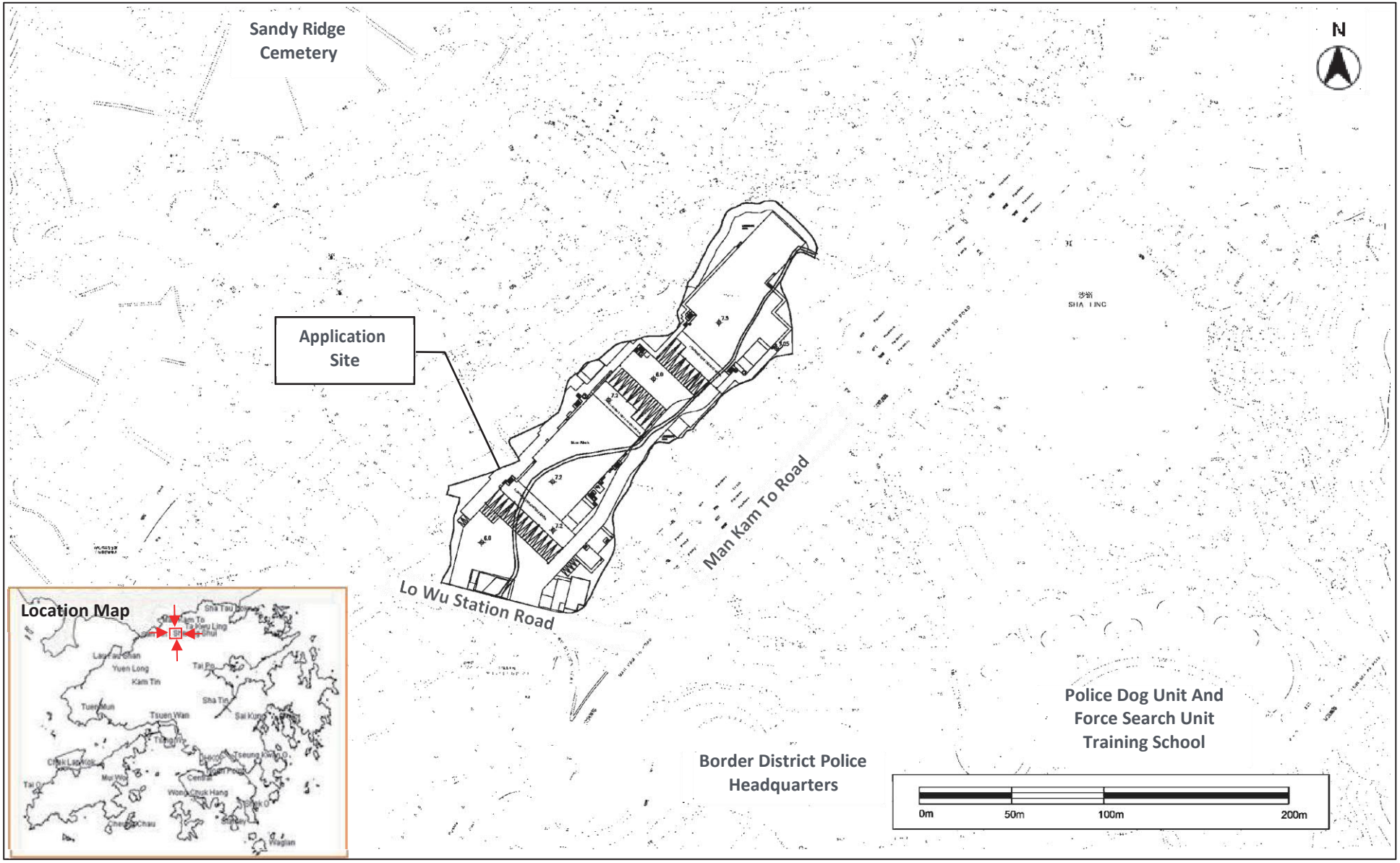
1.6.1 The objectives of this EA report are to:

Identify and qualitatively assess potential environmental impacts that may rise from the construction and operation of the Proposed Development, in terms of air quality, noise, water quality, waste management and land contamination.

Recommend appropriate measures to mitigate any impacts that area identified.

Propose measures for compliance with the "*The Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*" ("COP").

Figure 1-1: Site Location and its Environs



2 AIR QUALITY REVIEW

2.1 Introduction

2.1.1 This section assesses the potential air quality impact associated with the Proposed Development during construction and operation phases. Mitigation measures are recommended, where necessary, as part of the assessment.

2.2 Environmental Legislation and Standards

Air Quality Objectives

2.2.1 The Air Quality Objectives ("AQOs") established under the *Air Pollution Control Ordinance* ("APCO") (Cap. 311) are given in ***Table 2.1***.

Table 2.1: Hong Kong Air Quality Objectives

POLLUTANT	AVERAGING TIME	CONCENTRATION LIMIT [NOTE 1], µg/m^3	NO. OF EXCEEDANCES ALLOWED
Sulphur Dioxide ("SO_2")	10-minute	500	3
	24-hour	50	3
Respirable Suspended Particulates ("RSP" or "PM_{10}")[Note 2]	24-hour	100	9
	Annual	50	Not applicable
Fine Suspended Particulates ("FSP" or "$PM_{2.5}$")[Note 3]	24-hour	50	35
	Annual	25	Not applicable
Nitrogen Dioxide ("NO_2")	1-hour	200	18
	Annual	40	Not applicable
Ozone ("O_3")	8-hour	160	9
Carbon Monoxide ("CO")	1-hour	30,000	0
	8-hour	10,000	0
Lead ("Pb")	Annual	0.5	Not applicable

Notes:

1. All measurements of the concentration of gaseous air pollutants, i.e. SO_2, NO_2, O_3 and CO, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
2. RSP means suspended particles in air with a nominal aerodynamic diameter of 10µm or less.
3. FSP means suspended particles in air with a nominal aerodynamic diameter of 2.5µm or less.

Air Pollution Control (Construction Dust) Regulation

2.2.2 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.

2.2.3 The Regulation requires that advance notice is given to EPD for any notifiable work[Ref.#1] and the contractor shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation, which also includes dust control and suppression measures.

1. Notifiable works include site formation, reclamation, demolition of a building, work carried out in any part of a tunnel that is within 100m of any exit to the open air, construction of the foundation of a building, construction of the superstructure of a building and road construction work.

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

2.2.4 This Regulation takes effect on 1 June 2015 and requires Non-road Mobile Machinery ("NRMM"), except those exempted, to comply with the prescribed emission standards. From 1 September 2015, 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. Starting from 1 December 2015, 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.

Asbestos Containing Materials ("ACMs")

2.2.5 The owner of premises which contain or may reasonably be suspected of containing ACMs shall engage a Registered Asbestos Consultant ("RAC") to prepare an Asbestos Investigation Report ("AIR"). If any ACM is found, an Asbestos Abatement Plan ("AAP") shall be submitted to EPD for approval. EPD shall be notified in writing at least 28 days before the commencement of any asbestos abatement work.

2.2.6 For Removal of ACMs, a Registered Asbestos Contractor shall be engaged to remove the ACM in accordance with the APCO and the approved AAP under a RAC's supervision as required. Depending upon the type of work to be carried out, a RAC may need to be appointed to supervise. ~~audit and air- monitor the asbestos abatement work. After completion of the asbestos abatement work, a summary report to be prepared by the RAC shall be submitted to EPD for record and demolition work can then commence.~~

Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations

2.2.7 Enacted under Section 43 of the APCO, the *Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations* stipulate that a prior approval from EPD will be required if the total fuel consumption capacity of any fuel-burning equipment or its chimney on premises to be installed or altered exceeds (a) 25L of conventional liquid fuel per hour; or (b) 30kg of conventional solid fuel per hour; or (c) 1,150MJ of any gaseous fuel per hour.

Hong Kong Planning Standards and Guidelines ("HKPSG")

2.2.8 The minimum buffer distances required between different types of roads and active open spaces are recommended in Chapter 9 Environment of HKPSG and are summarised in ***Table 2.2*** for ease of reference. For chimney, a buffer distance of 200m is recommended in Chapter 9 of HKPSG.

Table 2.2: HKPSG Minimum Setback Distances

POLLUTION SOURCE	TYPE OF ROAD	BUFFER DISTANCE	PERMITTED USES
Road and Highways	Trunk Road and Primary Distributor	>20m	Active and passive recreation use
		3 - 20m	Passive recreational use
		<3m	Amenity areas
	District Distributor	>10m	Active and passive recreational use
		<10m	Passive recreational uses
	Local Distributor	>5m	Active and passive recreational use
		<5m	Passive recreational use
	Under Flyovers	-	Passive recreational use

Source: Adapted from Table 3.1 of Chapter 9 Environment of HKPSG.

2.3 Air Sensitive Receivers ("ASRs")

2.3.1 The representative nearby ASR are summarised in ***Table 2.3*** and their locations are shown on ***Figure 3-1***.

Table 2.3: Identified Representative ASRs

ID	DESCRIPTION	USE	NO. OF STOREY	DISTANCE TO SITE BOUNDARY
A1	Temporary Structure	Unauthorized Structure	1	1m
A2	Temporary Structure	Unauthorized Structure	1-3	72m
A3	Temporary Structure	Unauthorized Structure	1-3	59m
A4	Temporary Structure	Unauthorized Structure	1-3	51m
A5	Village House No.220 at Sha Ling	residential	1-3	59m
A6	Village House No.56 at Sha Ling	residential	1-3	56m
A7	Village House No.73 at Sha Ling	residential	1-3	2m
A8	Village House No.79 at Sha Ling	residential	1-3	24m
A9	Temporary Structure	Unauthorized Structure	1-3	11m
A10	Village House No.100 at Sha Ling	residential	1-3	18m
A11	Temporary Structure	Unauthorized Structure	1-3	7m
A12	Temporary Structure	Unauthorized Structure	1-3	16m
A13	Temporary Structure	Unauthorized Structure	1-3	58m
A14	Village House No.181 Sha Ling	residential	1-3	117m
A15	Temporary Structure	Unauthorized Structure	1-2	12m

2.3.2 For the ASRs of the Proposed Development, the office indicated on Drawing No. PL-002 in Annex 4 of the Planning Statement as indicated on ***Figure 2-1*** will be the ASR of the Proposed Development. The height of the office floor would be approx. 12.0mPD (~6m above ground).

2.4 Review of Air Quality Impact

Background Air Quality

2.4.1 According to the "*Guidelines on Assessing the 'TOTAL' Air Quality Impacts*" issued by EPD, *Pollutants in the Atmosphere and their Transport over Hong Kong* ("PATH") is a territory-wide air quality model developed by EPD to estimate air pollutants concentration over the whole Pearl River Delta region including Hong Kong. The latest version of the PATH model is PATH-2025.

2.4.2 The data in year 2025 have been extracted from PATH V2.1 in Grids (35, 56), which is adopted as the background pollutant concentrations for this EA study.

2.4.3 PATH V2.1 data of background concentrations of pollutants was released by EPD in July 2025, while the prevailing AQOs have been effective since 1 January 2025. As a conservative approach, the data for Year 2025 from PATHv.2.1 was adopted in this assessment even though the proposed commencement year is 2026 or 2027. The background concentrations of RSP, FSP and NO_2 in 2025 are summarised in ***Table 2-4*** below.

Table 2-4 Background Concentrations of RSP, FSP and NO_2 in 2025 from PATH V2.1

Pollutant	Averaging Time	AQO (µg/m³)	Data	Background Concentrations (µg/m³) from PATH V2.1 Grids 35,56	Past Background
RSP	24-hour	100 (9)	Maximum	103.5	100
			10th Maximum	71.9	62
			No. Exceedance	1	0
	Annual	50	Average	29.1	25
FSP	24-hour	50 (35)	Maximum	84.1	50
			36th Maximum	26.4	34
			No. Exceedance	11	0
	Annual	25	Average	16.6	15
NO_2	1-hour	200 (18)	Maximum	209.0	186
			19th Maximum	141.9	135
			No. Exceedance	1	0
	Annual	40	Average	16.9	36

Note:

* The data of past background at North AQMS were extracted from *Air Quality In Hong Kong 2025, EPD (2025)*.

Construction Phase

2.4.4 Fugitive dust is the major impact that will be generated during construction activities, such as excavation, stockpiling, earth moving, transferring or handling of dusty materials, filling activities and reinstatement works.

2.4.5 With the implementation of dust control measures stipulated in the *Air Pollution Control (Construction Dust) Regulation*, dust generation can be controlled and significant fugitive dust impact is therefore not anticipated.

2.4.6 To avoid adverse dust impact on the air sensitive uses nearby, good practice and dust control measures to be implemented during the construction phase are as follows:

Provide hard paving on open area, regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather.

The working area of any excavation or earth moving operation shall be sprayed with water immediately before, during and immediately after the operation so as to maintain the entire surface wet.

Frequent watering for particularly dusty areas and areas close to ASRs.

Adopt site hoarding at sufficient height close to those concerned ASRs;

Locate the haul road away from those concerned ASRs;

Avoid dusty works or placing stockpiles near to those concerned ASRs;

Minimization of unpaved, exposed earth by immediate covering/ permanent paving as soon as the works have been completed.

Any stockpile of dusty materials shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and the 3 sides, or sprayed with water so as to maintain the entire surface wet.

Where possible, dusty materials shall be sprayed with water immediately prior to any

loading, unloading or transfer operation so as to maintain the dusty materials wet.

The working area for the uprooting of trees, shrubs, or vegetation or for the removal of boulders, poles, pillars or temporary or permanent structures shall be sprayed with water immediately before, during and immediately after the operation so as to maintain the entire surface wet.

All demolished items (including trees, shrubs, vegetation, boulders, poles, pillars, structures, debris, rubbish and other items arising from site clearance) that may dislodge dust particles shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides within a day of demolition.

Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations.

Vehicle washing facilities including a high pressure water jet shall be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point shall be paved with concrete, bituminous materials or hardcore.

Provision of not less than 2.4m high hoarding from ground level along site boundary where adjoins a road, streets or other accessible to the public except for a site entrance or exit.

Spray water on the surface of façade before and during grinding work.

Equip vacuum cleaner on grinder for façade grinding work as far as practicable.

Main haul road shall be sprayed with water so as to maintain the entire road surface wet. Imposition of speed controls for vehicles on site haul roads and confine haulage and delivery vehicles to designated roadways inside the site.

The portion of any road leading only to a construction site that is within 30m of a discernible or designated vehicle entrance or exit shall be kept clear of dusty materials.

Where possible, routing of vehicles and positioning of construction plant should be at the maximum possible distance from ASRs.

Every stock of more than 20 bags of cement or dry Pulverised Fuel Ash (“PFA”) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and three sides.

2.4.7 In addition, the EPD’s *Recommended Pollution Control Clause (“RPCC”) for Construction Contract* in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

The Contractor shall observe and comply with the APCO and its subsidiary regulations, particularly the *Air Pollution Control (Open Burning) Regulation* and *Air Pollution Control (Construction Dust) Regulation* and *Air Pollution Control (Smoke) Regulation*.

The Contractor shall undertake at all times to prevent dust nuisance and smoke as a result of his activities.

The Contractor shall ensure that there will be adequate water supply / storage for dust suppression.

The Contractor shall devise, arrange methods of working and carrying out the works in such a manner as to minimise dust impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented.

For better smoke control, the Contractor shall not use diesel hammer for percussive piling.

Before commencement of any work, the Engineer may require the methods of working, plant, equipment and air pollution control system to be used on the site to be made available for inspection and approval to ensure that they are suitable for the project.

2.4.8 There is a temporary structure (i.e. a small village house) within the Site which will not be

demolished during construction phase. ~~The small village house is currently inaccessible. Hence, a RAC will be engaged during the detailed design stage to prepare an AIR. If any ACM is found, and AAP shall be submitted to EPD for approval. EPD shall be notified in writing at least 28 days before the commencement of any asbestos abatement work~~. Therefore, it is no advance effect on the whole environment Protection for the Air factor.

2.4.9 For removal of ACMs, a Registered Asbestos Contractor shall be engaged to remove the ACM in accordance with the APCO and approved AAP under a RAC's supervision as required. Depending upon the type of work to be carried out, a RAC may need to be appointed to supervise, audit and air- monitor the asbestos abatement work. After completion of the asbestos abatement work, a summary report to be prepared by the RAC shall be submitted to EPD for record. ~~and demolition work can then commence. With the implementation of the aforementioned procedure and measures, no adverse impact from ACMs is anticipated.~~

2.4.10 For the emergency generator, the chimney design shall comply with the *Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations* as mentioned in ***paragraph 2.2.7***.

Operation Phase

Industrial Emission

2.4.11 Site visits were conducted on 30 October 2024, 18 September 2023 and 18 March 2018 to identify the potential air pollution sources in the vicinity of the Site. A cement works was located to the north of the Site. The cement works is located around 220m from the air sensitive use of the Site, which can satisfy the 200m buffer distance between industrial chimneys and air sensitive uses recommended in Chapter 9 of the HKPSG. Hence, no adverse air quality impact from industrial emission on the Centre is anticipated. The location of the cement works is shown on ***Figure 2-2.***

2.4.12 As advised by the Applicant, only three to five forklifts will be used within the Centre. As the forklifts will comply the emission standards of the *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation*. The air quality impact from the forklifts is considered insignificant. No adverse air quality impact from the operation of the Centre on the surrounding air sensitive uses is therefore anticipated.

Vehicular Emission

2.4.13 Man Kam To Road and Lo Wu Station Road are the major road near the Site as shown on ***Figure 2-3***. With reference to the *Annual Traffic Census 2023* published by the Transport Department ("TD"), Man Kam To Road is classified as a Rural Road whilst there is no relevant information for Lo Wu Station Road. By considering the nature of Lo Wu Station Road, it is classified as a Rural Road. There is no specific buffer distance requirement recommended in Table 3.1, Chapter 9 of the HKPSG. Hence, the minimum buffer distance of 10m between air sensitive uses and local road is adopted for the Centre.

2.4.14 As illustrated on ***Figure 2-3***, majority of the Site can satisfy the buffer distance of 5m between the roads and the Site. There is no air sensitive use within the 5m buffer distance between the roads and the Site. In order to avoid adverse air quality impact from traffic emission, a buffer zone is recommended for the Proposed Development with the following requirements:

No fresh air intake / openable window of air sensitive uses shall be located within the buffer zone.

Any air sensitive uses within buffer zone shall rely on fresh air intake / openable window located out of the buffer zone for ventilation.

2.4.15 With the provision of the buffer zone, the buffer distances recommended in HKPSG will be satisfied. Therefore, no adverse air quality impact on the Site from traffic emission is anticipated.

2.4.16 The engines of the vehicles will be switched off during loading / unloading within the Centre.

Besides, Man Kam To Road and Lo Wu Station Road will still operate with ample capacity with the Proposed Development as per Section 4.8 of the TIA Report. The additional traffic trips related to the Proposed Development are considered insignificant and can be absorbed by the road networks. Therefore, it is anticipated that the induced traffic would not cause adverse traffic congestion problem and queuing on the public road leading worsening of vehicular emission impact. In addition, 39 numbers of loading/unloading bays and parking spaces in total will be provided for the Proposed Development. As described in paragraph 2.3.7 of the TIA Report, the provided loading/unloading bays and parking spaces will satisfy the peak demand. Moreover, Swept Path analysis has been conducted as mentioned in the TIA and all the reverse movement of vehicles will be confined within the Site only. Hence, no reverse movement of vehicles on the public road due to the Proposed Development is expected. Due to the low traffic flow generated and no idling emission from the vehicles during loading/unloading activities, adverse air quality impact from the Centre on the surrounding air sensitive uses is not anticipated.

Odour

2.4.17 As mentioned in ***Section 1.1***, the Proposed Development is a temporary storage of chilled poultry. No slaughtering generating considerable odour will be conducted. Therefore, no odour nuisance form the Project is anticipated during the operation phase.

2.5 Conclusion

2.5.1 With the implementation of the recommended mitigation measures and good site practice, adverse impacts during the construction phases are not anticipated. No further mitigation measures are needed.

2.5.2 No adverse air quality impact on the Centre from industrial emission and vehicular emissions is anticipated with the implementation of the proposed mitigation measures during the operation phase. At the same time, the operation of the Centre will not cause adverse air quality impact on the surrounding air sensitive uses.

2.5.3 Overall, therefore, no adverse air quality impacts are anticipated during the construction and operation phases of the Centre.

Figure 2-1: Locations of ASRs

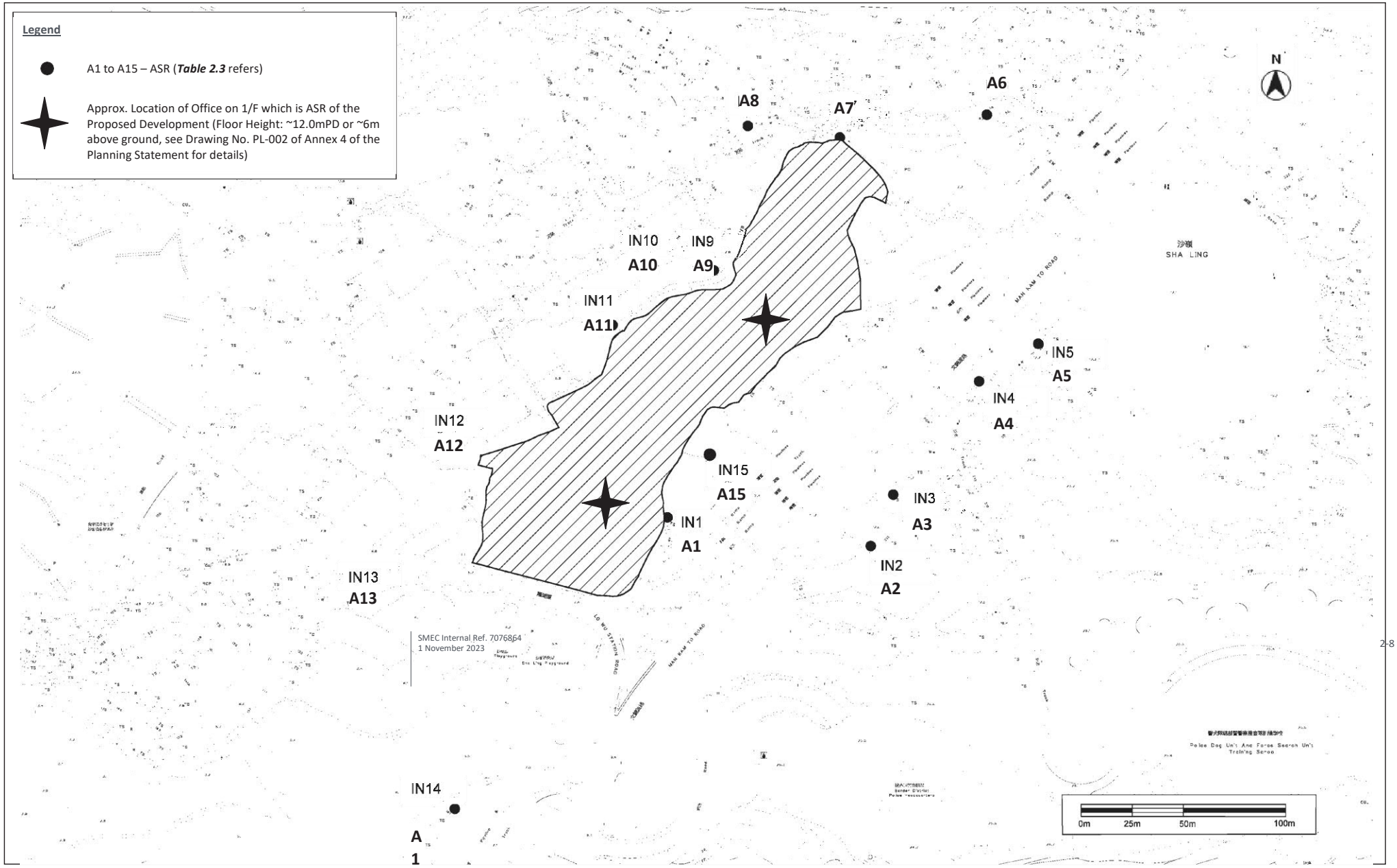
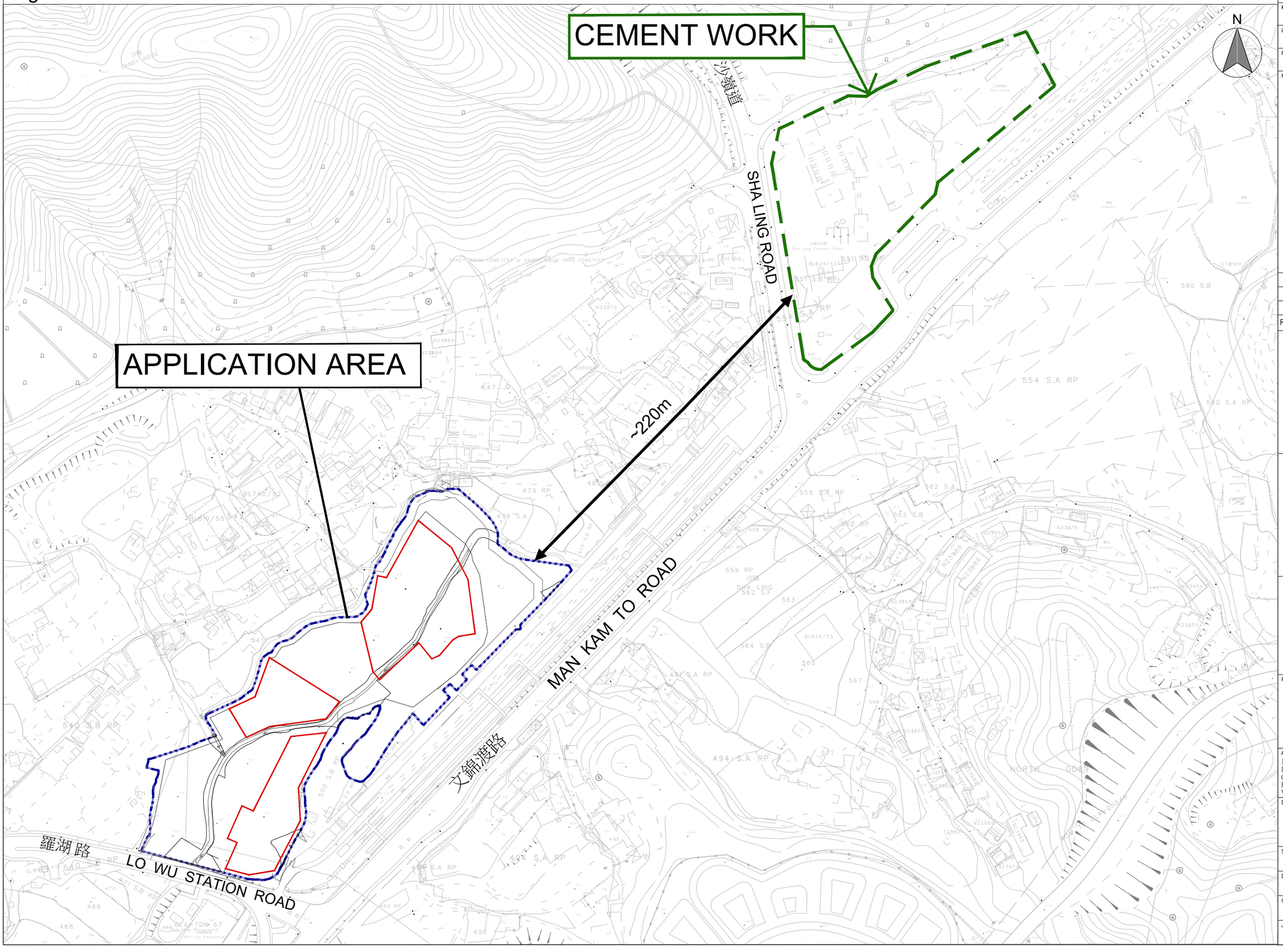


Figure 2-2: LOCATION OF CEMENT WORKS



B.D. Reference 屋宇署檔案

M.W. Reference 小型工程檔案

L.D. Reference 地政署檔案

F.S.D. Reference 消防處檔案

Notes 注釋

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REV	DESCRIPTION	DATE

C&K Land Management Company Limited

Project 項目

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application 申請

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title 標題

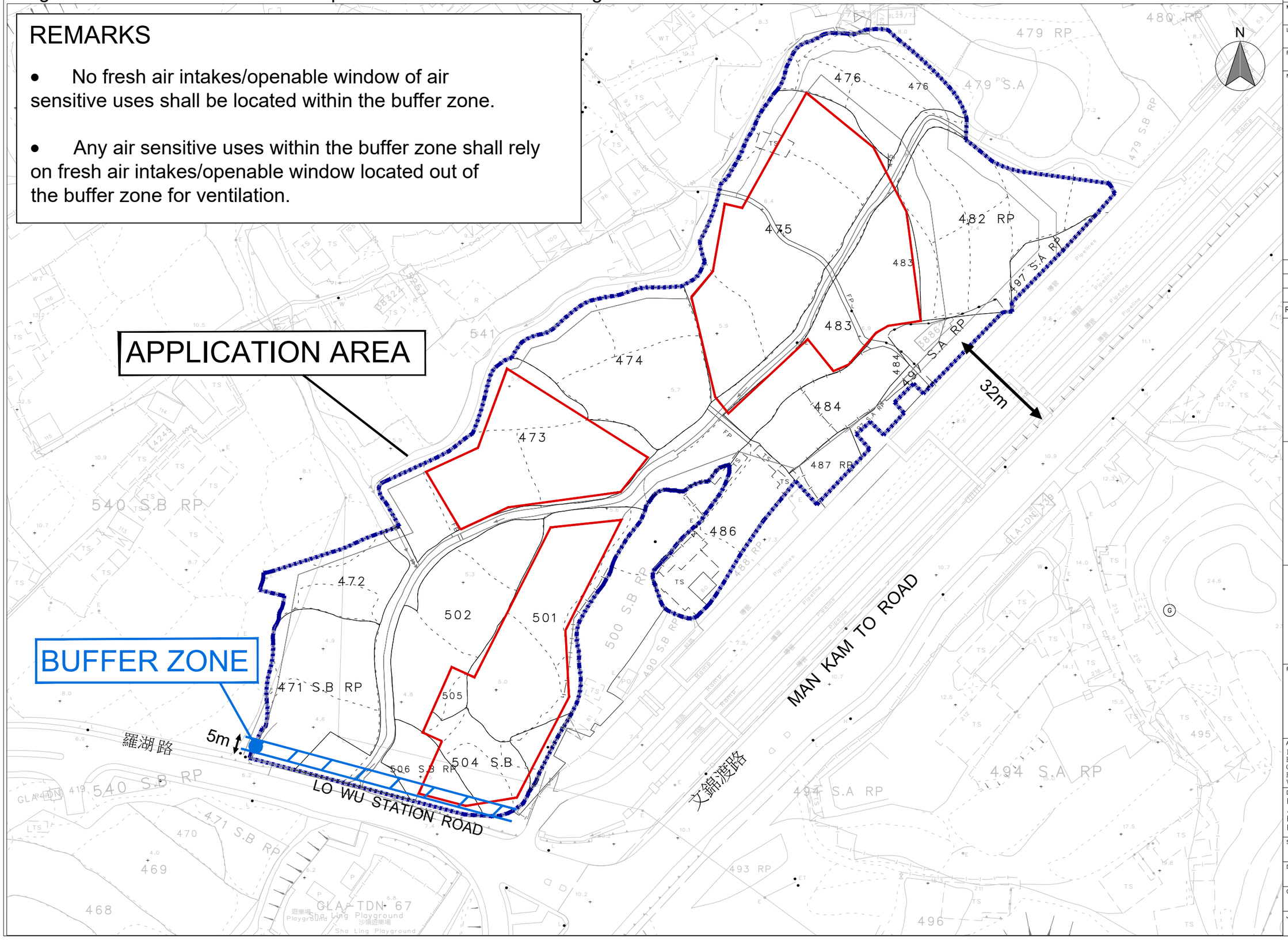
ENVIRONMENTAL ASSESSMENT REPORT – LOCATION OF CEMENT WORKS

Scale 比例	Revisions 修定
1:2000 (A3)	–
Designed by 設計者 LW	Drawn by 制圖人 Arthur
Checked by 檢查 LW	Date 日期 04–AUG–2025
Job No. 工程/項目 –	Drawing No. 圖號 Figure 2.2

Figure 2-3: Buffer Distance Requirement from the Surrounding Roads

REMARKS

- No fresh air intakes/openable window of air sensitive uses shall be located within the buffer zone.
- Any air sensitive uses within the buffer zone shall rely on fresh air intakes/openable window located out of the buffer zone for ventilation.



N

B.D. Reference
M.W. Reference
L.D. Reference
F.S.D. Reference

Notes

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REV	DESCRIPTION	DATE

C&K Land Management Company Limited

Project
VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application
PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title
ENVIRONMENTAL ASSESSMENT REPORT – BUFFER DISTANCE REQUIREMENT FROM THE SURROUNDING ROADS

Scale	Revisions
1:2000 (A3)	–

Designed by	Drawn by
LW	Arthur

Checked by	Date
LW	04–08–2025

Job No.	Drawing No.
–	Figure 2–3

3 NOISE

3.1 Environmental Legislation and Standards

Noise Control Ordinance (Cap. 400)

3.1.1 The main piece of legislation controlling environmental noise impact is the *Noise Control Ordinance* (“NCO”). The NCO enables regulations and Technical Memoranda ("TMs") to be enacted, which introduces detailed control criteria, measurement procedures and other technical matters.

3.1.2 The Site does not fall within any Designated Area ("DA") in accordance with EPD’s Plan No. EPD/AN/NT-01 and EPD/AN/NT-01A for Yuen Long, Tin Shui Wai, Mai Po, Shek Kong and Kwu Tung; as well as Plan No. EPD/AN/NT-02 and EPD/AN/NT-02A for Tai Po, Fanling, Sheung Shui and Sha Tau Kok. Therefore, the *Technical Memorandum on Noise from Construction Work in Designated Area* (“DA-TM”) is not applicable.

3.1.3 Construction noise during noise control restricted hours is governed under the following Technical Memoranda:

- Technical Memorandum on Noise from Percussive Piling (“PP-TM”).
- Technical Memorandum on Noise from Construction Work other than Percussive Piling (“GW-TM”).
- Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (“IND-TM”).

3.1.4 In addition, the following requirements are given under the NCO:

- Hand-held breakers having a mass of above 10kg and any air compressor capable of supplying compressed air at 500kPa or above must be fitted with a Noise Emission Label issued under the *Noise Control (Hand Held Percussive Breakers) Regulation and Noise Control (Air Compressors) Regulation* of NCO.
- Construction Noise Permit (“CNP”) must be applied by the Contractor from EPD for any percussive piling at any time or any other construction activities conducted within restricted hours (for all days 7pm to 7am the next day and at all times on Public Holidays or Sundays) as defined in NCO.

3.1.5 There is no statutory control for noise arising from construction activities (other than percussive pilling) during normal working hours (7am to 7pm from Monday to Saturday, not including general holidays). Nevertheless, *Professional Persons Environmental Consultative Committee Practice Note* ProPECC PN1/24 *Noise from Construction Activities – Non-statutory Controls* ("ProPECC PN1/24") recommends the noise criteria as shown in ***Table 3.1*** and guideline to minimise the potential construction noise impact during normal working hours.

Table 3.1: Construction Noise Criteria for Non-Restricted Hours

NOISE SENSITIVE USE	$L_{EQ(30\ MIN)}$ NOISE CRITERIA BETWEEN 0700 AND 1900 ON ANY DAY NOT BEING A SUNDAY OR GENERAL HOLIDAY
Dwellings	75 dB(A)
School	70 dB(A) (or 65 dB(A) during examination)

3.1.6 For fixed plant noise during operation phase, the requirements of IND-TM shall be complied with. Table 2 of IND-TM stipulates the day, evening and night time Acceptable Noise Levels (“ANLs”) for Noise Sensitive Receivers (“NSRs”) according to the corresponding Area Sensitive

Rating ("ASR"), which is determined by Influencing Factors ("IFs") in accordance with the IND-TM. These are summarised in ***Table 3.2***.

Table 3.2: Acceptable Noise Levels for Fixed Noise Source

TIME PERIOD	ANL, dB(A)		
	ASR "A"	ASR "B"	ASR "C"
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

Hong Kong Planning Standards & Guidelines ("HKPSG")

3.1.7 The noise criteria for planned fixed noise source shall follow the requirements of Table 4.1 of Chapter 9 of HKPSG:

(a) 5 dB(A) below the appropriate ANLs shown in Table 2 of IND-TM, and

(b) the prevailing background noise levels

3.1.8 As recommended in Table 4.1 of Chapter 9 Environment of HKPSG, standards for road traffic noise in terms of $L_{10(1\text{-}hr)}$ for the following uses relying on opened windows for ventilation are shown in ***Table 3.3***.

Table 3.3: Summary of Road Traffic Noise Standards

USES	NOISE CRITERIA $L_{10(1\text{-}HR)}$, dB(A)
All domestic premises including temporary housing accommodation	70
Hotels and hostels	70
Offices	70
Educational institutions including kindergartens, child care centres and all others where unaided voice communication is required	65
Places of public worship and courts of law	65
Diagnostic rooms and wards of hospitals, clinics, convalescences and residential care homes for the elderly	55

EIAO Guidance Note No. 12/2010 Road Traffic Noise Impact Assessment

3.1.9 The captioned guidance note ("GN") provide general reference for practitioners to prepare Road Traffic Noise Impact Assessment ("RTNIA") for Designated Projects ("DPs") under the *Environmental Impact Assessment Ordinance* ("EIAO"). Nevertheless, the perspective regarding "significant" impact in the GN is referenced.

3.1.10 As stipulated in the GN, traffic noise impact would be considered significant if the traffic noise level with the road project would be greater than that without the road project at the design year by 1.0 dB(A) or more.

3.1.11 Similarly, by the same token, the traffic noise impact would be considered significant if the traffic noise level with the proposed development would be greater than that without the proposed development by 1.0 dB(A) or more, and vice versa.

3.2 Construction Noise Impact

3.2.1 Various construction activities such as excavation, stockpiling, earth moving, filling activities, reinstatement works and etc. will be the key noise sources generated during the construction phase. In particular, the use of PME and the vehicle movement within the Site are the major noise sources.

3.2.2 Construction shall be carried out during non-restricted hours as far as practicable. The mitigation measures recommended in ProPECC PN1/24 should be implemented where applicable. In addition, the following measures and on-site practice are recommended in order to minimise the potential construction noise impacts during daytime:

Quiet PME and construction method should be adopted as far as practicable.

The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.

Switch off idling equipment.

Regular maintenance of equipment.

Fit muffler or silencer for equipment.

Noisy equipment and noisy activities should be located as far away from the NSRs as is practical.

Use quiet construction method, e.g. use of saw-cut or hydraulic crusher instead of excavator-mounted percussive breaker.

PME should be kept to a minimum and the parallel use of noisy equipment / machineries should be avoided.

Erect noise barriers or noise enclosure for the PME if appropriate.

Implement good house-keeping and provide regular maintenance to the PME.

Spot check resultant noise levels at nearby NSRs.

3.2.3 If construction work involving the use of PME will be required during restricted hours, a CNP shall be applied for under the NCO. The noise criteria and assessment procedures for obtaining a CNP are specified in GW-TM.

3.2.4 In addition, the EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

The Contractor shall observe and comply with the *NCO* and its subsidiary regulation.

The Contractor shall ensure that all plant and equipment to be used on the Site are properly maintained in good operating condition and noisy construction activities shall be effectively sound-reduced by means of silencers, mufflers, acoustic linings and shields, acoustic sheds or screen or other means, to avoid disturbance to nearby noise sensitive receivers.

For carrying out any construction work other than percussive piling during the time period from 0700 to 1900 hours on any day not being a general holiday (including Sundays), the Contractor shall comply with the following requirements.

- The noise level measured at 1m from most affected external façade of the nearby noise sensitive receivers from the construction works alone during any 30-minute period shall not exceed an equivalent sound level ("L_{eq}") of 75dB(A).
- The noise level measured at 1m from most affected external façade of the nearby schools from the construction works alone during any 30-minute period shall not exceed L_{eq} of 70dB(A) [65dB(A) during school examination period]. The Contractor shall liaise

with the schools and/or the Examination Authority to ascertain the exact dates and times of all examination periods during the course of the contract.

- Should the limits stated in the above be exceeded, the construction shall stop and shall not recommence until appropriate measures acceptable to the Engineer that are necessary for compliance have been implemented.
- The Contractor shall adopt, where necessary, the use of Quiet Construction Equipment ("QCE") and/or shall employ the quietist practicable working methods when carrying out demolition works, and /or road opening works during restricted hours.

Before the commencement of any work, the Engineer may require the methods of working, plant equipment and sound-reducing measures to be used on the Site to be made available for trial demonstration inspection and approval to ensure that they are suitable for the project.

The Contractor shall devise, arrange methods of working and carry out the Works in such a manner so as to minimise noise impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented.

Notwithstanding the requirements and limitations set out in the bullet above and subject to compliance with the second and fifth bullet above, the Engineer may upon application in writing by the Contractor, allow the use of equipment and the carrying out of any construction activities for any duration provided that the Engineer is satisfied with the application which, in Engineer's opinion, is considered to be of absolute necessity and adequate noise insulation has been provided to the schools to be affected, or of emergency nature, and not in contravention with the NCO in any respect.

The Contractor shall, when necessary, apply for a construction noise permit in accordance with the *Noise Control (General) Regulations* prior to the commencement of the relevant part(s) of the works, display the permit as required and provide a copy to the Engineer.

Measures that are to be taken to protect adjacent school and adjacent noise sensitive receivers, if necessary, shall include, but not be limited to, adequate noise barriers. The barriers shall be of substantial construction and designed to reduce transmission of noise (simple plywood hoarding will not be sufficient). The barriers shall be surmounted with baffle boxes designed to reduce transmission of noise. The barriers shall be designed to BS 5228. The location and details of the barriers shall be submitted to the Engineer for approval before works commence adjacent to schools and other noise sensitive receivers.

3.2.5 With the implementation of the abovementioned mitigation measures, adverse construction noise impact is not anticipated.

3.3 Noise Impacts from Fixed Sources during Operation

General

3.3.1 The Proposed Development will be used as a temporary poultry cold storage and distribution centre. Goods vehicles from the Mainland will stop at the Site and unload the chilled poultry. The chilled poultry will then be stored temporarily at the Site and delivered to different places in Hong Kong. However, no slaughtering or cleaning of chilled meat / poultry will be involved in the Proposed Development.

3.3.2 Moreover, no selling of poultry to individuals, retailers or wholesalers will be involved in the Proposed Development. As such, no outdoor loudspeakers or any form of outdoor amplification system will be used in the Proposed Development.

3.3.3 In order to prevent the poultry from spoiling, the Proposed Development is necessary to run around the clock. Therefore, potential noise impacts due to the operation in the three periods, i.e. day, evening and night times, should be assessed.

3.3.4 The potential noise sources during the operation of the Proposed Development were identified as follow –

- On-site movements of delivery vehicles / refrigerated collection vehicles
- Mechanical and Electrical ("M&E") equipment
- Loading / unloading activities

Assessment Assumptions and Methodology

On-site movement of vehicles

3.3.5 As the Proposed Development is used for temporary chilled poultry storage and distribution, on-site movement of delivery vehicles and refrigerated collection vehicles is considered to be the major noise source.

3.3.6 For the noise generated from on-site movement of vehicles, the *Method for Mobile Plant Using a Regular Well-Defined Route* stipulated in Annex F of BS 5228-1:2009+A1:2014 has been adopted for the assessment. Calculation is based on the following standard formula:

$$SPL = SWL - 33 + 10\log Q - 10\log V - 10\log d + AC + FC$$

where:

SPL	–	Sound Pressure Levels at receiver, in dB(A)
SWL	–	Sound Power Levels of Powered Mechanical Equipment (PME), in dB(A)
Q	–	Number of vehicles per hour
V	–	Average vehicle speed, in km/h
d	–	Distance of receiving position from the centre of haul road, in meters
AC	–	Angle of view Correction = $10\log(\Theta/180)$ where Θ is the angle of view (in degree) of a particular haul road segment
FC	–	Façade Correction of +3 dB(A)

3.3.7 Sound Power Levels ("SWLs") of the manoeuvring vehicles were reference to Table 3 of the GW-TM and the *Sound Power Levels of Other Commonly Used PME* available from EPD's website[ref.:2].

3.3.8 With regard to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the particular haul road segment.

Mechanical and Electrical ("M&E") Equipment

3.3.9 Most of M&E equipment, such as water pumps, fire services pumps and transformer, will be installed inside plant rooms of the Proposed Development. Thus, no significant noise impact arising from enclosed M&E equipment is anticipated. The impact from these sources is therefore not considered in the noise assessment.

3.3.10 Small, low-power split-type air-conditioners will be installed at the site office. The noise from the outdoor units ("ODUs") of these small air-conditioners is minimal. Thus, these ODUs have not been taken into account in the noise assessment. According to the information provided by the Project M&E Consultant, 4 sets (in total of 19 units) of condenser and several units of scroll compressors will be installed on the roof of the building blocks.

3.3.11 With reference to the *ASHRAE Handbook Chapter 48 – Noise and Vibration Control*, the scroll compressors tend to produce relatively weak tone. Thus, the noise impact from the scroll compressors is considered insignificant. However, condenser could generate adverse noise impact and thus considered as noise sources that could affect off-site NSRs.

[2] http://www.epd.gov.hk/epd/sites/default/files/epd/english/application_for_licences/guidance/files/OtherSWLe.pdf

3.3.12 The SWLs of the condenser were referred to the catalogue provided by the Applicant. The noise levels were assessed based on the standard acoustics formula as follows -

SPL = SWL – DC + FC

Where:

SPL	–	Sound Pressure Levels at receiver, in dB(A)
SWL	–	Sound Power Levels of M&E Plant, in dB(A)
DC	–	Distance Correction, in dB(A) by DC = 20log10(D) + 8
D	–	Horizontal distance between the NSR and source in meters
FC	–	Façade Correction of +3 dB(A)

3.3.13 With regard to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the opening of the enclosure.

Loading/Unloading Activities

3.3.14 All loading/unloading areas are shown on ***Figure 3-3***. The loading/unloading area is composed of two parts –

1. Loading/unloading Bays – used for vehicle parking
2. Loading/unloading Platform – used for loading/unloading the chilled poultry

3.3.15 Mitigation measures for the loading/unloading areas have been considered for the layout design. After entering the Site, vehicles will enter at the loading/unloading platforms, which will be enclosed by a 2m extended canopy with 2 side panels (minimum surface density of 10kg/m^2). Therefore, no loading/unloading activities will be undertaken at open area. In order to further minimise the noise impact, acoustic mat (minimum surface density of 7kg/m^2) will be provided to the opening side of the platforms. As such, the loading/unloading and distribution activities will be confined under the canopy and behind the side walls and acoustic mat of the loading/unloading platform. The operation will be carried out smoothly with sufficient space. The conceptual design of the mitigation measures at the loading/unloading areas is shown in ***Appendix A***. The noise reduction performance of the acoustic mat (minimum surface density of 7kg/m^2) shall be sufficient, an example of a market available product with similar surface density is given in ***Appendix B***. The mitigation measures will be applied to all loading/unloading platforms. The noise screening structures for the loading/unloading platforms, i.e. extended canopy with 2 side panels and acoustic mat, shall have no gap or slit. The extended canopy, enclosing shed and the side panels should be solid structures with acoustic mats securely installed which would not be easily tampered by on-site workers.

3.3.16 Since the loading/unloading activities will be undertaken in an enclosed area, the noise impact is anticipated to be minimal. Thus, loading/unloading activities has not been taken into account in the noise assessment.

Noise Sensitive Receivers ("NSRs")

3.3.17 There will be no NSR of the Proposed Development. Instead, the first layer of existing NSRs closest to the Proposed Development which is the most representative NSRs has been identified for the worst-case scenario.

3.3.18 The details of the selected NSRs are summarised in ***Table 3.4*** and their locations are shown on ***Figure 3-1***.

Table 3.4: Identified Representative NSRs of Noise from Fixed Sources

NSR ID	DESCRIPTION	NO. OF STOREY	DISTANCE TO SITE BOUNDARY
IN1	Temporary Structure	1	1m
IN2	Temporary Structure	1-3	72m
IN3	Temporary Structure	1-3	59m
IN4	Temporary Structure	1-3	51m
IN5	Village House No.220 at Sha Ling	1-3	59m
IN6	Village House No.56 at Sha Ling	1-3	56m
IN7	Village House No.73 at Sha Ling	1-3	2m
IN8	Village House No.79 at Sha Ling	1-3	24m
IN9	Temporary Structure	1-3	11m
IN10	Village House No.100 at Sha Ling	1-3	18m
IN11	Temporary Structure	1-3	7m
IN12	Temporary Structure	1-3	16m
IN13	Temporary Structure	1-3	58m
IN14	Village House No.181 Sha Ling	1-3	117m
IN15	Temporary Structure	1-2	12m

3.3.19 All identified NSRs are located in rural area. No major roads with annual average daily traffic flow in excess of 30,000 and industrial areas are found in the vicinity of the identified NSRs. Therefore, the ASRs of the identified NSRs are determined as Type A in accordance with IND-TM.

3.3.20 The ASR and ANLs adopted in this EA report are used for assessment purpose only, they should not bind the Noise Control Authority's decision in determining the noise criteria based on the legislation and practices being in force, and contemporary conditions/ situations of adjoining land uses.

Prevailing Background Noise

3.3.21 The most preferable locations for the background noise measurement are the sensitive facades of the representative NSRs. Therefore, villagers of the NSRs were approached to request permission for conducting background noise measurements at their premises. However, the requests were verbally refused. Moreover, they were reluctant to let us to conduct the noise measurement at the area of the village.

3.3.22 As the villagers were reluctant to let us conduct the noise measurement at their premises as well as the village, alternative locations for background noise measurement, namely BG1 and BG2, were selected at the drainage pipe near Man Kam To Road and Sha Ling Playground as shown on ***Figure 3-2.***

3.3.23 Under the circumstances as mentioned in ***paragraph 3.3.21***, BG1 is considered as the best alternative and feasible location to represent IN6 to IN14 for background noise measurement. According to the topographic map obtained from Lands Department, the level of the

measurement location BG1 is 6.2mPD, while the levels of Man Kam To Road and Lo Wu Station Road are around 9.8mPD to 10.7mPD. Although BG1 is located near to Man Kam To Road (about 60m) and Lo Wu Station Road (about 26m), the topography can shield up certain amount of traffic noise. However, it is noted that some NSRs (i.e. IN 6 to IN10) are located more than 100m from both Man Kam To Road and Lo Wu Station Road. In order to avoid over domination of traffic noise in the background noise levels of NSRs IN6 to IN14, L90 will be adopted to represent the background noise in the assessment to avoid.

3.3.24 NSRs IN1 to IN5 and IN15 are all directly affected by the traffic noise of Man Kam To Road and Lo Wu Station Road. Since the location of BG2 are next to IN1, it is expected that BG2 is capturing the same ambient noise of NSRs IN1 to IN5 and IN15.

3.3.25 The background noise levels measured at BG1 and BG2 represent the background noise for the NSRs shaded in green and yellow respectively as shown on ***Figure 3-2***. The prevailing background noise measurements were measured over 24 hours at 1.2m above ground with free-field condition.

3.3.26 The results of the background measurement are summarised in ***Table 3.5***. The detailed results are given in ***Appendix C***.

Table 3.5: Summary of Background Noise Monitoring

ID	COLOUR SHADE OF REPRESENTATIVE AREA[NOTE 1]	MEASUREMENT LOCATION	BACKGROUND NOISE LEVEL (AVERAGE $L_{90(1\ HOUR)}$), dB(A)		
			DAY	EVENING	NIGHT
BG1	Green	Sha Ling Playground	48	45	38
BG2	Yellow	Pipeline nearby NSR-IN1	54	46	41

Notes:

1. The measurement was conducted in free-field condition. Façade correction is not applied to the measured levels.

Noise Criteria

3.3.27 As discussed in ***paragraph 3.3.19***, the ASR of all identified NSRs is "A". The noise criteria for the planned fixed noise source were determined with reference to the prevailing background noise levels obtained in ***Table 3.5*** and are shown in ***Table 3.6***

Table 3.6: Noise Criteria for Planned Fixed Noise Source

NSR	ASR	COLOUR SHADE OF REPRESENTATIVE AREA[NOTE 1]	TIME PERIOD	BACKGROUND NOISE LEVEL (AVERAGE $L_{90(1\ HOUR)}$), dB(A)	ANL – 5, dB(A)	NOISE CRITERIA, dB(A)[NOTE 1]
IN1 – IN5, IN15	A	Yellow	Day	57	55	55
			Evening	49	55	49
			Night	44	45	44
IN6 – IN14	A	Green	Day	51	55	51
			Evening	48	55	48
			Night	41	45	41

Notes:

1. +3 dB(A) façade correction has been incorporated to the background noise level.

Assessment Results

On-site movement of vehicles

3.3.28 The road segments of the Proposed Development are shown on ***Figure 3-3***. Road segments S1 to S4 are one way road and S5 to S10 are two-way road.

3.3.29 During operation stage, the following types of vehicles travelling through the Site as listed in ***Table 3.8***:

Container vehicle ("CV")/ Heavy Goods Vehicle ("HGV")

Medium Goods Vehicle ("MGV");

Light Goods Vehicle ("LGV"), van

Private car.

3.3.30 It is known that the on-site movement of vehicles may cause adverse noise impact except due to private car movement, as it is considered to be negligible compare with other types of vehicles move within the Site. In order to minimise the noise impact to surrounding NSRs, following administrative controls shall be adopted during the operation phase:

1. Limit only a maximum of number of 5 vehicles per hour of MGV and 1 vehicle per hour of LGV that can run in and out of the Site in evening (1900-2300) and night time periods (2300-0700) respectively;
2. The loading and unloading area of container vehicle/ HGV/ MGV near the Site entrance/exit area will be used first especially during evening-time and night-time period to minimise the on-site movement these vehicles as far as practicable as shown on ***Figure 3-4***. Except there is overloading at the loading and unloading area which is the closest to the site entrance. The movement paths of different vehicles are summarised in ***Appendix E***.

3.3.31 According to the daily operation of the Proposed Cold Storage and Distribution Centre as provided by the applicant, the maximum numbers of different vehicle types during the peak hours in different time periods were estimated and summarised in ***Table 3.7***. The trips of vehicle of each road segment are summarised in ***Appendix E***.

Table 3.7: Number of Vehicles travelling through the Site

VEHICLE TYPE[1]	DAY* (0700-1900) (VEHICLES/HOUR)		EVENING* (1900-2300) (VEHICLES/HOUR)		NIGHT* (2300-0700) (VEHICLES/HOUR)	
	In	Out	In	Out	In	Out
CV/ HGV	16	16	0	0	0	0
MGV	0	0	5	5	0	0
LGV	0	0	0	0	1	1

Notes:

* The peak hour flow of each time period.

[1] According to Traffic Consultant, container vehicles/ heavy goods vehicle means a goods vehicle having a gross vehicle weight not exceeding 38 tonnes;

[2] According to Cap. 374 *Road Traffic Ordinance*, medium goods vehicle means a goods vehicle having a permitted gross vehicle weight exceeding 5.5 tonnes but not exceeding 24 tonnes; light goods vehicle means a goods vehicle having a gross vehicle weight not exceeding 5.5 tonnes.

3.3.33 A summary of the SWLs of vehicles are presented in ***Table 3.8***.

Table 3.8: SWLs of Vehicles

VEHICLE TYPE	SWL, dB(A)	DESCRIPTION
Container Vehicles/ Heavy Goods Vehicles/ Medium Goods Vehicles	105	Lorry, 5.5 tonne < gross vehicle weight 三38 tonne
Light Goods Vehicles	101	Lorry, gross vehicle weight ≤ 5.5 tonne

3.3.34 The structure of cold storage blocks including the cover connecting Block 1 and Block 2 (minimum surface density of 10kg/m^2) can be used as a barrier to minimise the noise generated from on-site vehicle movement. However, NSR IN1 and IN15 are very close to the Site, a 5m high fixed/movable noise barrier (minimum surface density of 10kg/m^2) (i.e. NB1) would be constructed to further reduce the noise impact to these one to two storey high building (i.e. NSR IN1 and IN15), as shown on ***Figure 3-4.*** Besides, a 10m high fixed/movable noise barrier (minimum surface density of 10kg/m^2) (i.e. NB2) would be constructed next to NSRs IN12 and a 12m high fixed/movable noise barrier (minimum surface density of 10kg/m^2) (i.e. NB3) and cover connecting Main Block would be erected. NB2 and NB3 will be connected to the proposed cover and structures of Block 1 and Block 2 without slit or gap.

3.3.35 Regarding to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the particular haul road segment and the major noise sources (i.e. vehicle engine and chiller on the vehicle). The screening structure includes the proposed cold storage blocks and the proposed boundary wall.

3.3.36 The noise levels from on-site movement of vehicles were thus calculated as shown in ***Appendix F*** and summarised in ***Table 3.9.***

Table 3.9: Predicted Noise Levels from Vehicles travelling within the Site

NSR	PREDICTED NOISE LEVEL, dB(A)			NOISE CRITERIA, dB(A)		
	Day	Evening	Night	Day	Evening	Night
IN1	54	49	35	55	49	44
IN2	51	46	34			
IN3	51	46	35			
IN4	48	42	30			
IN5	48	43	32			
IN6	36	31	21	51	48	41
IN7	40	35	24			
IN8	41	36	25			
IN9	49	44	33			
IN10	46	41	30			

NSR	PREDICTED NOISE LEVEL, dB(A)			NOISE CRITERIA, dB(A)		
	Day	Evening	Night	Day	Evening	Night
IN11	48	43	32			
IN12	49	44	32			
IN13	51	46	35			
IN14	47	42	31			
IN15	54	49	37	55	49	44

Mechanical and Electrical (M&E) Equipment

3.3.37 As mentioned in ***paragraphs 3.3.10 - 3.3.11***, 4 sets (in total of 19) of condensers were taken into account in this assessment.

3.3.38 They are distributed on the roof top of Cold Storage Blocks 1 and 2. Seven condensers and six condensers are located on Cold Storage Block 1 (SW) and Block 1 (NE), respectively, while another six condensers are located on the Block 2, as shown on ***Figure 3-5***.

3.3.39 According to the information provided by the Project M&E Consultant, the SWL of the condenser, 76 dB(A) shown in ***Appendix D***, has been adopted in the calculation.

3.3.40 In order to minimise the noise impact, noise enclosure should be installed for the condenser.

3.3.41 According to the *Good Practices on Ventilation System Noise Control* published by EPD, a complete acoustic enclosure (minimum surface density of 10kg/m^2) with silencer for condenser with opening could provide a noise reduction of 20dB(A) or more.

3.3.42 In order to further minimise the noise impact, it is suggested that the openings of enclosure of Block 1 and Block 2 should face Man Kam To Road and located as far as practicable from the NSRs as shown on ***Figure 3-5***.

3.3.43 Regarding the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the openings. Taking a conservative approach to estimate the above mentioned measures, a total of 10 dB(A) reduction as screening effect was adopted for all NSRs.

3.3.44 The noise levels from M&E equipment were thus calculated as shown in ***Appendix F*** and summarised in ***Table 3.10***.

Table 3.10: Predicted Noise Levels from M&E Equipment

NSR	PREDICTED NOISE LEVEL, dB(A)	NOISE CRITERIA, dB(A)		
	Day / Evening / Night	Day	Evening	Night
IN1	36			
IN2	30			
IN3	30	55	49	44
IN4	30			
IN5	29			

NSR	PREDICTED NOISE LEVEL, dB(A) Day / Evening / Night	NOISE CRITERIA, dB(A) Day	Evening	Night
IN6	30			
IN7	36			
IN8	35			
IN9	37			
IN10	37	51	48	41
IN11	41			
IN12	35			
IN13	29			
IN14	26			
NI15	37	55	49	44

Overall Noise Impact from Fixed Sources

3.3.45 As the fixed noise sources include both noise from on-site vehicle movement and noise from M&E equipment, the overall noise impact from fixed sources were predicted and summarised in ***Table 3.11.***

Table 3.11: Predicted Overall Noise Impact from Fixed Sources

NSR	PREDICTED NOISE LEVEL, dB(A)			NOISE CRITERIA, dB(A)		
	Day	Evening	Night	Day	Evening	Night
IN1	54	49	39			
IN2	51	46	36			
IN3	51	46	36	55	49	44
IN4	48	43	33			
IN5	48	43	34			
IN6	37	34	30			
IN7	41	39	36			
IN8	42	39	35			
IN9	49	45	38	51	48	41
IN10	46	42	38			
IN11	49	45	41			

NSR	PREDICTED NOISE LEVEL, dB(A)			NOISE CRITERIA, dB(A)		
	Day	Evening	Night	Day	Evening	Night
IN12	50	45	36			
IN13	51	46	36			
IN14	47	42	32			
IN15	54	49	40	55	49	44

3.3.46 According to the results shown in ***Table 3.11***, potential fixed source noise impacts from the Proposed Development at the identified NSRs are anticipated to comply with the relevant noise standards.

3.4 Traffic Noise Impacts during Operation

Traffic Noise during Operation Peak

3.4.1 There will be off-site traffic as vehicles will be used for transporting the chilled poultry to the Proposed Development and delivering of the chilled poultry to different places in Hong Kong. The potential traffic noise impact during the operation peak hour advised by the Project Team Traffic Consultant has been assessed.

Assessment Assumption and Methodology

3.4.2 The road traffic noise levels of the operation peak of the Proposed Development have been predicted using a computer noise model, RoadNoise, which mainly follows the prediction procedures of the *UK Department of Transport's Calculation of Road Traffic Noise* ("CRTN"), as recommended in Chapter 9 Environment of HKPSG.

3.4.3 As mentioned in ***Paragraph 3.1.8***, the HKPSG assessment criteria for domestic premises is 70 dB(A). Having said that, as discussed in ***Paragraphs 3.1.9 to 3.1.11***, a contribution of less than 1.0 dB(A) due to the presence of the Proposed Development is also considered to be acceptable in environmental terms.

3.4.4 The commissioning year of the Project is tentatively scheduled in Year 2023 or 2024. Generally, the base traffic is expected to grow every year. Hence the noise contribution from the Proposed Development in the commission year is expected to be greater than that in the year with maximum projection within 15 years after operation. Since the commissioning year of Year 2023 or 2024 is not certain, it may shift to an earlier or later year. As such, for a conservative approach, the background traffic flow of Year 2018 (year before commission year) was proposed to be adopted in the assessment. The traffic forecasts for Year 2018 are enclosed in ***Appendix G.***

Noise Sensitive Receivers

3.4.5 According to the traffic data, the Proposed Development will only increase the traffic flow of Man Kam To Road and Lo Wu Station Road. Therefore, representative NSRs had been selected along these roads as shown in ***Table 3.12*** and ***Figure 3-6.***

Table 3.12 Representative NSRs of Traffic Noise during Operation Peak

NSR ID	DESCRIPTION	NO. OF STOREY
TN1	Village House No. 61 at Sha Ling	1

NSR ID	DESCRIPTION	NO. OF STOREY
TN2	Temporary Structure	1-3
TN3	Village House No. 185 at Sha Ling	1-3

Assessment Results

3.4.6 The predicted traffic noise levels in Year 2018 are summarised in ***Table 3.13***. The results show that the Proposed Development would generate less than 1.0 dB(A) contribution to the road traffic noise on the surrounding NSRs. Therefore, the road traffic noise impact to the NSRs due to the operation of the Proposed Development is considered to be insignificant.

Table 3.13: Summary of Road Traffic Noise Impacts during Operation Peak in Commission Year (2018)

NSR		NOISE LEVEL, $L_{10\,(1\text{-}HR)}$, dB(A))		CONTRIBUTION (2) – (1), dB(A))
ID	Floor Level	Without Proposed Development (1)	With Proposed Development (2)	
TN1	G/F	67.8	68.1	+0.3
TN2	G/F	77.6	77.7	+0.1
	1/F	77.4	77.5	+0.1
	2/F	77.0	77.1	+0.1
TN3	G/F	71.7	71.9	+0.2
	1/F	76.7	76.8	+0.1
	2/F	76.5	76.7	+0.2

Traffic Noise during late night / early morning

3.4.7 As the Site is located in rural area with low background noise level, late night and early morning hours are considered to be sensitive hours to the NSRs nearby. As such, potential traffic noise impact due to operation during the late night and early morning hours has been assessed.

3.4.8 According to ***Table 3.7***, maximum total one single trip per hour of vehicles will pass through Lo Wu Station Road and Man Kam To Road in the night time and early morning hours (2300 -0700).

Assessment Assumption and Methodology

3.4.9 In order to assess the noise impact from the additional traffic volume generated from the proposed development at late night / early morning, noise measurements were conducted at the representative NSRs of Lo Wu Station Road and Man Kam To Road between 02:00 and 04:30 on 27 June 2019 which was a normal weekday as shown on ***Figure 3-7***.

3.4.10 Two sets of 30 minutes noise measurement were conducted at each location. During each set of the measurement, a 9-tonne vehicle was run through the traffic access route (i.e. to and from) three times as to represent the maximum six single trips per hour of either container vehicle/ HGV/ MGV.

3.4.11 The time of vehicle passing through the road section near the receiver was marked up during the measurement. According to the mark-ups, the traffic noise level without the additional traffic

(i.e. 6 trips/hr) generated from the proposed development could be find out after extracting the noise data from the measurement.

3.4.12 Thus, the noise contribution from the additional traffic (i.e. 6 trips/hr) generated from the proposed development could be derived by comparing the noise levels between with and without the additional vehicle passing through the receiver -

$L_{eq30mins\ (Noise\ contribution)} = L_{eq30mins\ (with\ additional\ vehicles)} - L_{eq30mins\ (without\ additional\ vehicles)}$

Noise Sensitive Receivers

3.4.13 The noise sensitive receivers are chosen as close as possible to the traffic access road i.e. Man Kam To Road or Lo Wu Station Road to investigate the potential impact. Therefore, representative NSRs had been selected along these two roads as shown in ***Table 3.14*** and ***Figure 3-7.***

Table 3.14 Identified Representative NSRs of Traffic Noise during Late Night/Early Morning

NSR ID	DESCRIPTION	NEAREST ACCESS ROAD	DISTANCE TO THE NEAREST ACCESS ROAD
TN4	Village House No. 117 at Sha Ling	Lo Wu Station Road	148 m
TN5	Village House No. 9-10 at Hung Kiu San Tsuen	Man Kam To Road	14 m

Assessment Results

3.4.14 Although TN4 is the nearest NSR to the access route in representing NSRs nearby Lo Wu Station Road, the distance between TN4 and the access route is around 148m. The noise generated from vehicles going to and from the subject site was found to be almost unnoticeable compared to other non-project vehicles passing by (taxies, private cars, police cars, MTR van, motorcycles were observed during the noise measurement) the receiver. As such, after extraction the noise data from the measurement in accordance with the time marker, the noise level of $L_{eq30mins\ (without\ additional\ vehicles)}$ will be even a bit higher than $L_{eq30mins\ (with\ additional\ vehicles)}$ as shown in ***Table 3.15***. This result indicated that the dominant noise source was the non-project related vehicles passing by the receiver and the noise contribution from the project related vehicles shall be very low.

3.4.15 TN5 is located close to Man Kam To Road (i.e. perpendicular distance of 14m). As shown in ***Table 3.15***, the maximum noise contribution is 0.4 dB(A) and hence the potential noise impact from the operation of the Project is anticipated to be insignificant.

Table 3.15: Summary of Road Traffic Noise Impacts during Late Night/Early Morning

NSR		NOISE LEVEL, $L_{eq\ (30min)}$, dB(A))		CONTRIBUTION (2) – (1), dB(A))
ID	Measurement Set	Without Proposed Development (1)	With Proposed Development (2)	
TN4	1	54.5	54.3	< 0.0
	2	51.3	51.2	< 0.0
TN5	1	57.1	57.5	0.4
	2	59.6	59.2	0.4

3.5 Conclusion

3.5.1 During the construction phase of the Proposed Development, with the implementation of the noise mitigation measures recommended in ***paragraph 3.2***, no adverse noise impact is anticipated.

3.5.2 Quantitative assessment for the fixed noise sources during operation phase was conducted. The results show that the noise from the fixed sources of the Proposed Development is expected to comply with the relevant noise criterion after implementing proper mitigation measure, such as enclosing the loading/unloading platforms with a 2m extended canopy with 2 side panels (minimum surface density of 10kg/m^2) with plastic strip doors installed to the opening side of the platforms, provision of complete enclosure with silencers to the condenser, orientation of the opening of enclosures, erection of a 5m barrier (i.e. NB1) next to segments 4 to 9, a 10m barrier (i.e. NB2) next to NSR IN12 and a 12m high fixed/movable noise barrier (minimum surface density of 10kg/m^2) (i.e. NB3) and cover connecting Main Block. NB2 and NB3 will be connected to the proposed cover and structures of Block 1 and Block 2 without slit or gap.

3.5.3 Quantitative assessment for the off-site road traffic noise was also conducted. With comparing the noise impacts between the scenarios of with and without the Proposed Development in Year 2018, the results show that the Proposed Development would not generate over 1.0 dB(A) or more contribution to the road traffic noise on the surrounding NSRs. Therefore, the traffic noise impact to the NSRs is considered as insignificant.

3.5.4 Overall, therefore, there will be no adverse noise impact during the construction and operation phases of the Proposed Development.

Figure 3-1: Locations of NSRs of Noise from Fixed Sources

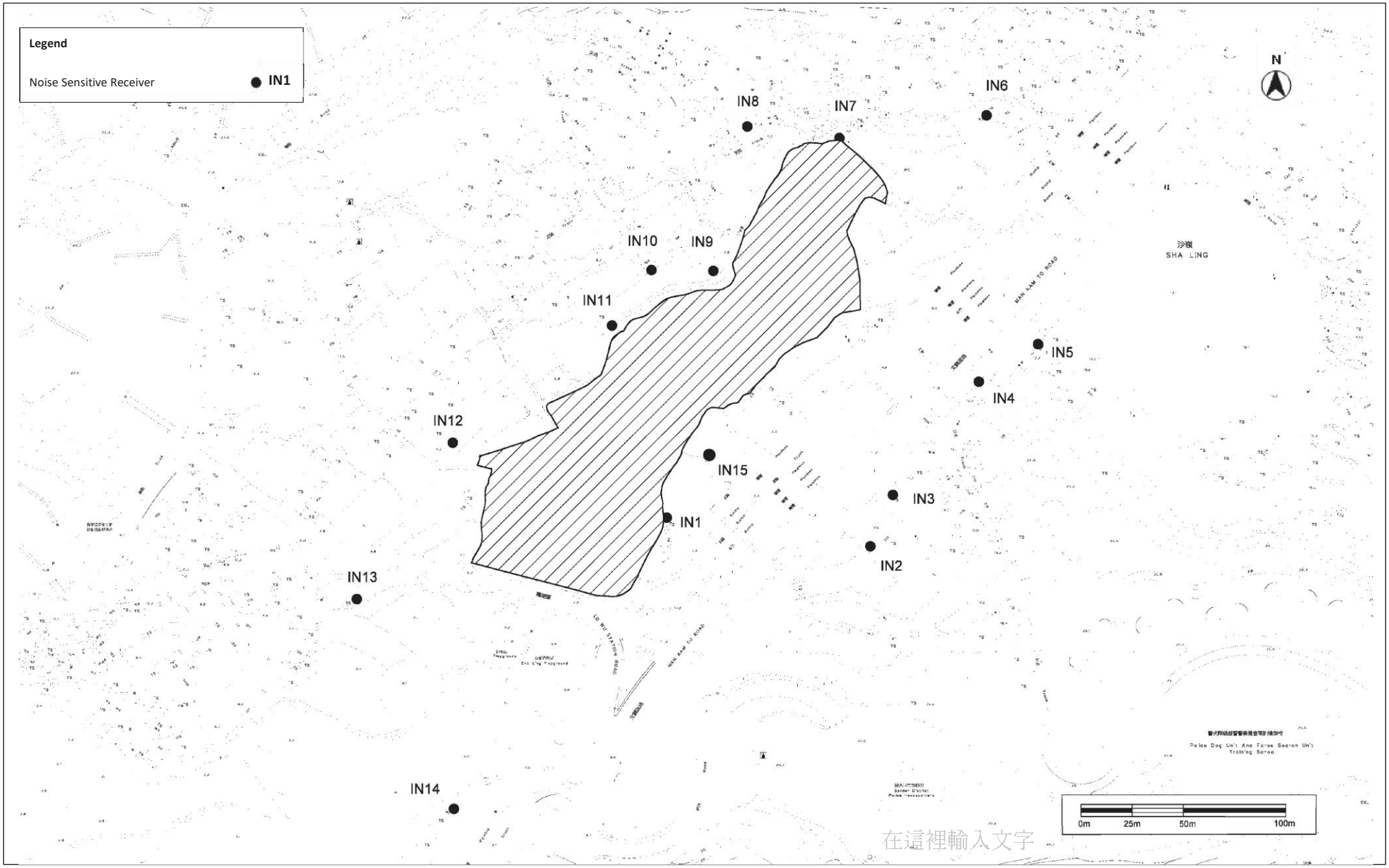


Figure 3-2: Locations of Background Noise Monitoring

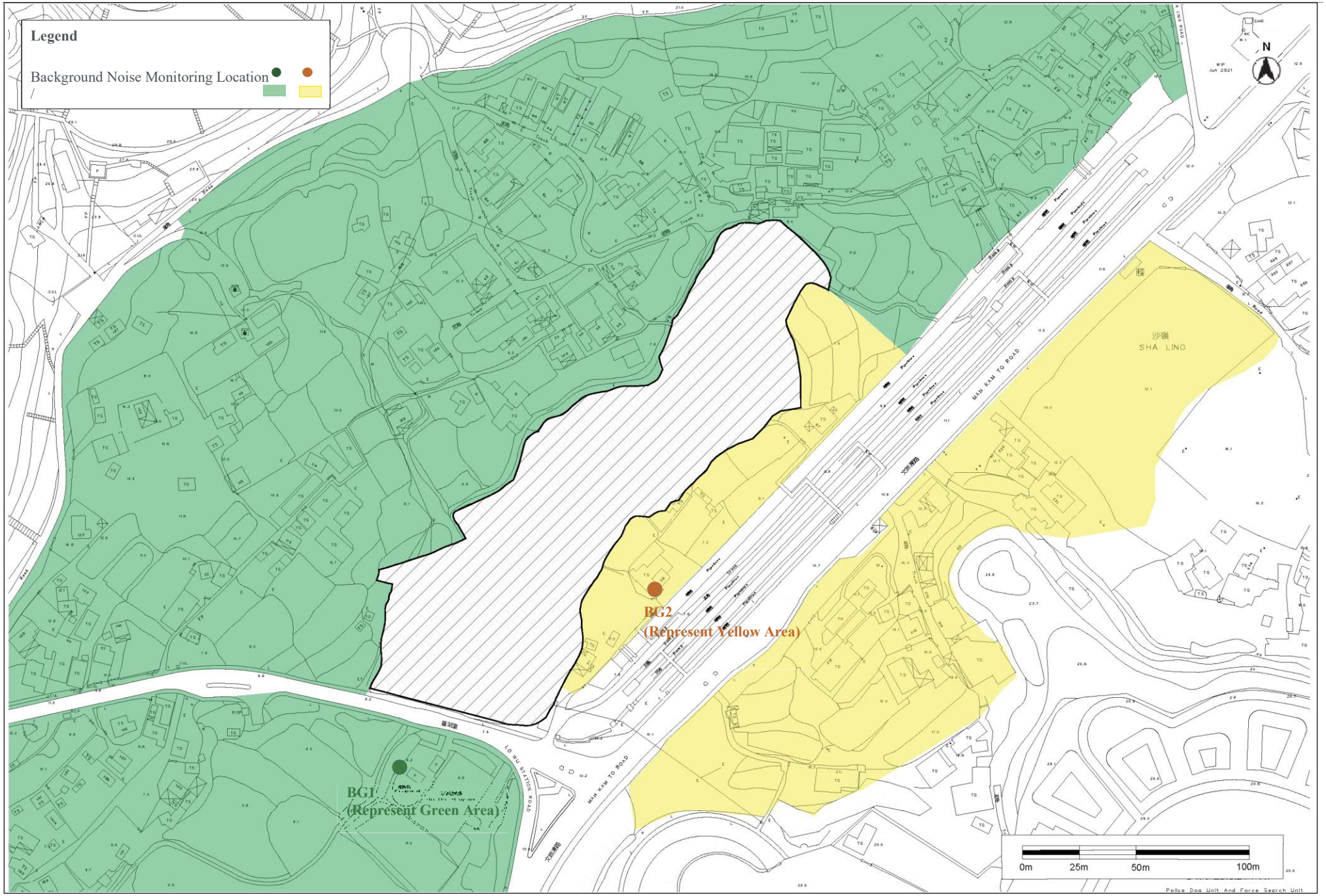

Legend
Background Noise Monitoring Location
/
BG2
(Represent Yellow Area)
BG1
(Represent Green Area)
MAN KAM TO ROAD
LO WU STATION ROAD
沙嶺
SHA LING
N
0m
25m
50m
100m
Police Dog Unit And Force Search Unit

Figure 3-3: On-site Road Segments and Loading/ Unloading Areas

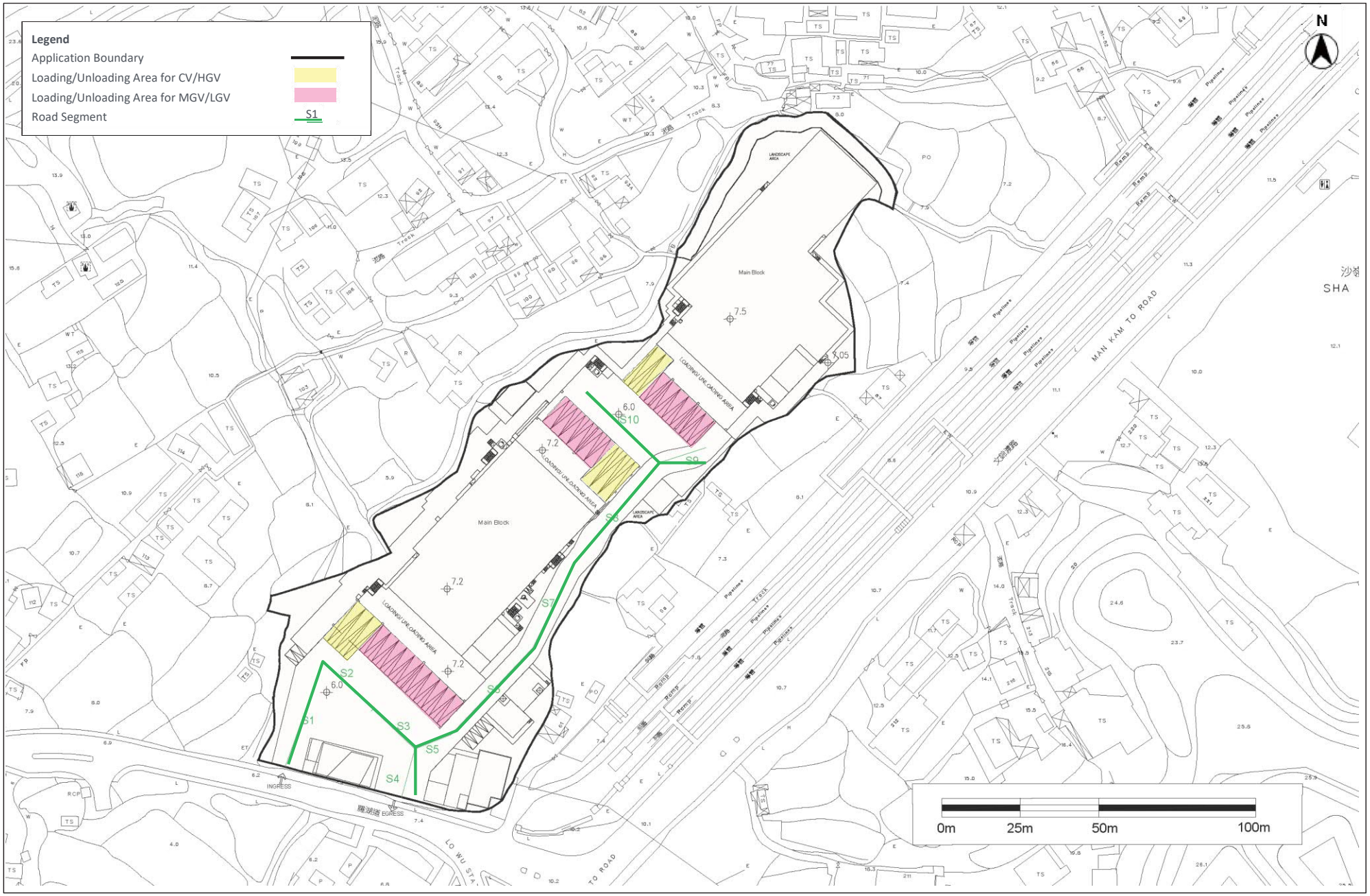


Figure 3-4: Mitigation Measures for on-site Vehicle Movement

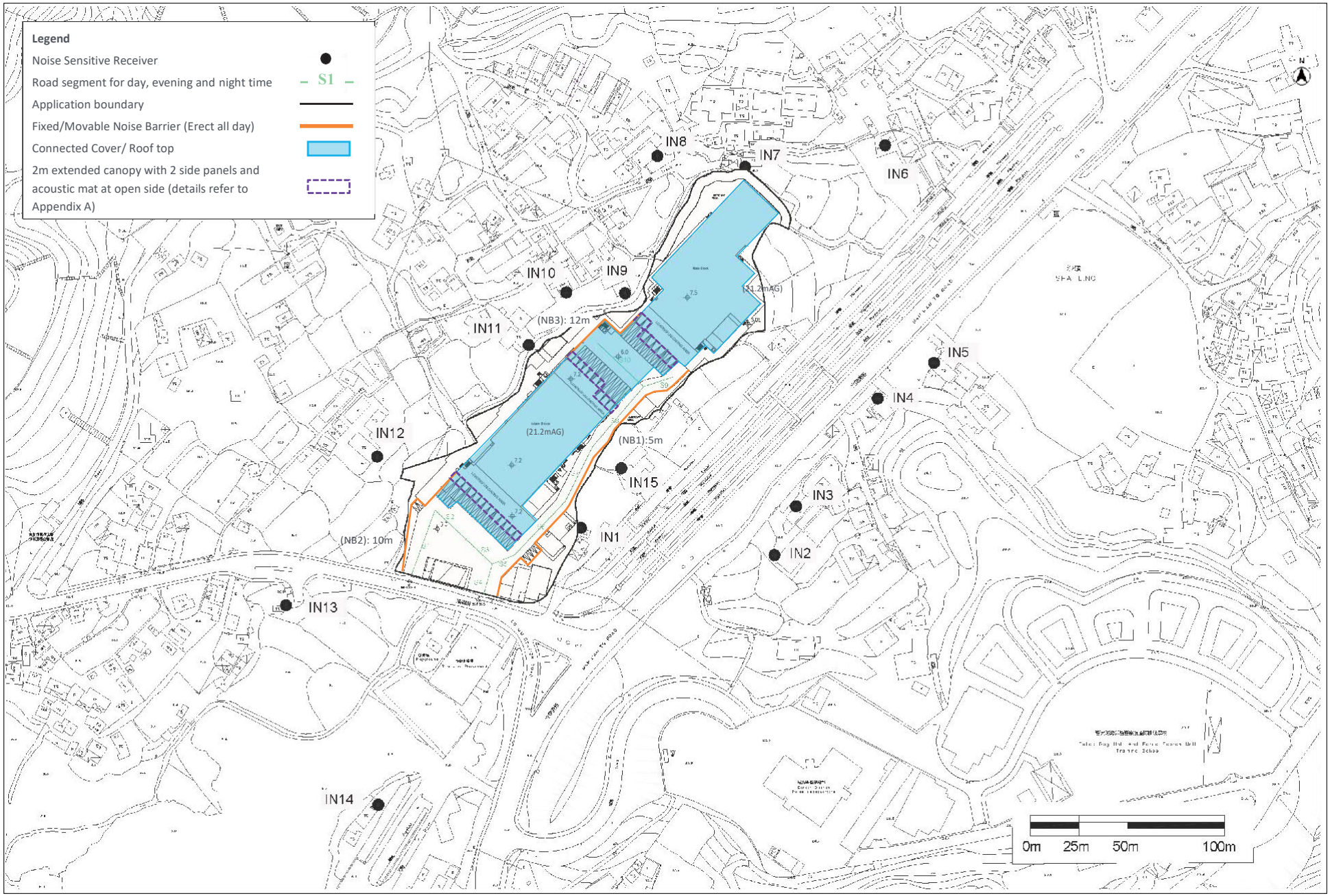


Figure 3-5: Locations and directions of the openings of the Enclosures

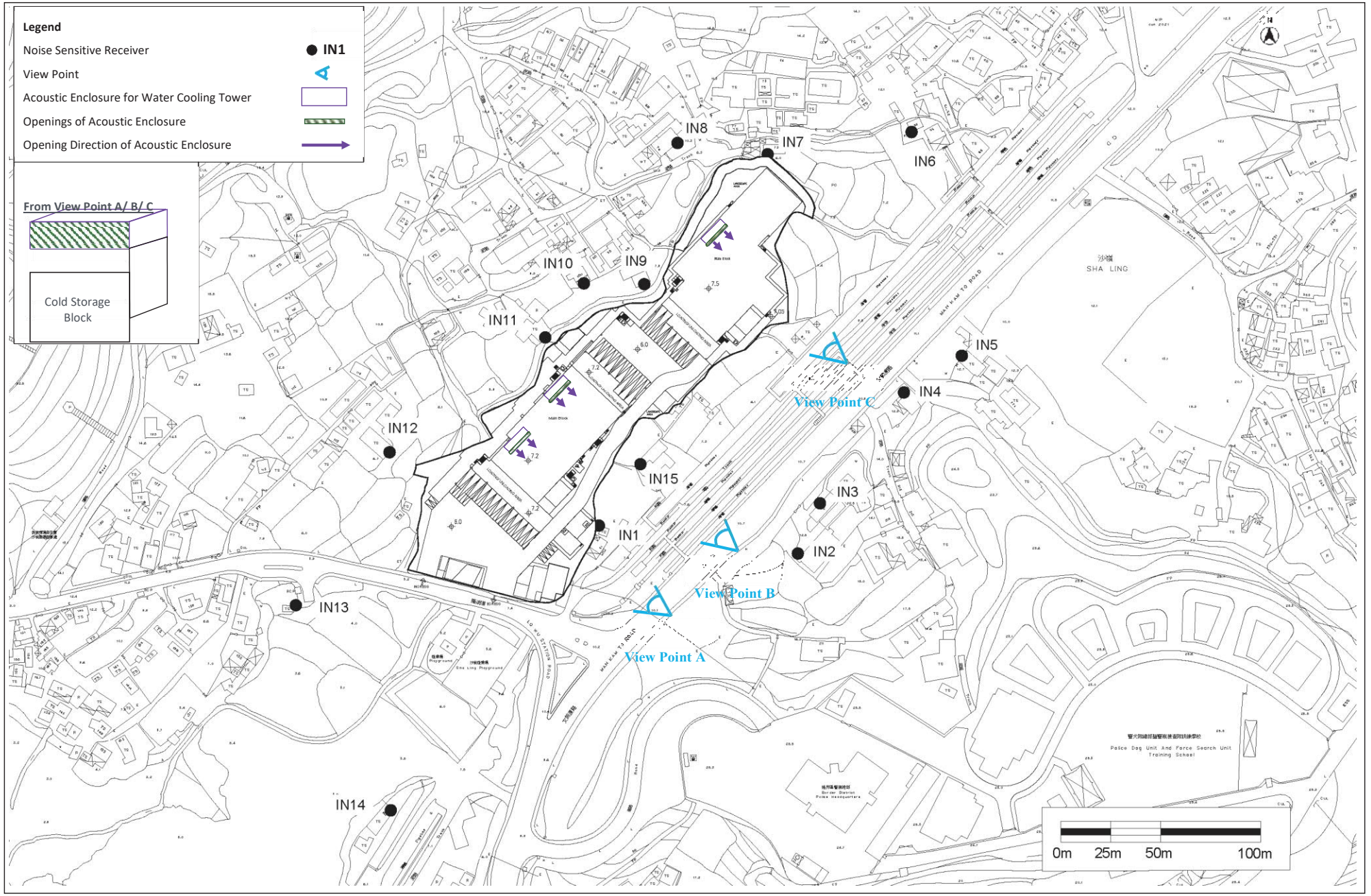


Figure 3-6: Locations of NSRs of Traffic Noise for Operation Peak

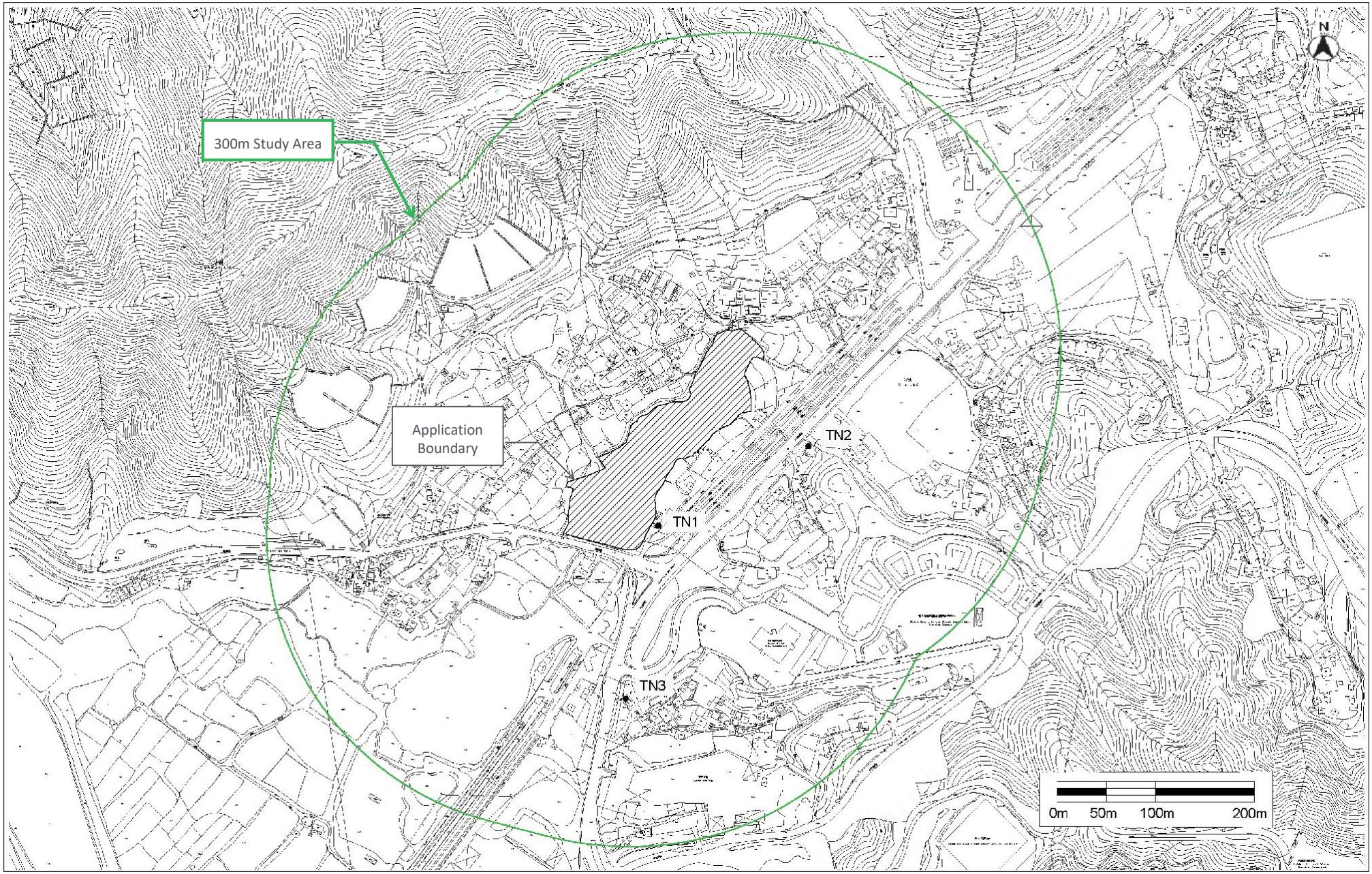
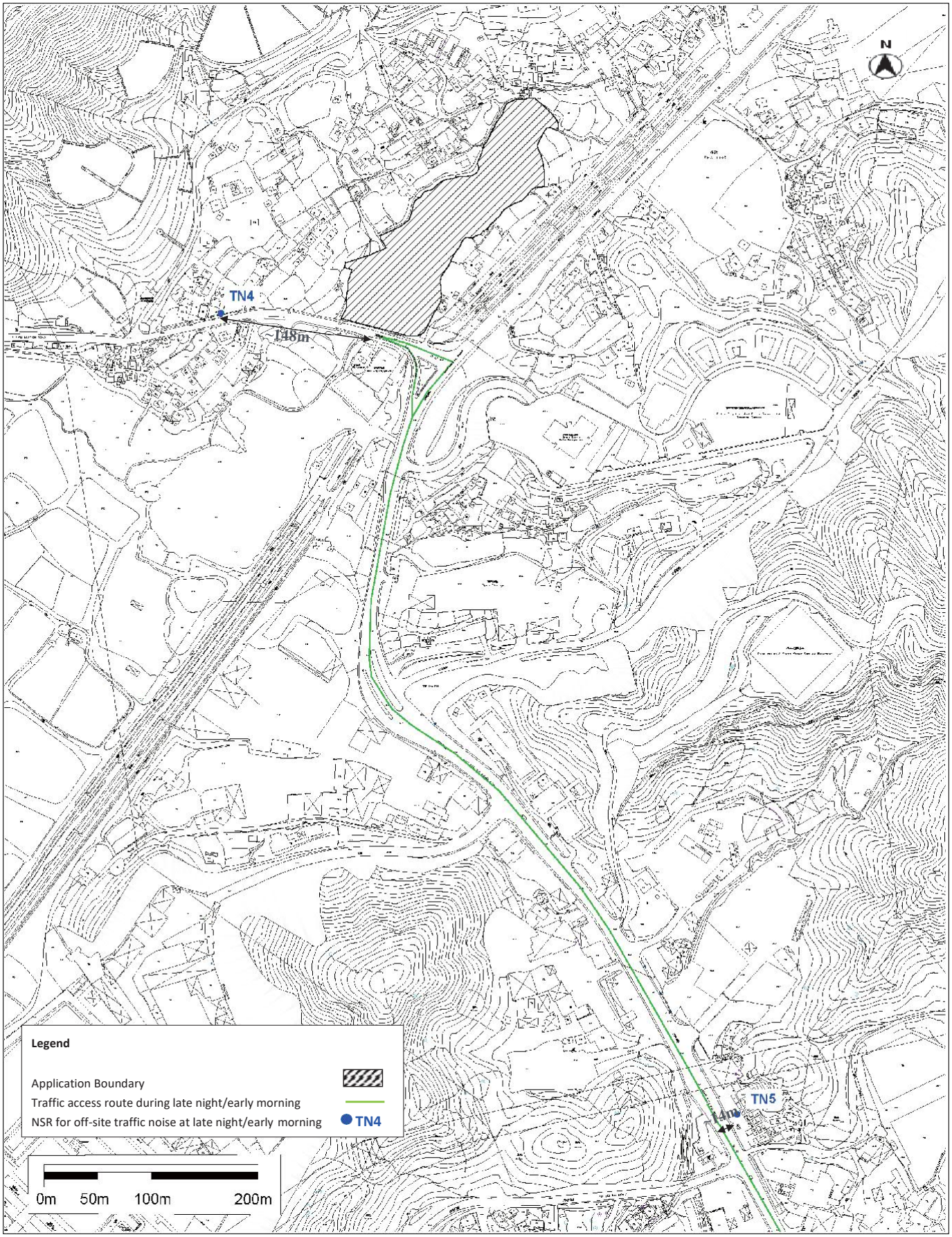


Figure 3-7: Locations of NSRs of Traffic Noise for Late Night or Early Morning



4 WATER QUALITY

4.1 Introduction

4.1.1 This section assesses the potential water quality impact associated with the Proposed Development during construction, operation and reinstatement phases. Mitigation measures are recommended, where necessary, as part of the assessment. There will be no temporary/permanent river training and/or diversion works to the existing watercourses arising from the construction, operation and reinstatement of the Proposed Development.

4.2 Environmental Legislation and Standards

Water Pollution Control Ordinance (Cap. 358)

4.2.1 An amendment to the *Water Pollution Control Ordinance* ("WPCO") was enacted in 1990 and provides a mechanism for setting effluent standards. These are included in the *Technical Memorandum – Standards for Effluents Discharged in to Drainage and Sewerage Systems, Inland and Coastal Waters* ("TM-DSS") issued under Section 21 of WPCO. All discharges into government sewerage systems, marine and inland waters are required to comply with the standards stipulated in the TM-DSS.

Construction Site Drainage, ProPECC PN2/24

4.2.2 Under *ProPECC Practice Note PN2/24 Construction Site Drainage* ("ProPECC PN2/24"), various guidelines for the handling and disposal of construction site discharges are included. The guidelines include the use of sediment traps, wheel washing facilities for vehicles leaving the Site, adequate maintenance of drainage systems to prevent flooding and overflow, sewage collection and treatment, and comprehensive waste management (collection, handling, transportation, and disposal) procedures.

Drainage Plan subject to Comment by Environmental Protection Department, ProPECC PN5/93

4.2.3 Under *ProPECC Practice Note PN1/23 Drainage Plan subject to Comment by Environmental Protection Department ("ProPECC PN1/23")*, various guidelines for the pollution control for discharge to storm drains and foul sewers, such as the use of grease trap for wastewater from the restaurant kitchen, the use of silt removal facilities for open surface channel led to stormwater drains, etc., are included. The guidelines also include the requirements for submission of drainage plans.

Protection of natural streams/rivers from adverse impacts arising from construction works, ETWB TCW No. 5/2005

4.2.4 Under ETWB TCW No. 5/2005, administrative framework and procedures have been provided to clarify and strengthen existing measures for protection of natural streams/rivers from adverse impacts arising from construction works.

4.3 Identification of Water Sensitive Receivers

4.3.1 In order to identify the Water Sensitive Receivers ("WSRs"), a desktop study on the OZP, topographic maps and aerial photos has been conducted together with the site visit. The WSRs identified within 500m study area include the existing watercourse within and along the western site boundary and its upstream and downstream, a pond to the northeast of the Site and ponds

at the downstream of the existing watercourse to the southwest of the Site. The locations of these WSRs are summarised in ***Table 4.1*** and shown on ***Figure 4.1***.

Table 4.1: Water Sensitive Receivers

WSR ID	DESCRIPTION	TYPE	DISTANCE FROM THE SITE
WSR01	Existing Water Course Running Through the Site and its upstream and downstream	Modified natural watercourse with semi-natural substrate	Within the Site
WSR02	Pond	Man-made pond with natural substrates	<5m
WSR03	Ponds	Man-made ponds	260m
WSR04	Pond	Man-made pond	470m

4.4 Potential Impacts

Construction and Reinstatement Phase

4.4.1 The Proposed Development, including all cold storage buildings and road, will be constructed on an elevated platform supported by scattered piles within the Site. No construction/ reinstatement activities will be conducted within the water sensitive receivers (i.e. the existing watercourse). There will be no temporary/permanent river training and/or diversion works to the existing watercourses arising from the construction and reinstatement of the Proposed Development. Direct impact to the existing watercourse is not anticipated.

4.4.2 Construction site runoff from the Site may be generated during the construction/reinstatement phase, including filling activities and reinstatement works, especially during the rainy season.

4.4.3 Wash water from vehicles and equipment; silt from any on-site stockpiles of soil, cement and grouting materials; and spillage of fuels, oil and lubricants from construction/reinstatement vehicles and plant may generate water quality impacts. If these pollution sources are not properly controlled, it would lead to increased amounts of suspended solids, grease and oil, pH, Biochemical Oxygen Demand ("BOD"), etc. in the the Water Sensitive Receivers ("WSRs").

4.4.4 There is also the issue of sewage generated by construction/reinstatement workers on-site.

Operation Phase

4.4.5 During operation of the Centre, all the vehicle movement, loading/unloading activities and staff activities will be confined on the road and cold store building on the platform, no activities will be conducted near the water sensitive receivers (i.e. the existing watercourse). There will be no temporary/permanent river training and/or diversion works to the existing watercourses arising from the operation of the Proposed Development.

4.4.6 The major source of sewage / wastewater during operation phase would be sewage and grey water from toilets. Adequate capacity and number of wastewater storage tanks for temporarily storing all the wastewater will be provided onsite. All such kinds of wastewater need to be properly collected and tankered away with adequate frequency for offsite disposal by a licenced collector.

4.4.7 Daily floor cleaning will be also provided in the covered lorry loading / unloading area and loading platform. Floor cleaning is expected to be provided by mopping inside bucket. Therefore, no significant amount (i.e. less than $10m^3$/day) of wastewater due to floor cleaning will be discharged into storm water drainage system. Oil interceptors will be provided at the drainage system of the covered lorry loading / unloading area and loading platform in accordance with the ProPECC PN 5/93 to allow stormwater bypass during peak flow periods. The wastewater generated will be poured into the wastewater storage tanks and tankered away with adequate frequency for offsite disposal by a licenced collector. Hence, no adverse impact is anticipated.

4.4.8 The Centre is a cold storage for frozen poultry, the meat unloaded from the lorry will be delivered to cold storage immediately. Hence, the wastewater generated from the melting is considered negligible. In addition, no vehicles washing and repairing will be conducted onsite, wastewater from vehicles washing and repairing is not anticipated. The loading and unloading platform is located within covered area.

4.4.9 A Sewerage Impact Assessment ("SIA") for the Centre is provided in a separate SIA report, which covers the assumptions and methods commonly adopted in Hong Kong. The SIA has concluded that there will be no unacceptable sewerage impact from the Site with the provision of recommended mitigation measures, i.e. Adequate capacity and number of toilets and wastewater storage tanks for sewage generated from the staff and wastewater generated from floor cleaning by mopping.

4.4.10 Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface, proposed footpath and/or open areas into watercourses during regular cleaning or during rainstorms. In order to minimise this pollution loading, silt/sand traps and oil interceptors should be provided for the drainage systems of open areas in accordance with the relevant government guidelines. The onsite stormwater collection system and stormwater storage tank will be separates systems from the existing watercourse as shown on L02 in the Project. A stormwater storage tank will be constructed to store the excessive runoff during extreme rainfall when the proposed stormwater collection system capacity of the U-channel has been exceeded, in order to minimise the occurrence of flooding of the site/ downstream area due to proposed development as far as possible. Underground stormwater storage tanks with total capacity of approx. $2400m^3$ with one storage tank in southeast of the Site of area 1660m2 is proposed. During low intensity rainfall (normal operation), flow will be collected to the peripheral U-channel and discharged to the existing downstream box culvert. During heavy raining, runoff collected by the proposed peripheral U- channels, however, partial stormwater will bypass the U-channel and overflow into proposed stormwater storage tank. So that, no additional runoff flow from the Site. Catchpit with sand trap will be provided at the inlet and outlet of the stormwater storage tank to prevent debris. The stored stormwater from the water tank will be reused as much as practicable~~, including re-use on-site (e.g., floor mopping, toilet flush, etc.)~~. The surplus water will be drained off to the existing downstream box culvert when there is low intensity rainfall. As sedimentation of collected runoff could take place inside the stormwater storage tank, due to a longer retention time. Therefore, the water quality could be better. The effluent from the internal stormwater system and stormwater storage tank will be rainwater after sedimentation, which is considered as "unpolluted water" in accordance with WPCO. Hence, it is considered that emergency plan is not required of overflow or leakage of stormwater storage tank. With the provided silt/sand traps and oil interceptors, debris/oil can be trapped and removed before being washed into watercourses. Regular cleaning and maintenance of these mitigation measures will be provided by the operator. Hence, no adverse impact on the existing watercourse is anticipated.

4.4.11 Moreover, runoff should be controlled by best management practice. At the outlets to watercourses, the Applicant or their delegated operation parties should manage the cleaning of roads and open areas within the Site before heavy rain. To further minimise pollution loading, cleaning should be carried out during low traffic periods. Cleaning methods for roads/open areas, such as manual cleaning or mechanical methods and including street sweepers are recommended to be adopted. The substances during cleaning should be collected as far as practicable for off-site disposal at landfill sites. After the removal of the substances, the pollution loading of runoff would be reduced.

4.4.12 Water would be used in water cooling tower for the cooling function in which, chemical such as biocide will be applied to prevent algae bloom, all the chemicals used, operation and maintenance shall comply with the requirements as stipulated in the Code of Practice for Fresh Water Cooling Towers – Part 2: Operation and Maintenance 2016 Edition published by the Electrical and Mechanical Services Department ("EMSD"). During the operation of the water cooling tower, water will be evaporated, so refilling water will be needed to maintain sufficient water for cooling function. During the operation, water inside cooling towers will evaporate and so it will be filled when needed. Besides, such water will be discharged only when needed, e.g., too much algae grown, etc.. Thus, small amount (i.e. less than $10m^3$) of the water inside the cooling system would be discharged as toilet flushing water. Moreover, water sampling and water quality test will be conducted before the discharge to the portable toilet and to ensure it will comply with the requirements stipulated in Water Pollution Control Ordinance and its Technical Memorandum for discharge which is also required by the EMSD's Code of Practice. Further treatment will be conducted if there is any exceedance of the WPCO before discharge. The installation work of the water cooling tower is simply and is expected will not generated any polluted or waste water during construction. Therefore, it is expected no adverse water quality impact is anticipated during construction and operation phases. Because the water inside the water cooling towers, sewage and other kinds of wastewater will be tankered away, pollution loading to Deep Bay will not be increased during the operation phase.

4.4.13 Agrochemical, including pesticides or fertilisers, may be used in the maintenance of the greenery area, subject to the practice by the future landscape contractor. Under normal circumstances, any application of pesticides and fertilisers would only be on a need basis based on the health condition of the vegetation and confined within a small area. Since the scale of the greenery area is relatively small, the amount of agrochemicals to be used would be very limited and will not cause adverse water quality impact on the runoff. Only registered agrochemicals under the Pesticides Ordinance shall be used. Bio-pesticides and pesticides with shorter half-life (i.e. non-persistence in nature) is recommended. The amount of agrochemicals to be applied and application frequency should follow the manufacturer's instructions. In addition, the application of agrochemicals before heavy rainstorm should be avoided. With the implementation of the recommended measures, no adverse water quality is anticipated.

4.4.14 With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact due to runoff is not anticipated.

4.4.15 The existing watercourse will be decked over underneath the proposed development as shown on ***Figure 4.2***. A Drainage Impact Assessment ("DIA") for the Centre has been carried out and is presented in a separate DIA report appended to the Planning Statement. The DIA has concluded that the surface runoff induced by the Centre would not cause any adverse drainage impact on the existing downstream watercourse with the provision of the proposed internal drainage system and aboveground stormwater storage tank.

4.5 Mitigation Measures

Construction and Reinstatement Phase

4.5.1 During construction including filling activities and reinstatement, it is recommended that adequate capacity and number of portable toilets with adequate frequency for offsite disposal by a licenced collector should be provided for construction/reinstatement workers. These will be supplied, maintained and emptied (at a sewage treatment facility) by a specialist contractor.

4.5.2 In order to avoid construction site runoff from entering the existing watercourse, earth bunds or sand bag barriers shall be provided along the watercourse. Temporary construction drainage along the watercourses and site boundary shall be also provided to collect and direct the muddy runoff to the wastewater treatment facilities for treatment prior to being discharged. The design of the construction/reinstatement site drainage system shall be independent from the existing watercourse. The details of wastewater treatment arrangement shall be submitted to EPD for review during the application of the wastewater discharge licence before commencement of the construction/reinstatement activities.

4.5.3 The construction/reinstatement contractor shall also follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 2/24 for construction/reinstatement site drainage:

Surface run-off from construction/reinstatement sites shall be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Temporary construction drainage or earth bunds or sand bag barriers shall be provided on site to properly direct storm water to such silt removal facilities. Perimeter channels at site boundaries shall be provided where necessary to intercept storm run-off from outside the Site so that it will not wash across the Site.

Silt removal facilities, channels and manholes shall be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times.

For the purpose of preventing soil erosion, temporarily exposed slope surfaces shall be covered e.g. by tarpaulin, and temporary access roads shall be protected by crushed stone or gravel, as excavation proceeds. Intercepting channels shall be provided (e.g. along the crest/edge of excavation) to prevent storm runoff from washing across exposed soil surfaces. Arrangements shall always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm.

Earthworks final surfaces shall be well compacted and the subsequent permanent work or surface protection shall be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels shall be provided where necessary.

Measures shall be taken to minimise the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they shall be dug and backfilled in short sections. Rainwater pumped out from trenches or foundation excavations shall be discharged into storm drains via silt removal facilities.

Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites shall be covered with tarpaulin or similar fabric during rainstorms. Measures shall be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.

Manholes shall always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers.

4.5.4 In addition, the EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimise inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements are summarised as follows:

The Contractor shall observe and comply with the WPCO and its subsidiary regulation.

The Contractor shall carry out the Works in such as manner as to minimise adverse impacts on the water quality during execution of the works. In particular the Contractor shall arrange his method of working to minimise the effects on the water quality within and outside the Site, on the transport routes and at the loading, dredging and dumping areas.

The Contractor shall follow the practices, and be responsible for the design, construction, operation and maintenance of all the mitigation measures as specified in the ProPECC PN 1/94 "Construction Site Drainage" issued by the Director of Environmental Protection. The design of the mitigation measures shall be submitted by the Contractor to the Engineer for approval.

The Contractor shall not discharge directly or indirectly or cause or permit or suffer to be discharged into any public sewer, stormwater drain, channel, stream-course or sea any trade effluent or foul or contaminated water or cooling or hot water without the prior written consent of the Engineer in consultation with the Director of Environmental Protection and Director of Water Supplies, who may as a condition of granting his consent require to the Contractor to provide, operate and maintain at the Contractor's own expense to the satisfaction of the Engineer suitable works for the treatment and disposal of such trade effluent or foul or contaminated or cooling or hot water. The design of such treatment works shall be submitted to the Engineer for approval not less than one month before commencement of the relevant works.

If any office, site canteen or toilet facilities is erected, foul water effluent shall be directed to a foul sewer or to a sewage treatment and disposal facilities either directly or indirectly by means of pumping or other means approved by the Engineer.

4.5.5 Measures recommended in Appendix D of ETWB No.5/2005 *Protection of natural streams/rivers from adverse impacts arising from construction works* shall be also implemented by Contractor to the construction/reinstatement works in the vicinity of natural rivers and streams are listed below:

The proposed works site inside or in the proximity of natural rivers and streams should be temporarily isolated, such as by placing of sandbags or silt curtains with lead edge at bottom and properly supported props, to prevent adverse impacts on the stream water qualities. Other protective measures should also be taken to ensure that no pollution or siltation occurs to the water gathering grounds of the work site.

The natural bottom and existing flow in the river should be preserved as much as possible to avoid disturbance to the river habitats. If temporary access track on riverbed is unavoidable, this should be kept to the minimum width and length. Temporary river crossings should be supported on stilts above the riverbed.

Stockpiling of construction/reinstatement materials, if necessary, should be properly covered and located away from any natural stream/river.

Construction/reinstatement debris and spoil should be covered up and/or properly disposed of as soon as possible to avoid being washed into nearby rivers/streams by rain.

Construction/reinstatement effluent, site run-off and sewage should be properly collected and/or treated. Wastewater from a construction site should be managed with the following approach in descending order:

(i) minimisation of wastewater generation;

(ii) reuse and recycle;

(iii) treatment.

Proper locations for discharge outlets of wastewater treatment facilities well away from the natural streams/rivers should be identified.

Removal of existing vegetation alongside the riverbanks should be avoided or minimised. When disturbance to vegetation is unavoidable, all disturbed areas should be hydroseeded or planted with suitable vegetation to blend in with the natural environment upon completion of works.

Adequate lateral support may need to be erected in order to prevent soil/mud from slipping into the stream/river, but without unduly impeding the flow during heavy rain

Supervisory staff should be assigned to station on site to closely supervise and monitor the works.

4.5.6 In addition, detailed design of the platform and boundary of the construction/reinstatement site would consider avoidance of encroaching and adversely affecting the existing watercourse, maximising the distance between the works/development site and the existing watercourse, and providing sufficient buffer distance from the water course during construction and reinstatement phases.

Operation Phase

4.5.7 During the operation phase, the sewage generated from the staff and floor cleaning by mopping will be collected by wastewater storage tanks and tankered away with adequate frequency for offsite disposal by a licenced collector. Adequate capacity and number of wastewater storage tanks with adequate frequency for offsite disposal by a licenced collector will be provided onsite. Therefore, no adverse water quality impact arising from the Proposed Development is anticipated.

4.5.8 As mentioned in ***paragraph 4.4.7***, the loading and unloading platform will be washed by mopping. No wastewater due to floor washing will be discharged into storm water drainage system.

4.5.9 All operation activities of the Proposed Development shall be carried out within the cold store buildings and on the roads, sufficient buffer distance from the water course shall be provided during operation. Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface, proposed footpath and/or open areas into watercourses during rainstorms.

4.5.10 In order to reduce pollution due to runoff, silt/sand traps and oil interceptors should be provided for the drainage systems of open areas whilst oil interceptors should be installed for the system of covered loading/unloading area in accordance with ProPECC PN5/93. In addition, runoff shall be controlled by best management practice.

4.5.11 In order to prevent flooding of the downstream area, a stormwater storage tank will be constructed to store the excessive runoff during extreme rainfall when the stormwater collection system capacity of the u-channels has been exceeded. Trash screens will be provided at the inlet and outlet of the stromwater storage tank to prevent debris. After the rainstorm, most of the stored stormwater from the water tank will either be reused on-site as much as practicable (e.g., floor mopping, toilet flush, etc.). The surplus water will be drained off to the existing box culvert after heavy raining in which mitigation measures, including silt/sand traps and oil interceptors, recommended in ***paragraph 4.5.10*** of the EA report will be provided. The outlet of the storage tank to be equipped with control e.g. valve so that the stormwater that are not used can be discharged into the box culvert after heavy raining under a controlled manner.

The detailed design of the stormwater storage tank would be submitted to EPD and DSD for approval during detailed design stage.

4.5.12 In order to reduce pollution due to the use of agrochemical, including pesticides or fertilisers, only registered agrochemicals under the Pesticides Ordinance shall be used. Bio-pesticides and pesticides with shorter half-life (i.e. non-persistence in nature) is recommended. The amount of agrochemicals to be applied and application frequency should follow the manufacturer's instructions. In addition, the application of agrochemicals before heavy rainstorm should be avoided.

4.5.13 With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact due to runoff is not anticipated.

4.6 Conclusion

4.6.1 During construction, water quality impacts can be properly controlled with the implementation of good site practice, as stated in ***paragraph 4.5.3***. Adequate capacity and number of portable toilets will be provided for constructions workers on-site. Provided these measures are implemented, it is unlikely that any adverse water quality impacts from the Site will be generated during the construction phase.

4.6.2 The contractor shall apply for a Discharge Licence from EPD under the WPCO. All site discharges shall be treated in accordance with the terms and conditions of the Discharge Licence.

4.6.3 During operation, no adverse water quality impact is anticipated from the wastewater / sewage from employees and regular cleaning of the loading / unloading area. The sewage generated from the staff and wastewater generated from floor cleaning by mopping inside a bucket and water cooling tower will be collected by wastewater storage tanks and tankered away with adequate frequency for offsite disposal by a licenced collector. With the provision of adequate capacity and number of the portable toilets with adequate frequency for offsite disposal by a licensed collector, no adverse water quality impact from the Proposed Development is anticipated.

4.6.4 Moreover, there will be no adverse water quality impact due to runoff with the provision and implementation of the recommended mitigation measures for non-point sources.

Figure 4-1: Locations of Water Sensitive Receivers

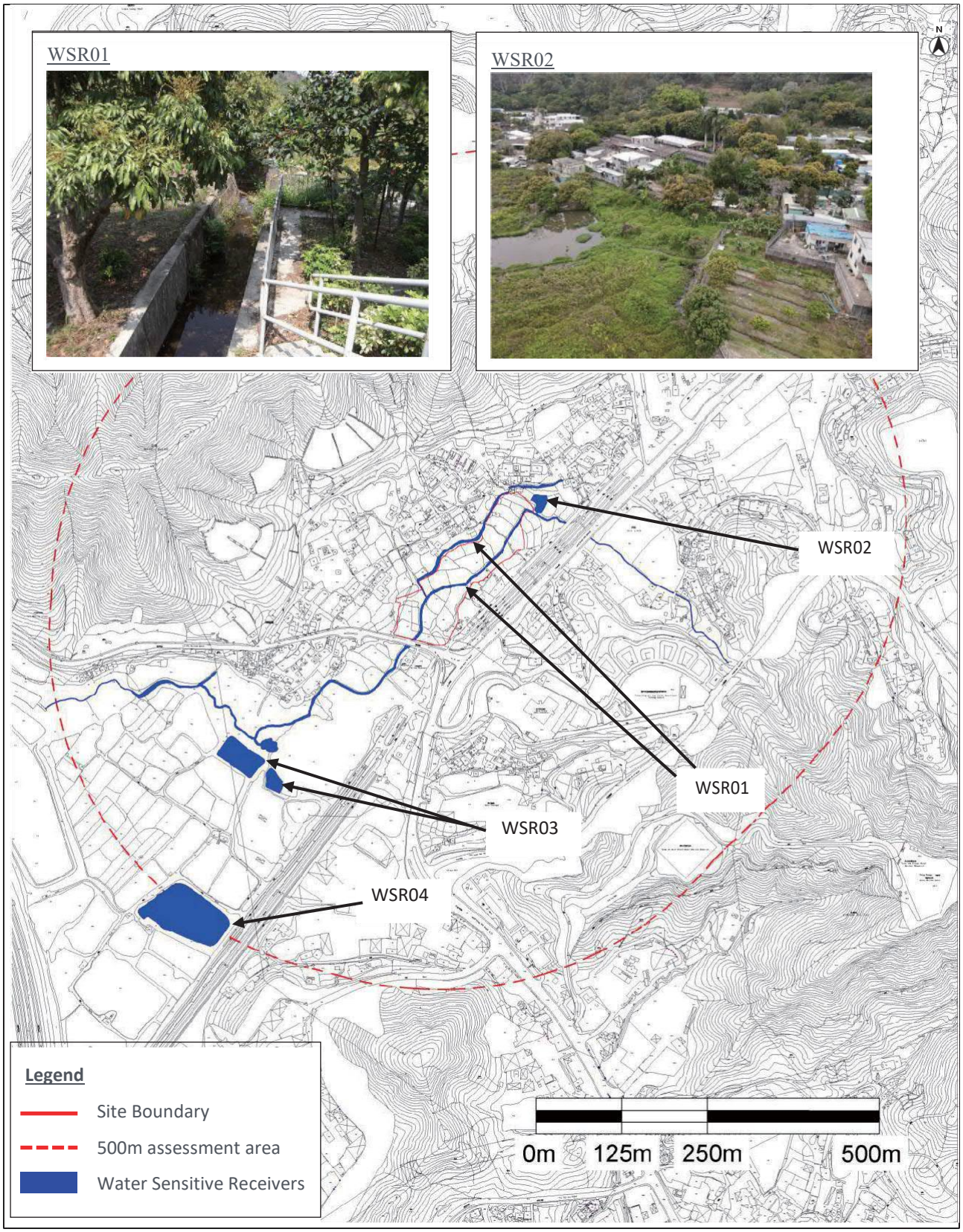
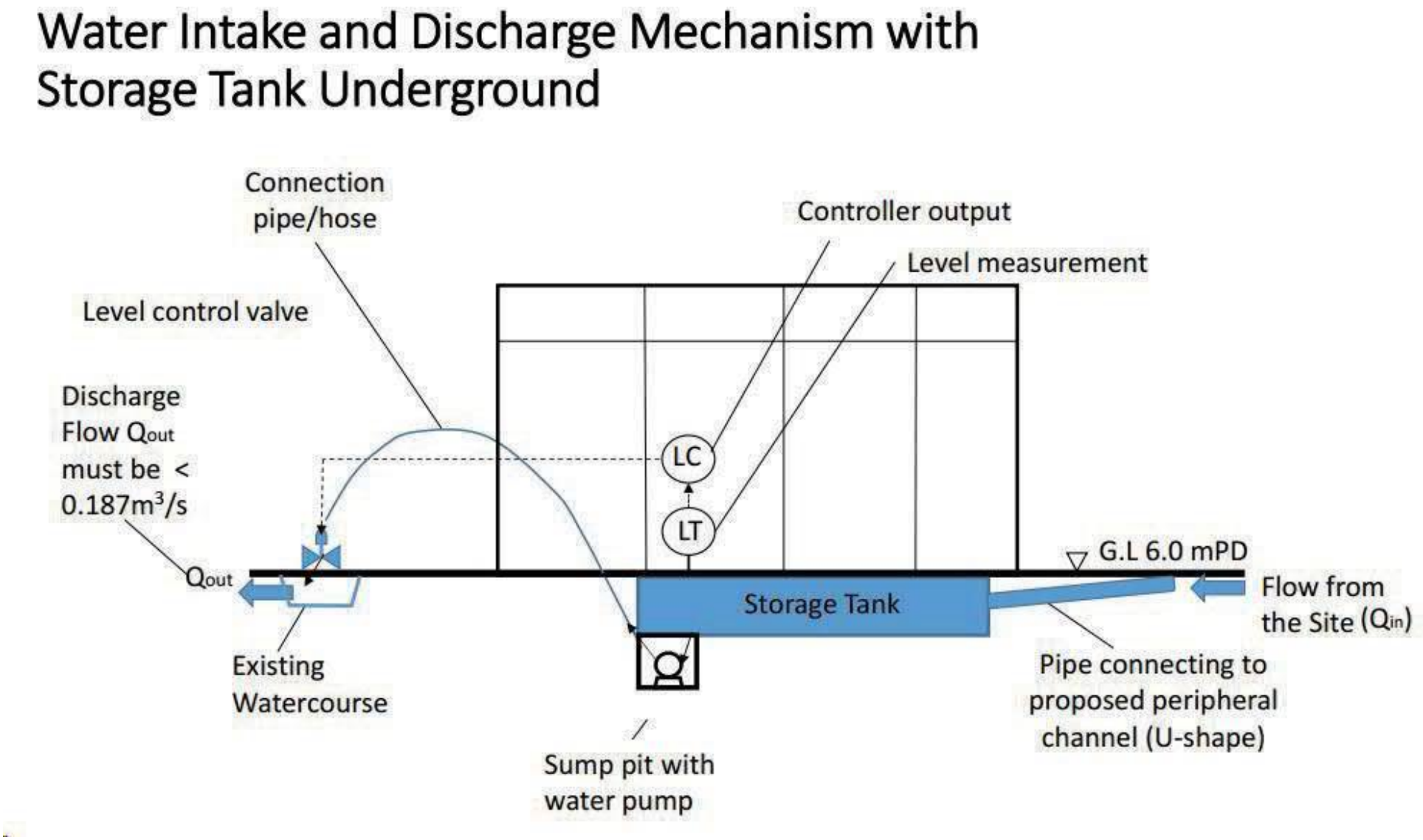


Figure 4-2: Water Intake and Discharge Mechanism with Storage Tank Underground



5 WASTE MANAGEMENT AND LAND CONTAMINATION

5.1 Introduction

5.1.1 This section assesses the potential impact related to waste management associated with the Proposed Development during construction and operation phases. Mitigation measures are recommended, where necessary, as part of the assessment.

5.2 Environmental Legislation and Standards

Waste Management

5.2.1 In carrying out the assessment, references have been made to the following relevant legislation, documents and guidelines that are applicable to waste management and disposal in Hong Kong:

5.2.2 The *Waste Disposal Ordinance* (Cap. 354) ("WDO") setting out requirements for storage, handling and transportation of all types of wastes, and subsidiary legislation such as the *Waste Disposal (Charges for Disposal of Construction Waste) Regulation* and the *Waste Disposal (Chemical Waste) (General) Regulation*.

Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C).

Waste Disposal (Charges for Disposal of Chemical Waste) Regulation (Cap. 354J).

Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N).

Land (Miscellaneous Provisions) Ordinance (Cap. 28).

Public Health and Municipal Services Ordinance (Cap.132BK) – Public Cleansing and Prevention of Nuisances Regulation

Environmental, Transport and Works Bureau ("ETWB") Technical Circular (Works) No. 19/2005, Environmental Management on Construction Sites.

ETWB Technical Circular (Works) No. 22/2003A, Additional Measures to improve Site Cleanliness and Control Mosquito Breeding on Construction Sites.

Development Bureau ("DevB") Technical Circular (Works) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials.

Civil Engineering and Development Department ("CEDD") Technical Circulars (CEDD TC No. 11/2019), Management of Construction and Demolition Materials.

Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Construction and Demolition Waste ("ADV-19").

Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Provision of Fitments and Fittings in New Buildings ("APP-114").

Building Department Practice Note for Registered Contractors ("PNRC 17"), Control of Environmental Nuisance from Construction Sites.

CEDD Project Administration Handbook for Civil Engineering Works ("PAH").

EPD Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.

EPD Recommended Pollution Control Clauses ("RPCC") for Construction Contracts in COP.

Land Contamination

5.2.3 The land contamination assessment has been conducted in accordance with the following legislation, standard and guidelines:

EPD Guidance Note for Contaminated Land Assessment and Remediation.

EPD Practice Guide for Investigation and Remediation of Contaminated Land.

Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management

5.3 Potential Impacts

Construction Phase

5.3.1 The key potential waste sources during the construction phase are:

Inert Construction and Demolition ("C&D") materials (e.g. waste concrete, surplus soil, waste asphalt, etc.).

Non-inert C&D Waste (e.g. wood and plastics).

Chemical waste such as ACMs, and waste battery and waste lubricating oil from vehicles / plant maintenance

General refuse generated by site workers.

Inert C&D Materials

5.3.2 Inert C&D materials are those which do not decompose, such as debris, rubble, earth and concrete, and which are suitable for land reclamation and site formation.

5.3.3 The major source on inert C&D materials during construction will be excavation for removal of paving and demolition of the existing small village house within the Site.

5.3.4 The quantity of demolition waste generated from the demolition of the existing small village house within the Site has been estimated in ***Table 5.1.***

Table 5.1: Estimated Quantity of Demolition Waste

BUILDING NAME	BUILDING TYPE	GENERATION RATE (kg/m^2 GFA)*	GFA (m^2)	WASTE QUANTITY (kg)	WASTE QUANTITY (TONNES)
The Existing Village House	Residential	561	161	90,321	90

Note:

* The approximate generation rates of 561kg/m^2 for residential use were converted from the average generation rates of 115lb/ft^2 in Table 5 from *Characterization of Building-Related Construction and Demolition Debris*, Franklin Associates, USEPA, 1998.

5.3.5 According to the most recent Site inspections carried out on 23 March 2018 and 19 September 2018, majority of the Site is covered by vegetation (about 99% of the site area), paving was observed at the existing stream and a small village house at the eastern boundary (about 1% of the site area) only. An additional site visit was conducted on 23 March 2021 to verify the site condition. There is no change of the site condition in compared with the observation in 2018. The existing condition of the Site is shown on ***Figure 5-1***. Only paving of the small village house

will be removed. As a conservative estimation, the area of the paving of the small village house is about 161m^2. Assuming a typical slab thickness of 0.2m, approximately 32m^3 (161m^2 x 0.2m) or 77 tonnes waste concrete (based on a concrete density of 2,400kg/m^3) of paving to be disposed of.

Figure 5-1: Existing Condition within the Site in March 2021

5.3.6



The current elevation of the Site ranged from +4.5mPD to +6.13mPD. After re-profiling, the final elevation of the Site will be from+6.0mPD to +7.05mPD. For a conservative estimation, it is assumed to excavate an average depth of 1.0m across the 20249m^2 site area, resulting in around 20249m^3 or 32,398 tonnes (based on a soil density of 1,600kg/m^3) excavated materials.

5.3.7 In addition, construction wastes will also be generated during construction of the proposed development. This includes inert C&D materials, such as concrete waste, waste from blockwork and brickwork, waste from screeding and plastering; and non-inert C&D materials (or C&D waste) from timber formwork, packaging waste and other wastes.

5.3.8 Section 3.2 of A Guide for Managing and Minimizing Building and Demolition Waste published by The Hong Kong Polytechnic University in May 2001 provides a “waste index” for building waste generation in Hong Kong based on the GFA of three different building types:

Private Housing Projects	0.250m^3/m^2 GFA
Government Housing Projects	0.174m^3/m^2 GFA
Commercial Office Projects	0.200m^3/m^2 GFA

5.3.9 To provide a conservative estimate of building waste from the Proposed Development, the "waste index" for commercial office projects are adopted. However, as noted above, in addition to inert C&D materials, this "waste index" also include non-inert C&D materials (or C&D wastes), such as timber formwork, packaging waste and other wastes, and the Guide does not identify what proportion of building waste is inert C&D materials and what proportion is non-inert C&D materials (or C&D waste).

5.3.10 Plate 2.12 of EPD's Monitoring of Solid Waste in Hong Kong – Waste Statistics for 2020 identifies that in 2020, 95% of construction waste was either reused on-site or off-site or was sent to public fill reception facilities, meaning it must be inert C&D materials. The proportion of inert C&D materials in the "waste index" can therefore be estimated by applying the Hong Kong-wide proportion of inert C&D materials in construction waste, i.e. 95%, to the "waste index" as follows:

$$\text{Waste Index}_{\text{Inert C\&D materials (Commercial Office Projects)}} = 0.95 \times 0.200 m^3/m^2 \text{ GFA}$$
$$= 0.19 m^3/m^2 \text{ GFA}$$

5.3.11 The inert C&D materials component of building waste from the Proposed Development, which has a GFA of about 15,206.84m^2, can therefore be estimated as follows:

$$\text{Building Waste} = \text{Waste Index}_{\text{Inert C\&D materials (Commercial Office Projects)}} \times \text{GFA}$$
$$= 0.19 \times 15206.84$$
$$= 2{,}889 m^3$$

5.3.12 Assuming the density of inert C&D materials is 1.8 tonnes/m^3, the Project would give an estimated building wastes of around 5,200 tonnes to be disposed of.

Table 5.2: Total Estimated Inert C&D Materials Generated During Construction

INERT C&D MATERIAL TYPE	ESTIMATED INERT C&D MATERIAL GENERATION (TONNES)
Stage: Site Clearance and Formation	
Demolition of Existing Village House	90
Paving	77
Excavated Material	32,398
Stage: Infrastructure Construction	
Building Waste	5,200
Total	**37,598**

5.3.13 In total, therefore, an estimated 37598 tonnes of inert C&D materials may be generated throughout the 2 years construction period, equivalent to around 52tpd on average assuming 6 working days per week (i.e. 32398 tonnes/(365 days x (6/7) x 2 years)).

5.3.14 Inert C&D materials should be reused on-site as far as practicable and efforts should be made to optimise cut and fill requirements during the detailed design. Good site practice and mitigation measures recommended in ***Section 5.4*** should be implemented. Surplus inert C&D materials

should be sent off-site for reuse or recycle as far as practicable. The remaining materials should be sent to pubic fill reception facilities, Fill Bank at Tuen Mun Area 38 and Fill Bank at Tseung Kwan O Area 137.

5.3.15 About 14351m^2 area of the Site area will be required to be fill with depth of not more than 1.5m during the construction phase. Hence, about 21526m^3 fill materials will be required for the Proposed Development. Therefore, 21526m^3 (i.e. 34440 tonnes) excavated material will be reused onsite as fill materials. The surplus inert C&D material of about 20,064 tonnes (i.e. 32tpd on average assuming 6 working days per week) will be disposed of at public fill reception facilities.
Moreover, the reuse of inert C&D materials in public filling reception facilities would be agreed with relevant authorities before disposal. As the excavated materials generated from the Site will be sufficient for the filling works. It is expected that no imported fill should be required for the Project.

5.3.16 Given the above, no adverse waste impact from the handling, transportation or disposal of inert C&D materials during construction of the Project is anticipated.

Non-inert C&D Materials (or C&D Waste)

5.3.17 Non-inert C&D materials (or C&D waste), are those which can decompose such as bamboo, timber, vegetation, packaging waste and other organic material, and which are therefore unsuitable for land reclamation.

5.3.18 The major source on non-inert C&D materials during construction will be removal of topsoil and vegetation during site formation and building waste including non-inert C&D materials such as timber formwork, packaging waste.

5.3.19 Topsoil is the uppermost layer of soil capable of growing and supporting vegetation. Assuming the average depth of the topsoil is 0.25m and with density of 1,600kg/m^3, the quantity of the topsoil generated during site formation would be 5011m^3 (i.e.20249m^2 x 99% x 0.25m) or 8019 tonnes.

5.3.20 As shown on ***Figure 5-1***, majority of the Site is covered by grass. About 100 trees will be felled in accordance with the Landscape Plan. It is estimated that the quantity of vegetation generated during site formation will be less than 200 tonnes.

5.3.21 The building waste are included in the “waste index” provided in the Guide, discussed above, however, this also includes inert C&D materials.

5.3.22 Plate 2.12 of Waste Statistics for 2020 identifies that in 2020, 5% of construction and demolition waste, which is classified as non-inert C&D materials (or C&D waste), was disposed of in landfills. The proportion of non-inert C&D materials (or C&D waste) in the “waste index” can therefore be estimated by applying the Hong Kong-wide proportion of non-inert C&D materials (or C&D waste) in construction waste, i.e. 5%, to the “waste index” as follows:

$$\text{Waste Index}_{\text{Non-Inert C\&D materials (Commercial Office Projects)}} = 0.05 \times 0.200\text{m}^3/\text{m}^2\text{GFA}$$
$$= 0.01\text{m}^3/\text{m}^2\text{ GFA}$$

5.3.23 Hence, the non-inert C&D materials (or C&D waste) components in building waste can therefore be estimated as follows:

Building Waste = Waste Index $_{\text{Non-Inert C\&D materials (Commercial Office Projects)}}$ x GFA

= 0.01 x 15,206

= 152m^3

5.3.24 Assuming the density of non-inert C&D materials is 1.0 tonnes/m^3, the Project would give an estimated building wastes of around 152 tonnes to be disposed of, equivalent to around 0.19m^3 or 0.19tpd on average on average assuming 6 working days per week throughout the 2 years construction period.

Table 5.3: Total Estimated Non-Inert C&D Materials Generated During Construction

INERT C&D MATERIAL TYPE	ESTIMATED NON-INERT C&D MATERIAL GENERATION (TONNES)
Stage: Site Clearance and Formation	
Topsoil	8,019
Vegetation	200
Stage: Infrastructure Construction	
Building Waste	152
Total	**8,371**

5.3.25 In total, therefore, an estimated 8371 tonnes of non-inert C&D materials may be generated throughout the 2 years construction period, equivalent to around 13.4tpd on average assuming 6 working days per week (i.e. 8,371 tonnes/(365 days x (6/7) x 2 years)).

5.3.26 On-site sorting should be carried out for non-inert C&D materials generated from the works. Recyclable materials, such as metal, paper product, timber and plastic, should be collected by local recyclers for recycling. All non-inert C&D materials should be recycled as far as possible and landfill disposal should be adopted as the last resort. This nearest disposal facility is North East New Territories Landfill ("NENT") Landfill.

5.3.27 With reference to the historical review in ***Section 5.5***, the Site was mainly used for farming in the past. Therefore, the topsoil is recommended to be reused for the greenery area of the Proposed Development as far as possible, which the greenery area will be approximately 4,106m^2 as shown in the Landscape Master Plan. Assuming an average depth of 0.5m soil for the greenery area, the quantity of topsoil required should be about 2,053m^3 or 3,285 tonnes (based on a soil density of 1,600kg/m^3). Hence, there will be about 3,075 tonnes surplus topsoil to be disposed of at the NENT subject to the quality of the topsoil and future detailed design of the greenery area.

5.3.28 The quantity of the generated non-inert building waste could be recycled/reused is expected to be no more than 10% of the generated amount in view of the scale of the Project. As such, it is estimated that the quantity of non-inert C&D wastes to be on-site reused / recycled is 12m^3 or 12 tonnes.

5.3.29 The surplus non-inert C&D material, including topsoil and building waste, of about 3,391 tonnes (i.e. 5.4pd) on average assuming 6 working days per week throughout the 2 years construction period (i.e. 3,391 tonnes/(365 days x (6/7) x 2 years)) would be disposed of at the NENT.

Moreover, the disposal of C&D wastes to landfills would be agreed with relevant authorities before disposal.

5.3.30 Given the above, no adverse waste impact from the handling, transportation or disposal of non-inert C&D materials (or C&D waste) during construction of the Proposed Development is anticipated.

General Refuse

5.3.31 General refuse from workers is similar to domestic waste and includes packaging and organic material.

5.3.32 The numbers of workers will depend on the construction methods employed and on which contractor carries out the work. Based on industry experience, we estimate the number of construction workers for a project of this size would average around 100 per day over the 2-year construction period.

5.3.33 Each construction worker will generate general refuse, which is similar to domestic waste. Plate 2.7 of Waste Statistics for 2020 identifies that the per capita domestic waste disposal rate in 2020 was 0.91kg/person/day, although the per worker generation rate of general refuse will likely be less than this. However, to be conservative, the per capita domestic waste disposal rate in 2020 has been adopted for general refuse generation by construction workers. On this basis:

General Refuse/Day	=	No. of workers/day x per capita generation rate
	=	100 workers x 0.91kg/workers/day
	=	91kg/day

Total General Refuse	=	General Refuse/Day x Duration of construction contract
	=	91kg/day x [6 days/week X (365/7) weeks/years x 2 year]
	=	56,940kg
	=	57 tonnes

5.3.34 Hence, an estimated 57 tonnes of general refuse may be generated throughout the 2 years construction period, equivalent to around 0.091tpd on average (i.e. 57 tonnes/(365 days x (6/7) x 2 years)).

5.3.35 On-site sorting should be carried out general refuse generated from the works. Recyclable materials, such as metal, paper and plastic, should be collected by local recyclers for recycling. All general refuse should be recycled as far as possible and landfill disposal should be adopted as the last resort. This nearest disposal facility is North West New Territories Transfer Station ("NWNTRTS").

5.3.36 Plate 3.2 of Waste Statistics for 2020 identifies that in 2020, the recovery rate of domestic waste is 19%. It is therefore estimated that 19% of general refuse (i.e. 10.8 tonnes) of general refuse could be reused and recycled by the recyclers. The surplus general refuse of 46.2 tonnes (i.e. 0.074 tpd on average assuming 6 working days per week throughout the 2 years construction period) would be disposed of at the NWNTRTS.

5.3.37 Given the above, no adverse waste impact from the handling, transportation or disposal of general refuse from workforce during construction of the Proposed Development is anticipated.

Chemical Waste

5.3.38 Some temporary structure within the Site will be demolished during the construction phase. The temporary structures are inaccessible at this moment Due to the age of the structure, ACM may be present in these temporary structures. Under the APCO, asbestos investigation shall be conducted by Registered Asbestos Consultant ("RAC") before demolition work potentially involving ACMs. If any ACMs is identified, an Asbestos Investigation Report ("AIR") and an Asbestos Abatement Plan ("AAP") shall be submitted to EPD. A Registered Asbestos Contractor ("RACont") shall be engaged to carry out asbestos abatement work according to the approved AIR and AAP before demolition. The owner of the premises must notify the Labour Department and the EPD at least 28 days before the commencement of the asbestos abatement works in accordance with the regulatory requirement.

5.3.39 If additional ACMs is discovered during the work, demolition shall be suspended and inform the RAC immediately, the RAC shall submit the modified AAP to the EPD after the investigation. An air sampling test shall be conducted by a Registered Asbestos Laboratory ("RAL") at the working area when all ACMs has been removed, in order to verify there is no asbestos fibre left suspended in the air.

5.3.40 The asbestos waste labelling, handling and packaging depends on the type of ACMs. All the handling, collection and transportation and disposal of asbestos waste shall be carried out according to EPD's Code of Practice on the Handling, Transportation and Disposal of Asbestos Waste. The quantity of the asbestos to be generated depends on the investigation and asbestos abatement plan carried out by RAC.

5.3.41 Except the ACMs, no hazardous materials or hazardous wastes are expected to be generated during the construction phase. Since majority of maintenance/repairing for construction equipment to be carried out off-site during construction stage, only limited amount (i.e. < 1 tonnes) of chemical wastes including waste batteries, lubricating oil and waste paints may be generated given the small scale of the works. Other chemical wastes include waste lamp will be generated and the amount will be insignificant.

5.3.42 The Contractor shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the construction site in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. A licensed collector shall be employed to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre ("CWTC") at Tsing Yi, or other facility approved by EPD.

5.3.43 Given the above, no adverse waste impact from the handling, transportation or disposal of chemical waste during the construction of the Proposed Development is anticipated.

Summary

5.3.44 The type and estimated quantities of different types of wastes generated during the construction phase are summarised in ***Table 5.4***.

Table 5.4: Estimated amount of different types of wastes to be generated during construction phase

WASTE TYPE	ESTIMATED QUANTITY (TONNES)	KEY SOURCES OF WASTE GENERATION	MANAGEMENT OPTION	
			REUSE / TREATMENT	DISPOSAL
Inert C&D Material				
Demolition waste	90	Site clearance and formation	The opportunities for on-site reuse of inert C&D materials will be considered. 9,771 tonnes excavated material to be reused as fill material.	The surplus inert C&D material will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137.
Paving	77			
Excavated Material	32,398			
Building Waste	5,200	Infrastructure construction		
Non-Inert C&D Material				
Topsoil	8,019	Site clearance and formation	About 3,285 tonnes topsoil to be reused onsite for greenery area.	About 3,391 tonnes topsoil to be disposed of at NENT landfill.
Vegetation	200		Nil	All disposed of at NENT landfill.
Building Waste	152	Infrastructure construction	About 12 tonnes to be reused onsite.	About 104 tonnes to be disposed of at NENT landfill.
General Refuse	57	Construction worker and site office	About 10.8 tonnes to be recycled by recyclers.	About 46.2 tonnes to be disposed of at NWNTRTS.
Chemical Waste	< 1	Waste batteries, lubricating oil and waste paints, etc	All to be collected by the licensed chemical waste collector and treated in the CWTC.	
ACM	Depends on the asbestos investigation and asbestos abatement plan	Asbestos waste	Supervision of the asbestos waste handling and packaging for disposal by RAC and follow the relevant legislation, guidelines and Code of Practice on Asbestos	

Operation Phase

5.3.45 During the operation phase, the major type of waste generated will be waste from office and cold store. According to the EPD's *Monitoring of Solid Waste in Hong Kong – Waste Statistic for 2020* and shows the most recent per municipal solid waste disposal rate to be 1.44kg/person/day. The estimated total staffs of the Proposed Development would be about 200 people, so the quantity of commercial waste disposed of is expected to be less than 90 tonnes per year.

5.3.46 Plate 3.2 of Waste Statistics for 2020 identifies that in 2020, the recovery rate of municipal solid waste is 28%. It is therefore estimated that 28% of commercial waste (i.e. 25 tonnes) could be reused and recycled by the recyclers.

5.3.47 The surplus commercial waste of 65 tonnes (i.e. 0.178 tpd on average assuming 7 working days per week) would be disposed of at the NWNTRTS.

5.3.48 Since commercial waste will be collected on a regular basis by registered waste collectors, and since commercial waste will be disposed at a landfill managed by EPD, no adverse waste impacts from handling, transportation or disposal are anticipated. Nevertheless, to minimise domestic waste generation mitigation measures proposed in ***Section 5.4*** should be implemented.

5.3.49 Overall, there should be no adverse waste impact from the handling, transportation or disposal of domestic waste during the operation of the Proposed Development.

Reinstatement Phase

5.3.50 During the reinstatement phase, the major type of wastes are inert construction and demolition ("C&D") materials, non-inert C&D Materials, chemical wastes and general refuse

Inert C&D Materials

5.3.51 The major source of inert C&D waste during the reinstatement phase is the filling material in the construction phase which used for adjusting the level of the Site.

5.3.52 As mentioned in ***paragraph 5.3.15***, approximately 21,526m^3 (i.e.34,440 tonnes) of excavated material will be used for levelling the ground of the Site. Therefore, approximate 34,440 tonnes of filling material will be required to be removed during the reinstatement phase. The inert C&D materials will be disposed of at Fill Banks Tuen Mun Area 38 and/or Tseung Kwan O Area 137.

5.3.53 Given the above, with the implementation of mitigation measures in ***Section 5.4***, no adverse waste impact from the handling, transportation or disposal of inert C&D materials during construction of the Project is anticipated.

Non-inert C&D Materials (or C&D Waste)

5.3.54 The major source of non-inert C&D materials (or C&D waste) during reinstatement phase will be removal of superstructures which are mainly composed of metal (i.e. steel). It is estimated the total amount of metal of structure to be demolished to be approximately 290 tonnes. All the non-inert C&D materials (metal) should be collected by local recyclers for recycling.

General Refuse

5.3.55 It is estimated that the number of construction workers for a project of this size would average around 100 per day over the 1-year construction period.

5.3.56 With reference to plate 2.7 of Waste Statistics for 2020 identifies that the per capita domestic waste disposal rate in 2020 was 0.91kg/person/day, although the per worker generation rate of general refuse will likely be less than this. However, to be conservative, the per capita domestic waste disposal rate in 2020 has been adopted for general refuse generation by construction workers. On this basis:

General Refuse/Day	=	No. of workers/day x per capita generation rate
	=	100 workers x 0.91kg/workers/day
	=	91kg/day

Total General Refuse	=	General Refuse/Day x Duration of construction contract
	=	91kg/day x [6 days/week X (365/7) weeks/years x 1 year]
	=	28,470kg
	=	28 tonnes

5.3.57 Hence, an estimated 28 tonnes of general refuse may be generated throughout the 1 year construction period, equivalent to around 0.089tpd on average (i.e. 28 tonnes/(365 days x (6/7) x 1 year)).

5.3.58 On-site sorting should be carried out general refuse generated from the works. Recyclable materials, such as metal, paper and plastic, should be collected by local recyclers for recycling. All general refuse should be recycled as far as possible and landfill disposal should be adopted as the last resort. This nearest disposal facility is North West New Territories Transfer Station (NWNTRTS).

5.3.59 Plate 3.2 of Waste Statistics for 2020 identifies that in 2020, the recovery rate of domestic waste is 19%. It is therefore estimated that 19% of general refuse (i.e. 5.3 tonnes) of general refuse could be reused and recycled by the recyclers. The surplus general refuse of 22.7 tonnes (i.e. 0.073 tpd on average assuming 6 working days per week throughout the 1 year demolition period) would be disposed of at the NWNTRTS.

5.3.60 Given the above, with the implementation of mitigation measures in ***Section 5.4***, no adverse waste impact from the handling, transportation or disposal of general refuse from workforce during construction of the Proposed Development is anticipated.

Chemical Waste

5.3.61 No hazardous materials or hazardous wastes are expected to be generated during the reinstatement phase. Since majority of maintenance/repairing for construction equipment to be carried out off-site during reinstatement phase, only limited amount (i.e. < 1 tonnes) of chemical wastes including waste batteries and lubricating oil may be generated given the small scale of the works. Other chemical wastes include waste lamp will be generated and the amount will be insignificant.

5.3.62 The Contractor shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the construction site in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. A licensed collector shall be employed to handle and dispose of all chemical wastes, e.g. at the CWTC at Tsing Yi, or other facility approved by EPD.

5.3.63 Given the above, with the implementation of mitigation measures in ***Section 5.4***, no adverse waste impact from the handling, transportation or disposal of chemical waste during the construction of the Proposed Development is anticipated.

Summary

5.3.64 The type and estimated quantities of different types of wastes generated during the reinstatement phase are summarised in ***Table 5.4***.

Table 5.5: Estimated amount of different types of wastes to be generated during reinstatement phase

WASTE TYPE	ESTIMATED QUANTITY (TONNES)	KEY SOURCES OF WASTE GENERATION	MANAGEMENT OPTION	
			REUSE / TREATMENT	DISPOSAL
Inert C&D Material				
Excavated Material	34440	Removal of filling materials	NA	The inert C&D material will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137.
Non-Inert C&D Material				
Building Waste (Metal)	290	Superstructure Demolition (including metal from structure)	All the metal will be collected by local recycler.	NA
General Refuse	28	Construction worker and site office	About 5.3 tonnes to be recycled by recyclers.	About 22.7 tonnes to be disposed of at NWNTRTS.
Chemical Waste	< 1	Waste batteries, lubricating oil, etc	All to be collected by the licensed chemical waste collector and treated in the CWTC.	

5.4 Mitigation Measures

Construction Phase and Reinstatement Phase

5.4.1 Waste management shall be controlled through contractual requirements as well as through statutory requirements.

5.4.2 A Waste Management Plan ("WMP") should be developed by the contractor and submitted to the Project Engineer / Architect for approval in accordance with ADV-19 before the commencement of any construction works. The objectives of the WMP will be to identify any potential environmental impacts from the generation of waste at the Site; to recommend appropriate waste handling, collection, sorting, disposal and recycling measures in accordance with requirements of the current regulations; and to categorise and permit segregation of C&D materials where practicable (i.e. inert material / non-inert material) for disposal considerations i.e. public fill / landfill.

5.4.3 The contractors should adopt good housekeeping practices with reference to the WMP such as waste segregation prior to disposal. Besides the provision of stockpiling and segregating areas at site, effective collection of site wastes is required to prevent waste materials being blown

around by wind, flushed or leached into nearby waters, or creating odour nuisance or pest and vermin problems. Waste storage areas should be well maintained and cleaned regularly.

5.4.4 A trip-ticket system should be established in accordance with DevB TC(W) No. 6/2010 and the *Waste Disposal (Charges for Disposal of Construction Waste) Regulation* to monitor the disposal of public fill and solid wastes at public filling facilities and landfills, and to control fly-tipping. A trip-ticket system should be included as one of the contractual requirements for the contractor to strictly implement.

5.4.5 Whenever there are excess recyclable construction materials, including bricks, plastics and metals, reuse and recycling should be carried out as far as practicable to minimise the amount of waste disposal. Other inert non-recyclable materials such as concrete, asphalt, etc. should be treated as public fill. Non-inert and non-recyclable wastes should be disposed at designated landfill site.

5.4.6 General refuse should be stored in enclosed bins or compaction units separate from C&D material. A reputable waste collector should be employed by the construction contractor to remove general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to reduce the occurrence of "wind-blown" materials.

5.4.7 For chemical waste, the Contractor should follow the 'trip-ticket' system of which the arrangement of production, collection and disposal in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation*.

5.4.8 In addition, the EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimise inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

The Contractor shall observe and comply with the *WDO* and its subsidiary.

The Contractor shall submit to the Engineer for approval a waste management plan with appropriate mitigation measures including allocation of an area for waste segregation and shall ensure that the day-to-day site operations comply with the approved waste management plan.

The Contractor shall minimise the generation of waste from his work. Avoidance and minimisation of waste generation can be achieved through changing or improving design and practices, careful planning and good site management.

The Contractor shall ensure that different types of wastes are segregated on-site and stored in different containers, skips or stockpiles to facilitate reuse / recycling of waste and, as the last resort, disposal at different outlets as appropriate.

The reuse and recycling of waste shall be practised as far as possible. The recycled materials shall include paper / cardboard, timber and metal etc.

The Contractor shall ensure that C&D materials are sorted into public fill (inert portion) and C&D waste (non-inert portion). The public fill which comprises soil, rock, concrete, brick, cement plaster/mortar, inert building debris, aggregates and asphalt shall be reused such as earth filling, reclamation, site formation works, etc. as far as practicable, and disposed of at Fill Bank as the last resort. The C&D waste which comprises metal, timber, paper, glass, etc. shall be reused and recycled as far as practicable, and, as the last resort, disposal of at landfills.

The Contractor shall record the amount of waste generated, recycled and disposed of (including the disposal sites).

The Contractor shall use a trip ticket system for the disposal of C&D materials to any designated public filling facility and/or landfill.

Training shall be provided for workers about the concepts of site cleanliness and appropriate waste management procedure, including waste reduction, reuse and recycling.

The Contractor shall not permit sewage and untreated effluent containing sand, cement, silt or any other suspended or dissolved material to flow from the Site onto any adjoining land, or allow any solid waste including refuse which is not part of the final product from waste processing plants to be deposited anywhere within the Site and the adjoining land. He shall arrange removal of such matter from the Site in a proper manner to the satisfaction of the Engineer in consultation with the EPD.

The Contractor shall observe and comply with the *Waste Disposal (Chemical Waste) (General) Regulation*.

The Contractor shall apply for registration as chemical waste producer under the *Waste Disposal (Chemical Waste) (General) Regulation* when chemical waste is produced. All chemical waste shall be properly stored, labelled, packaged and collected in accordance with the Regulation.

5.4.9 When inclement weather (e.g. heavy rain, typhoon, etc.) is forecast, additional control measures should be adopted as follows:

Construction material, stockpiles, chemical and waste storage / recycling facilities should be immediately moved to secured area.

Construction material, stockpiles and waste storage / recycling facilities should be covered by an impermeable sheeting, if necessary.

Intercepting channels will be provided at the edge of the excavated area to prevent storm runoff from washing across the exposed surface.

Silt removal facilities, channels and manholes will be maintained and the deposited silt and grit will be removed regularly.

Operation Phase

5.4.10 The centre management shall encourage reuse and recycling of commercial wastes in line with government policy. The waste management hierarchy shall be adopted by the building management to manage commercial wastes in a sustainable manner. The waste management hierarchy is a concept which shows the desirability of various waste management methods and comprises the following in order of preference:

Avoidance.

Minimisation.

Recycling/reuse.

5.4.11 The majority of waste generated during the operation of the Proposed Development will mainly comprise general refuse and commercial wastes such as food waste, food packaging, paper, can, plastic bottles, etc., which shall be collected and stored in appropriate waste receptacles with a secure lid to minimise the potential adverse impact due to wind blowing away any waste and to improve hygiene. Recyclable and non-recyclable waste shall be regularly collected by licenced waste collectors and taken off-site for recycling or disposal, respectively.

5.5 Land Contamination

5.5.1 Historical aerial photographs provided in ***Appendix H*** shows that the Site was an agriculture land in Year 1976 to 1990s, which the historical agricultural activities unlikely caused land contamination. In Year 1996, part of the previous agriculture land at the southern part of the Site was observed abandoned and covered with vegetation while the northern part of the Site remained as agriculture use. A village house was observed at the eastern boundary. The trend of abandoning agriculture uses within the Site was continued in 2000s and 2010s. Only a small portion of land at the northern part of the Site remained as agriculture use. In Year 2016, all the previous agriculture uses were abandoned. The entire Site was vacant and covered with vegetation and a village house was observed at the eastern boundary. There is no evidence of any past land use, either agriculture land, vacant land or residential use, within the Site that could have resulted in contamination. As such, there is no reason to suspect that contaminated land was present within the Site.

5.5.2 The Site is currently a vacant land with a village house adjacent to the eastern boundary of the Site. Majority of the Site is covered by vegetation. No landuse with potential land contamination activities on the Site was observed. The photographs taken in March 2018 and March 2021 are provided in ***Figure 5-2*** for reference. As shown on the ***Figure 5-2***, the Site is currently a vacant land covered with vegetation and the Site is surrounded by village houses. No development or activities with potential land contamination activities were identified during the site visit.

5.5.3 No existing and previous development with potential land contamination activities on the Site is identified. Hence, no land contamination issue is anticipated.

5.6 Conclusion

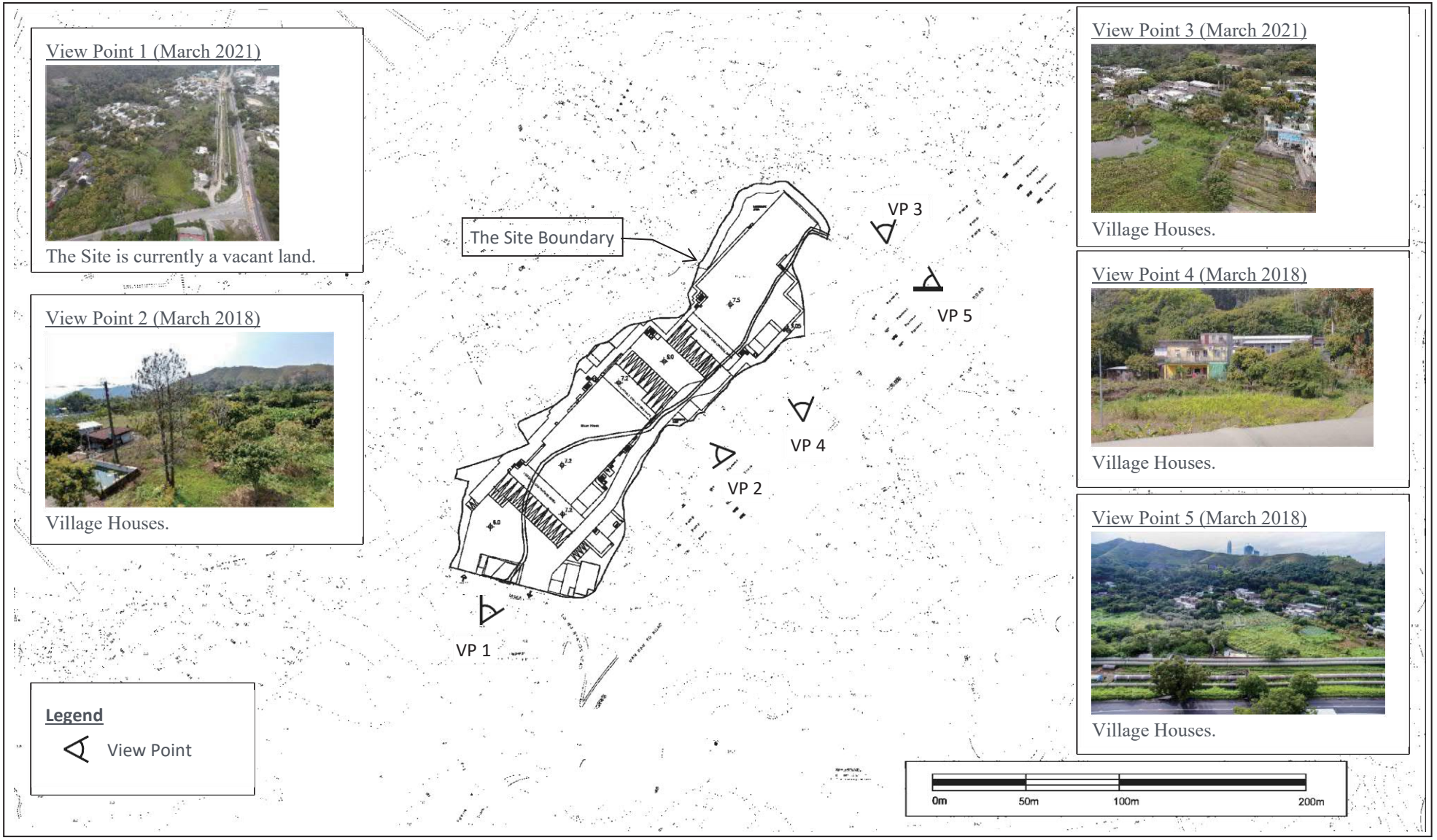
5.6.1 With the development of WMP and to implement the good site practices recommended therein, the waste generation during construction phase can be greatly reduced. Provided that good site practices as recommended in ***Section 5.4*** will be followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction and reinstatement phase.

5.6.2 During the operation phase, the major type of waste generated will be commercial wastes. Since commercial waste will be collected on a regular basis by registered waste collectors and will be disposed at a landfill managed by EPD, no adverse waste impacts from handling, transportation or disposal are anticipated during operation.

5.6.3 With the implementation of the recommended mitigation measures, adverse waste impacts generated during the construction and operational phases of the Proposed Development are not anticipated.

5.6.4 There was no previous development with potential land contamination activities on the Site. Hence, no land contamination issue is anticipated.

Figure 5-2: Site Inspection Photos of the Project Site and Surrounding Environment



6 CONCLUSIONS AND RECOMMENDATIONS

6.1.1 This EA has indicated that the Proposed Development will not generate any unacceptable environmental impacts during construction and operation phases, provided that all the recommended mitigation measures and good site practice are strictly implemented. The Applicant of the Proposed Development is committed to providing, implementing and maintaining all the mitigation measures as recommended in this EA Report. No temporary/permanent river training and/or diversion works to the existing watercourses arising from the construction, operation and reinstatement of the Proposed Development will be carried out.

6.1.2 Specific conclusions for air quality, noise, water quality and waste management are as follows:

Air Quality

6.1.3 With the implementation of the recommended mitigation measures and good site practice, adverse impacts during the construction phases are not anticipated.

6.1.4 No adverse air quality impact on the Proposed Development is anticipated with the implementation of the proposed mitigation measures during the operation phase.

6.1.5 Overall, therefore, no adverse air quality impact is anticipated during the construction or operation phases of the Proposed Development.

Noise

6.1.6 During the construction phase of the Proposed Development, with the implementation of the noise mitigation measures recommended in ***Section 3.2***, no adverse noise impact is anticipated.

6.1.7 Quantitative assessment for the fixed noise sources during operation phase was conducted. The results show that the noise from the fixed sources of the Proposed Development is expected to comply with the relevant noise criterion after implementing proper mitigation measure, such as enclosing the loading/unloading platforms with a 2m extended canopy with 2 side panels (minimum surface density of 10kg/m^2) with plastic strip doors installed to the opening side of the platforms, provision of complete enclosure with silencers to the condenser, orientation of the opening of enclosures, erection of a 5m barrier (i.e. NB1) next to segments 4 to 9, a 10m barrier (i.e. NB2) next to NSR IN12 and a 12m barrier (i.e. NB3) and cover connecting Main Block.

6.1.8 Quantitative assessment for the off-site road traffic noise was also conducted. With comparing the noise impacts between the scenarios of with and without the Proposed Development in Year 2018, the results show that the Proposed Development would not generate over 1.0 dB(A) or more contribution to the road traffic noise on the surrounding NSRs. Therefore, the traffic noise impact on the NSRs is considered to be insignificant.

6.1.9 Overall, therefore, there will be no adverse noise impact during the construction and operation phases of the Proposed Development.

Water Quality

6.1.10 During construction including filling activities and reinstatement, water quality impacts will be properly controlled with the implementation of good site practice. Portable toilets, when necessary, will be provided for construction/reinstatement workers on-site. Provided these measures are implemented, adverse water quality impact is not anticipated during the construction/reinstatement phases. The Contractor shall apply for a Discharge Licence under the

WPCO and the effluent discharged from the construction site shall comply with the terms and conditions of the Discharge Licence.

6.1.11 During operation, no adverse water quality impact is anticipated from the wastewater / sewage from employees and regular cleaning of the loading / unloading area. The sewage generated from the staff and wastewater generated from floor cleaning by mopping inside a bucket and water cooling tower will be collected by wastewater storage tanks and tankered away with adequate frequency for offsite disposal by a licenced collector. With the provision of adequate capacity and number of the portable toilets with adequate frequency for offsite disposal by a licensed collector, no adverse water quality impact from the Proposed Development is anticipated.

6.1.12 Should there be any significant changes to Proposed Development resulting in potential adverse water quality impact; or any major changes to the mitigation measures for water pollution recommended in this EA Report, a revised EA Report incorporating the assessments for such significant changes to the Proposed Development and updated mitigation measures shall be prepared and submitted to the satisfaction of EPD. The technical feasibility and impacts on the surrounding environment, in particular the watercourses will be considered. The Applicant will ensure no construction works and operation activities under the final design of the Project would adversely affect the surrounding environment, including watercourses on site and in the vicinity.

Waste Management

6.1.13 With the provision and implementation of the good site practices recommended therein, the waste generation during construction phase will be reduced. Provided that good site practices are followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction and reinstatement phase.

6.1.14 During the operation phase, the major type of waste generated will be commercial waste. Since commercial waste will be collected on a regular basis by registered collectors and will be disposed of at landfill, no adverse waste impacts from handling, transportation or disposal are anticipated during the operation phase.

6.1.15 The Site is currently a vacant land and majority of the Site is covered by vegetation. Part of the Site was used for agriculture use in the past. Since there was no previous development with potential land contamination activities on the Site. Hence, no land contamination issue is anticipated.

Mitigation Measures

6.1.16 The mitigation measures recommended to be implemented for different environmental aspects are summarised below:

Table 6.1: Mitigation Measures for Potential Environmental Impact

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES

	Air	<u>During Construction Phase:</u> The good practice and dust control measures stipulated in the *Air Pollution Control (Construction Dust) Regulation* shall be implemented. The good engineering practice as specified in EPD's Recommended Pollution Control Clause ("RPCC") for Construction Contract in COP should be incorporated in the relevant works contract. For the emergency generator, the chimney design shall comply with the *Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations.*

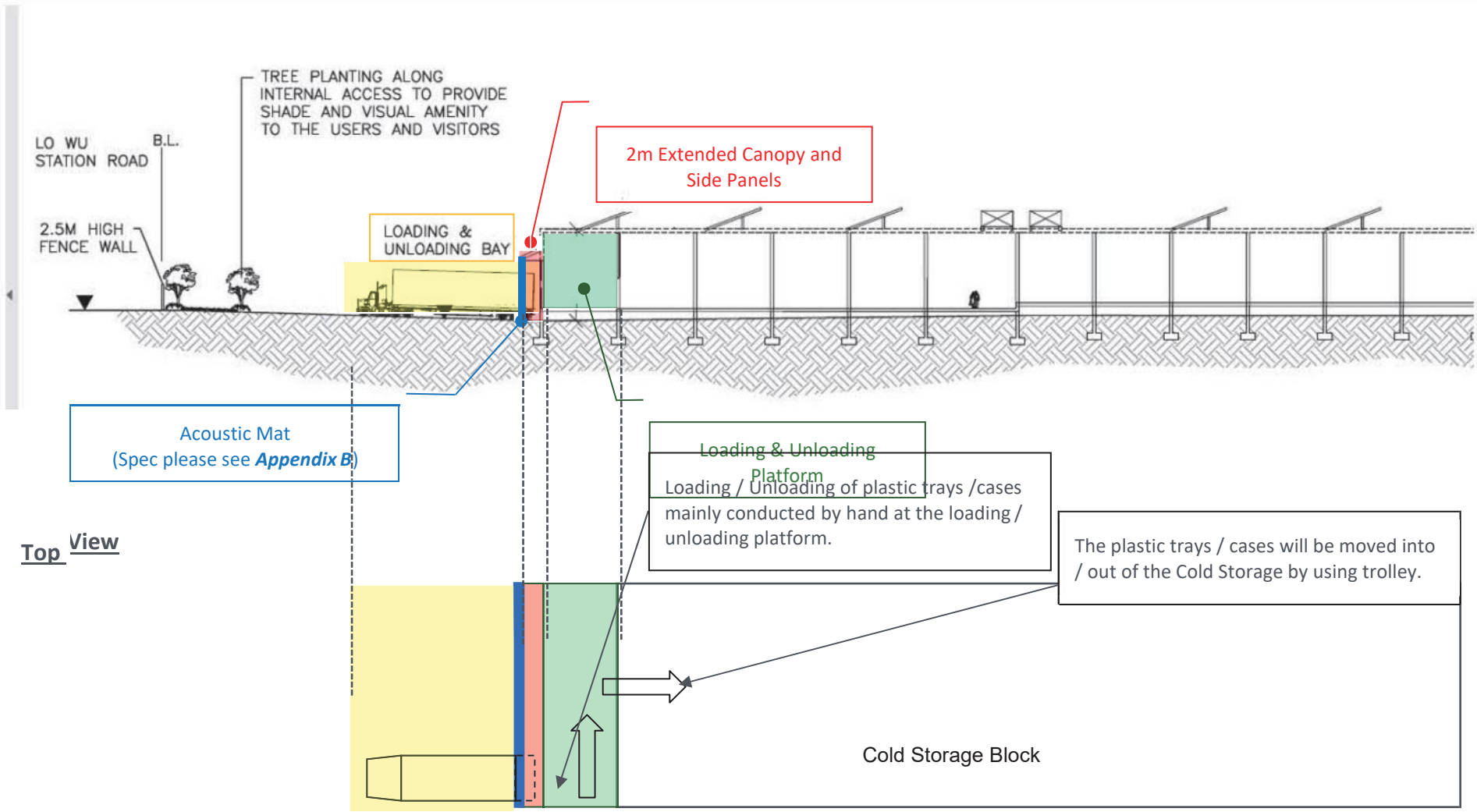
ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	<u>During Operation Phase:</u> A buffer zone of 5m shall be provided between Man Kam To Road / Lo Wu Station Road and the Proposed Development as follows: - No fresh air intake / openable window of air sensitive uses shall be located within the buffer zone. - Any air sensitive uses within buffer zone shall rely on fresh air intake / openable window located out of the buffer zone for ventilation.
Noise	<u>During Construction Phase:</u> The measures recommended in *ProPECC PN2/93* shall be implemented in accordance with Section 3.2.2 of the EA Report. If construction work involving the use of PME will be required during restricted hours, a Construction Noise Permit (CNP) shall be applied for under the *Noise Control Ordinance* (NCO). The good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The general requirements are summarised in Section 3.2.4 of the EA Report. Before the commencement of any work, the Engineer may require the methods of working, plant equipment and sound-reducing measures to be used on the Site to be made available for trial demonstration inspection and approval to ensure that they are suitable for the project. The Contractor shall devise, arrange methods of working and carry out the Works in such a manner so as to minimise noise impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented. Measures that are to be taken to protect adjacent school and adjacent noise sensitive receivers, if necessary, shall include, but not be limited to, adequate noise barriers. The barriers shall be of substantial construction and designed to reduce transmission of noise. The barriers shall be surmounted with baffle boxes designed to reduce transmission of noise. The barriers shall be designed to BS 5228(1984). The location and details of the barriers shall be submitted to the Engineer for approval before works commence adjacent to schools and other noise sensitive receivers. <u>During Operation Phase:</u> The loading/unloading platforms will be enclosed by a 2m extended canopy with 2 side panels (minimum surface density of 10kg/m^2). No loading/unloading activities will be undertaken at open area. Acoustic mat (minimum surface density of 7kg/m^2) will be provided to the opening side of the platforms. Limit only a maximum of number of 1 veh/ hr of LGV that can run in and out of the Site in night time period Limit only a maximum of number of 5 veh/hr of MGV that can run in and out for the Site in evening time period Limit only a maximum of number of 16 veh/hr of CV/ HGV that can run in and out for the Site in day time period A 5m barrier (i.e. NB1) along road side of the southeast of the Site A 10m barrier (i.e. NB2) along road side of north of the Site A 12 barrier (i.e. NB3) and cover connecting Main Block A semi-enclosure with silencers should be installed for the condensers.

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
Water	<u>During Construction Phase</u>: Adequate capacity and number of portable toilets should be provided for construction workers. Adequate frequency of disposal of sewage by licensed contractor would be provided Earth bunds or sand bag barriers shall be provided along the watercourse. Channels along the watercourses and site boundary shall be also provided to collect and direct the muddy runoff to the wastewater treatment facilities for treatment prior to being discharged. The design of the construction site drainage system shall be independent from the existing watercourse. The construction contractor shall follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage. The good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. Measures recommended in Appendix D of ETWB No.5/2005 Protection of natural streams/rivers from adverse impacts arising from construction works shall be also implemented by Contractor to the construction works in the vicinity of natural rivers and streams. Detailed design of the platform and boundary of the construction site would consider avoidance of encroaching and adversely affecting the existing watercourse, maximising the distance between the works/development site and the existing watercourse, and providing sufficient buffer distance from the water during construction. <u>During Operation Phase:</u> Sewage generated from the staff and wastewater generated from floor cleaning by mopping will be collected by wastewater storage tanks and tankered away for offsite disposal by licenced collectors. All operation activities of the Proposed Development shall be carried out within the cold store buildings and on the roads, sufficient buffer distance from the water shall be provided during operation. Silt/sand traps and oil interceptors should be provided for the drainage systems of open areas whilst oil interceptors should be installed for the system of covered loading/unloading area in accordance with the relevant government guidelines. Trash screens will be provided at the inlet and outlet of the stormwater storage tank to prevent debris. Only registered agrochemicals under the Pesticides Ordinance shall be used. Bio-pesticides and pesticides with shorter half-life (i.e. non-persistence in nature) is recommended. The amount of agrochemicals to be applied and application frequency should follow the manufacturer's instructions. In addition, the application of agrochemicals before heavy rainstorm should be avoided Small amount (i.e. less than $10m^3$) of the water inside the cooling system would be discharged as toilet flushing water. Moreover, water sampling and water quality test will be conducted before the discharge to the portable toilet and to ensure it will comply with the requirements stipulated in the *Water Pollution Control Ordinance and*

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	EMSD's Code of Practice.
Waste Management	<u>During Construction Phase:</u> A Waste Management Plan ("WMP") should be developed by the contractor and submitted to the Project Engineer / Architect for approval in accordance with ADV-19 before the commencement of any construction works. A trip-ticket system should be established in accordance with DevB TC(W) No. 6/2010 and the *Waste Disposal (Charges for Disposal of Construction Waste) Regulation* to monitor the disposal of public fill and solid wastes at public filling facilities and landfills, and to control fly-tipping. General refuse should be stored in enclosed bins or compaction units separate from C&D material. A reputable waste collector should be employed by the construction contractor to remove general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to reduce the occurrence of "wind-blown" materials. Follow the good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. Additional measures shall be implemented when inclement weather is forecast in accordance with ***paragraph 5.4.9*** of the EA Report. <u>During Operation Phase:</u> The centre management shall encourage reuse and recycling of commercial wastes in line with government policy. The waste management hierarchy shall be adopted by the building management to manage commercial wastes in a sustainable manner. The waste management hierarchy is a concept which shows the desirability of various waste management methods and comprises the following in order of preference: 🕓 Avoidance. 🕓 Minimisation. 🕓 Recycling/reuse. Commercial wastes shall be collected and stored in appropriate waste receptacles with a secure lid to minimise the potential adverse impact due to wind blowing away garbage and to improve hygiene. Recyclable and non-recyclable waste shall be regularly collected by licensed waste collectors and taken off-site for recycling or disposal, respectively.

Appendix A

CONCEPTUAL DESIGN OF THE MITIGATION MEASURES AT LOADING/UNLOADING AREAS


TREE PLANTING ALONG
INTERNAL ACCESS TO PROVIDE
SHADE AND VISUAL AMENITY
TO THE USERS AND VISITORS
LO WU
STATION ROAD
B.L.
2.5M HIGH
FENCE WALL
LOADING &
UNLOADING BAY
2m Extended Canopy and
Side Panels
Acoustic Mat
(Spec please see Appendix B)
Loading & Unloading
Platform
Loading / Unloading of plastic trays /cases
mainly conducted by hand at the loading /
unloading platform.
The plastic trays / cases will be moved into
/ out of the Cold Storage by using trolley.
Cold Storage Block

Top View

Appendix B **EXAMPLE OF ACOUSTIC MAT MATERIAL**

Acoustics Innovation

SilentUP®
Retractable Noise Barrier





aihk.hk info@aihk.hk (852) 2702-2007

R&D Division of Wilson Acoustics Limited

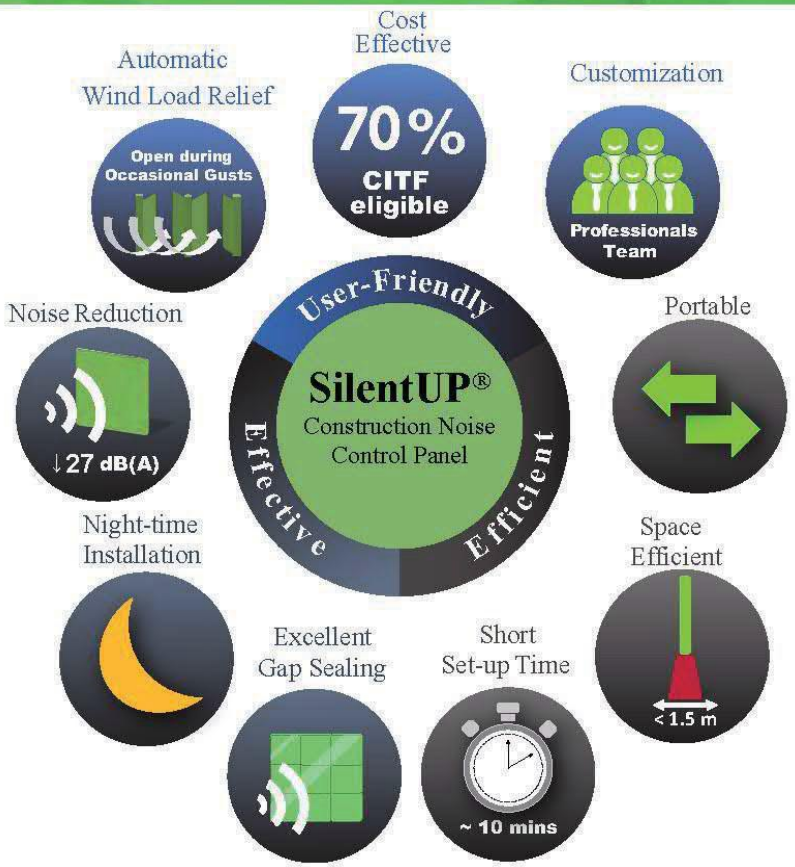
Acoustics Innovation

SilentUP®

Product Description

SilentUP® is a patented retractable noise barrier for construction works and outdoor music events. It can be easily installed and mobilized by people without using any machines. No concrete foundation is required and the installation process is quiet enough to be conducted even at night time. The panels are installed upwards from ground level and connected by magnetic gap sealing.

Our product has been widely used in Hong Kong. Visit our website for the job references aihk.hk/SilentUP/reference.



Benefits

- Minimize noise complaints
- Quiet and manual installation
- No concrete foundation required
- Flexible construction site planning
- Facilitate Construction Noise Permit (CNP) application process

Technical Information

SilentUP® noise barrier material conforms to **the flammability requirement specifications.**

BS5867-2:2008 TYPE B
GF8624

Product Specification

STC	18	24
Insertion Loss*	22 dB(A)	27 dB(A)
Modular Weight	5kg	8kg
Maximum Height	7m	5m
Modular Size	1m(H) x .35m(W)	
Standard Colour	Grey	
Panel Thickness	100mm on edges	

* Tested with white noise source

CITF 建造業創科基金
CITF Pre-approved Product

Eligible contractors can apply for CITF.
citf.cic.hk

Client Feedback

"Some of our contractors have used the retractable noise barriers to facilitate CNP application. They have found this innovative product useful - lightweight, easy to manoeuvre, and fit for purpose."

Richard Kwan
Former Environment Manager
MTR Corporation Ltd

"We are impressed by SilentUP's quick installation and relocation, it is definitely one of the best innovations and practicable approaches for the noise mitigation measures for the construction activities."

Lighting Chan
Environmental Compliance Support Manager,
Leighton Asia Ltd

"We are happy with Acoustics Innovation's professional service (SilentUP Noise Barrier) in helping us achieve our noise mitigation goals."

Ronald Fung
Project QA & Environmental Manager
Kier - Laing O'Rourke - Kaden Joint Venture

"SilentUP is definitely a useful tool to minimize the noise pollution. We successfully obtained a CNP and most importantly no complaint has been received from the NSRs."

Clarence Yeung
Environmental Officer
Chun Wo Construction and Engineering Co. Ltd

Installation videos available at aihk.hk/youtube

aihk.hk info@aihk.hk (852) 2702-2007

R&D Division of Wilson Acoustics Limited

Care has been taken to ensure the provided information is accurate, but Acoustics Innovation Ltd, does not accept responsibility or liability for errors or information which is found to be misleading.

Appendix C BACKGROUND NOISE MONITORING

nd Noise Monitroing Location - BG1

Start Time	Measurement Time	Period	Leq	Lmax	Lmin	L10	L90		L90 (1hr)
9/10/2018 16:03	00d 00:30:00.0	Day	58.3	83.1	41.2	58.2	47.9		47.1
9/10/2018 16:33	00d 00:30:00.0	Day	54.4	67.8	40.6	57.7	46.4		
9/10/2018 17:03	00d 00:30:00.0	Day	53.4	66.2	40.8	56.5	47.8		47.6
9/10/2018 17:33	00d 00:30:00.0	Day	52.7	64.7	41	55.6	47.4		
9/10/2018 18:03	00d 00:30:00.0	Day	52.7	65.6	38.5	55.8	46	Not Use	48
9/10/2018 18:33	00d 00:30:00.0	Day	53.7	65.2	46.8	56.5	49.4		
9/10/2018 19:03	00d 00:30:00.0	Evening	52.8	64.1	43.5	55.9	47.5		46.4
9/10/2018 19:33	00d 00:30:00.0	Evening	52.1	64.3	40.5	55.1	45.3		
9/10/2018 20:03	00d 00:30:00.0	Evening	52.4	65.8	41.2	55.5	46		46.2
9/10/2018 20:33	00d 00:30:00.0	Evening	52.9	69.6	41.1	56.1	46.4		
9/10/2018 21:03	00d 00:30:00.0	Evening	52.7	70.2	41.4	55.6	45.9		42.9
9/10/2018 21:33	00d 00:30:00.0	Evening	49.4	72.5	39.1	52.6	41.8		
9/10/2018 22:03	00d 00:30:00.0	Evening	46.2	60.2	37.7	49.4	40.2	Not Use	40
9/10/2018 22:33	00d 00:30:00.0	Evening	45.9	59.4	36.9	49.1	39.9		
9/10/2018 23:03	00d 00:30:00.0	Night	46.4	65.7	36.3	49.5	39.4		39.9
9/10/2018 23:33	00d 00:30:00.0	Night	47.1	64.6	36.6	50.3	40.8		
10/10/2018 0:03	00d 00:30:00.0	Night	47.5	62.5	36.4	51.1	40.7		39.2
10/10/2018 0:33	00d 00:30:00.0	Night	43.8	59.4	36.4	47	38.6		
10/10/2018 1:03	00d 00:30:00.0	Night	43.7	57	35.7	47	38.1		38.6
10/10/2018 1:33	00d 00:30:00.0	Night	45.1	62.4	35.8	48	39.1		
10/10/2018 2:03	00d 00:30:00.0	Night	41.6	57.9	34.6	43.6	36.4		36.1
10/10/2018 2:33	00d 00:30:00.0	Night	40.3	56.7	33.7	42.4	35.8		
10/10/2018 3:03	00d 00:30:00.0	Night	40.6	55.6	33	43.3	34.7		35
10/10/2018 3:33	00d 00:30:00.0	Night	46.5	63.1	33.3	49.4	35.5		
10/10/2018 4:03	00d 00:30:00.0	Night	42.7	64.4	35.1	44	36.9		36.8
10/10/2018 4:33	00d 00:30:00.0	Night	42.9	67.6	35.2	43.8	36.8		
10/10/2018 5:03	00d 00:30:00.0	Night	43.8	64.5	34.9	45.2	37.2		37.7
10/10/2018 5:33	00d 00:30:00.0	Night	50.6	71.6	36.8	52.8	39.1		
10/10/2018 6:03	00d 00:30:00.0	Night	54.1	73.8	39.2	55.1	41.8	Not Use	42.3
10/10/2018 6:33	00d 00:30:00.0	Night	51.0	66	39.3	54.8	42.9		
10/10/2018 7:03	00d 00:30:00.0	Day	54.2	70.1	40.8	57.4	47.4		48
10/10/2018 7:33	00d 00:30:00.0	Day	54.5	68.3	42	57.5	48.8		
10/10/2018 8:03	00d 00:30:00.0	Day	53.5	66	40.5	57	46.4		46.2
10/10/2018 8:33	00d 00:30:00.0	Day	53.1	71.4	38.8	56.3	46		
10/10/2018 9:03	00d 00:30:00.0	Day	54.8	72.7	39.8	57.5	46.8		46.4
10/10/2018 9:33	00d 00:30:00.0	Day	56.9	77.5	39.2	57.9	46.4		
10/10/2018 10:03	00d 00:30:00.0	Day	59.4	88.2	41.7	57.4	46.3		46.8
10/10/2018 10:33	00d 00:30:00.0	Day	56.7	75.2	41.7	58	47.8		
10/10/2018 11:03	00d 00:30:00.0	Day	54.5	66.9	41.1	57.5	49.5		49
10/10/2018 11:33	00d 00:30:00.0	Day	71.6	93.1	44.2	68.5	48.6		
10/10/2018 12:03	00d 00:30:00.0	Day	53.2	63.6	41.8	56.2	48.4		48.4
10/10/2018 12:33	00d 00:30:00.0	Day	54.5	65.3	40.7	57.6	48.2		
10/10/2018 13:03	00d 00:30:00.0	Day	54.5	65.4	41.4	57.7	48.3		48.0901
10/10/2018 13:33	00d 00:30:00.0	Day	53.8	70.3	41.5	56.4	48		
10/10/2018 14:03	00d 00:30:00.0	Day	54.1	79.9	39.1	56.8	45.7		46.5
10/10/2018 14:33	00d 00:30:00.0	Day	53.7	69.3	42.3	56.7	47.1		
10/10/2018 15:03	00d 00:30:00.0	Day	55.3	73.5	38.8	58.4	46.9		48.2
10/10/2018 15:33	00d 00:30:00.0	Day	58.0	82.7	41.1	60.1	49.3		

	Minmum Noise Level, dB(A)	Leq	Lmax	Lmin	L10	L90	Average	L90
	Day	52.7	63.6	38.5	55.6	45.7		47.5
	Evening	45.9	59.4	36.9	49.1	39.9		45.2
	Night	40.3	55.6	33.0	42.4	34.7		37.6

Background Noise Monitroing Location - BG2

Address	Start Time	Measurement Time	Period	Leq	Lmax	Lmin	L10	L90		L90 (1 hr)
1	9/10/2018 15:45	00d 00:30:00.0	Day	63.4	80.2	42.5	68	53.4		54
2	9/10/2018 16:15	00d 00:30:00.0	Day	63.0	79.1	45.8	67.7	54.6		
3	9/10/2018 16:45	00d 00:30:00.0	Day	62.7	78.9	43.5	67.4	52.3		53.6
4	9/10/2018 17:15	00d 00:30:00.0	Day	62.7	79.3	43.6	67.2	55.2		
5	9/10/2018 17:45	00d 00:30:00.0	Day	61.9	82.5	40.5	66.3	54.3		51.9
6	9/10/2018 18:15	00d 00:30:00.0	Day	61.7	74.5	39.5	66.8	49.3		
7	9/10/2018 18:45	00d 00:30:00.0	Not Use	61.7	76.2	43.1	66.8	51.5	Not Use	50.1
8	9/10/2018 19:15	00d 00:30:00.0	Evening	61.4	76.3	41.5	66.2	48.4		
9	9/10/2018 19:45	00d 00:30:00.0	Evening	62.1	78.7	39.8	66.7	50.8		50
10	9/10/2018 20:15	00d 00:30:00.0	Evening	61.6	76.1	40.7	66.4	49.2		
11	9/10/2018 20:45	00d 00:30:00.0	Evening	62.0	79.8	40.6	66.4	51.1		47.1
12	9/10/2018 21:15	00d 00:30:00.0	Evening	59.8	75.2	39.5	65.2	45.2		
13	9/10/2018 21:45	00d 00:30:00.0	Evening	56.4	83.5	39.1	61.8	41.9		41.6
14	9/10/2018 22:15	00d 00:30:00.0	Evening	54.0	66.3	38.9	60.5	41.2		
15	9/10/2018 22:45	00d 00:30:00.0	Not Use	53.5	74.5	38.1	60	40.1	Not Use	40.1
16	9/10/2018 23:15	00d 00:30:00.0	Night	53.2	67.6	38.2	59.9	40		
17	9/10/2018 23:45	00d 00:30:00.0	Night	53.3	67.2	38.6	60	40.5		40
18	10/10/2018 0:15	00d 00:30:00.0	Night	52.9	69.9	38.3	60	39.8		
19	10/10/2018 0:45	00d 00:30:00.0	Night	49.2	66.3	38.1	55.7	39.2		39.3
20	10/10/2018 1:15	00d 00:30:00.0	Night	49.2	68.4	37.8	55.1	39.4		
21	10/10/2018 1:45	00d 00:30:00.0	Night	50.5	70.3	37.4	57.1	38.5		38.3
22	10/10/2018 2:15	00d 00:30:00.0	Night	44.1	62.3	37.1	49.8	38.2		
23	10/10/2018 2:45	00d 00:30:00.0	Night	48.2	67.5	37.2	53.6	38.8		39
24	10/10/2018 3:15	00d 00:30:00.0	Night	49.3	66.7	37.1	55.8	39.2		
25	10/10/2018 3:45	00d 00:30:00.0	Night	48.5	72.7	37.7	52.9	39.9		40.3
26	10/10/2018 4:15	00d 00:30:00.0	Night	46.4	69.3	38.2	48.6	40.8		
27	10/10/2018 4:45	00d 00:30:00.0	Night	47.6	64.1	39.5	53.9	41.9		42.1
28	10/10/2018 5:15	00d 00:30:00.0	Night	51.4	69.4	40	57.9	42.4		
29	10/10/2018 5:45	00d 00:30:00.0	Night	56.1	73	41	62.7	44.5		45.3901
30	10/10/2018 6:15	00d 00:30:00.0	Night	58.6	74.1	42.9	64.4	46.9		
31	10/10/2018 6:45	00d 00:30:00.0	Not Use	61.6	82.2	42.8	67.2	49.4	Not Use	52.6
32	10/10/2018 7:15	00d 00:30:00.0	Day	63.9	76.5	48.5	68.3	56.5		
33	10/10/2018 7:45	00d 00:30:00.0	Day	62.3	78.4	45.6	67.1	54		53.6
34	10/10/2018 8:15	00d 00:30:00.0	Day	62.4	79.3	45.1	67.3	53.2		
35	10/10/2018 8:45	00d 00:30:00.0	Day	63.3	77.8	43.8	68.1	53.2		53.1
36	10/10/2018 9:15	00d 00:30:00.0	Day	63.4	77.5	43.4	68.3	53		
37	10/10/2018 9:45	00d 00:30:00.0	Day	63.8	81.4	43.5	68.4	52.3		52.4
38	10/10/2018 10:15	00d 00:30:00.0	Day	62.5	75.2	43.9	67.6	52.5		
39	10/10/2018 10:45	00d 00:30:00.0	Day	64.6	81.1	43.6	68.8	54.6		55.9
40	10/10/2018 11:15	00d 00:30:00.0	Day	62.6	78.4	51.5	66.9	56.8		
41	10/10/2018 11:45	00d 00:30:00.0	Day	62.8	75.8	52	67.6	55.2		54.3
42	10/10/2018 12:15	00d 00:30:00.0	Day	61.8	78.5	44.2	66.4	52.7		
43	10/10/2018 12:45	00d 00:30:00.0	Day	64.0	77	44.8	68.5	54.8		55.1
44	10/10/2018 13:15	00d 00:30:00.0	Day	63.0	74.7	47.4	67.5	55.3		
45	10/10/2018 13:45	00d 00:30:00.0	Day	64.2	91.2	43.5	67.4	53.9		52.6
46	10/10/2018 14:15	00d 00:30:00.0	Day	61.9	74.7	43.7	66.8	51.9		
47	10/10/2018 14:45	00d 00:30:00.0	Day	63.3	85.2	43.7	67.9	53.5		53.6
48	10/10/2018 15:15	00d 00:30:00.0	Day	62.4	78.1	43.1	67.1	53.5		

	Minmum Noise Level, dB(A)	Leq	Lmax	Lmin	L10	L90	Average	L90
	Day	61.6	74.5	39.5	66.3	49.3		53.6
	Evening	54.0	66.3	38.9	60.5	41.2		46.2
	Night	44.1	62.3	37.1	48.6	38.2		40.6

Appendix D **CATALUGUE OF WATER COOLING TOWER**

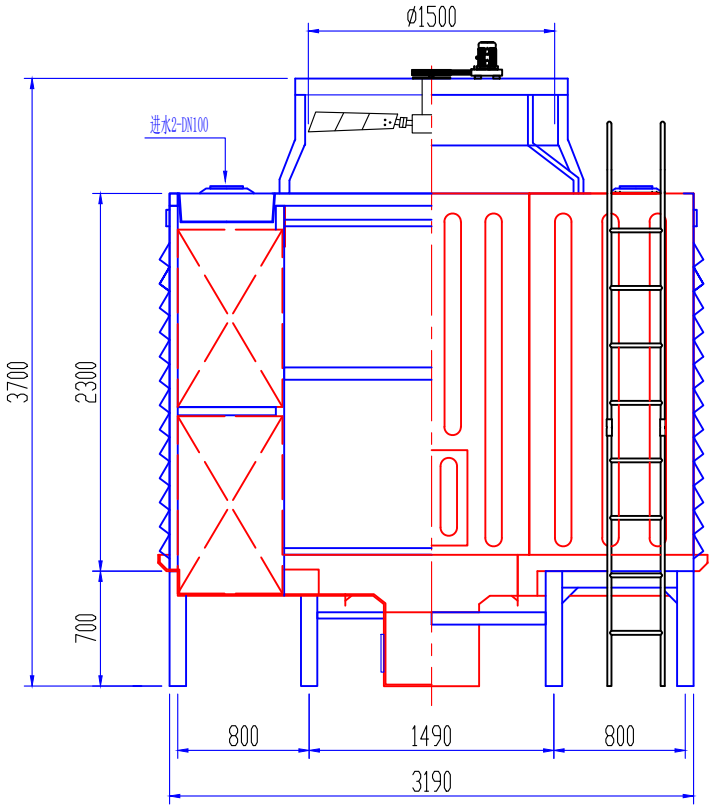
FT-100L/SB 型技术参数总表

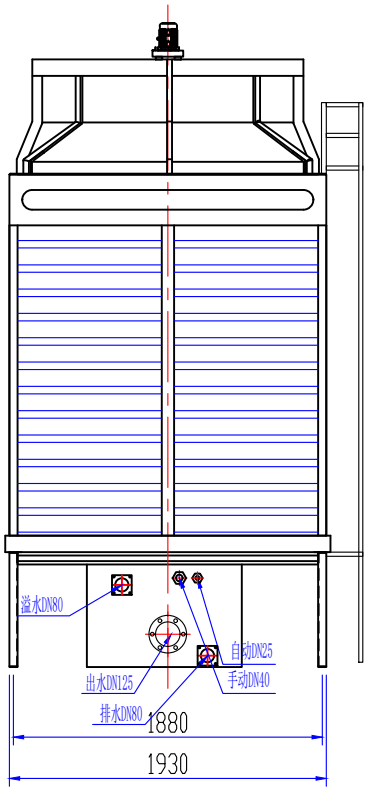
技术编号： 项目名称：

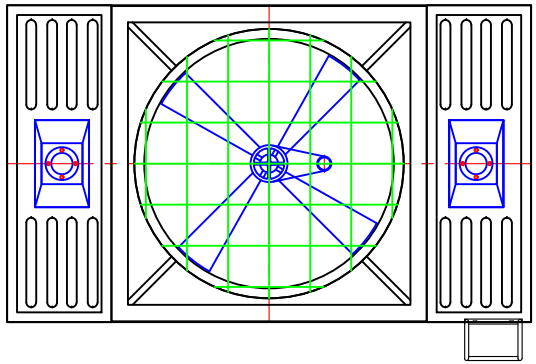
项　目	内　　容	数　　据	备　　注
基本参数	冷却塔类型	横流式方形水塔	
	冷却塔型号	FT-100L/SB	低噪音型
	单台冷却循环水量	100 m^3/h	
	总冷却循环水量	100 m^3/h	
	进水温度 / 出水温度	37℃ / 32℃	降温 5℃
	环境干球 / 湿球温度	31.5℃ / 28℃	
	冷却能力	500,000 kcal/h	
	噪音值	64.0dB(A)	16 米处
	电源	380V / 3P / 50Hz	
	水质要求	P H值＝ 6 — 8	
设计参数	气水比	0.78 kg/kg	
	水阻	49Kpa	
	飞水损失	≤0.005%	
	蒸发损失	≤0.833%	
	净重 / 运行重量（吨）	0.86/2.26	
风机参数	风扇形式	轴流式	
	风量	65,000m^3/h	
	风扇转速	410r/min	
	风叶直径（Φ）	1,500 mm	
	叶片数量	1 套	4 片 / 套
	电机形式	全封闭防水型	
	传动方式	带传动	
	电机功率	4.0 kW(5HP-4P)	
	电机极数	4P	
	电机启动方式	直接启动	
主要尺寸	长×宽×高（L×W×H）	1,930×3,190×3,700 mm	
	进水管尺寸（DN）	100mm	共 2 套
	出水管尺寸（DN）	125mm	
	溢水管 / 排水管尺寸（DN）	80mm / 80mm	
	自动 / 手动补水尺寸（DN）	25mm / 40mm	
材质	颈口	玻璃钢	优质玻璃纤维毡和树脂合成
	围板		
	洒水系统		
	水盆、水缸		
	皮带	复合材料	
	风扇	铝合金	大弦弧
	电机	全封闭防水型	
	胶片	P.V.C.材料	阻燃型
	铁框架、电机架	热浸镀锌钢	符合英国 BS EN ISO1461：1999 标准

“HKa”

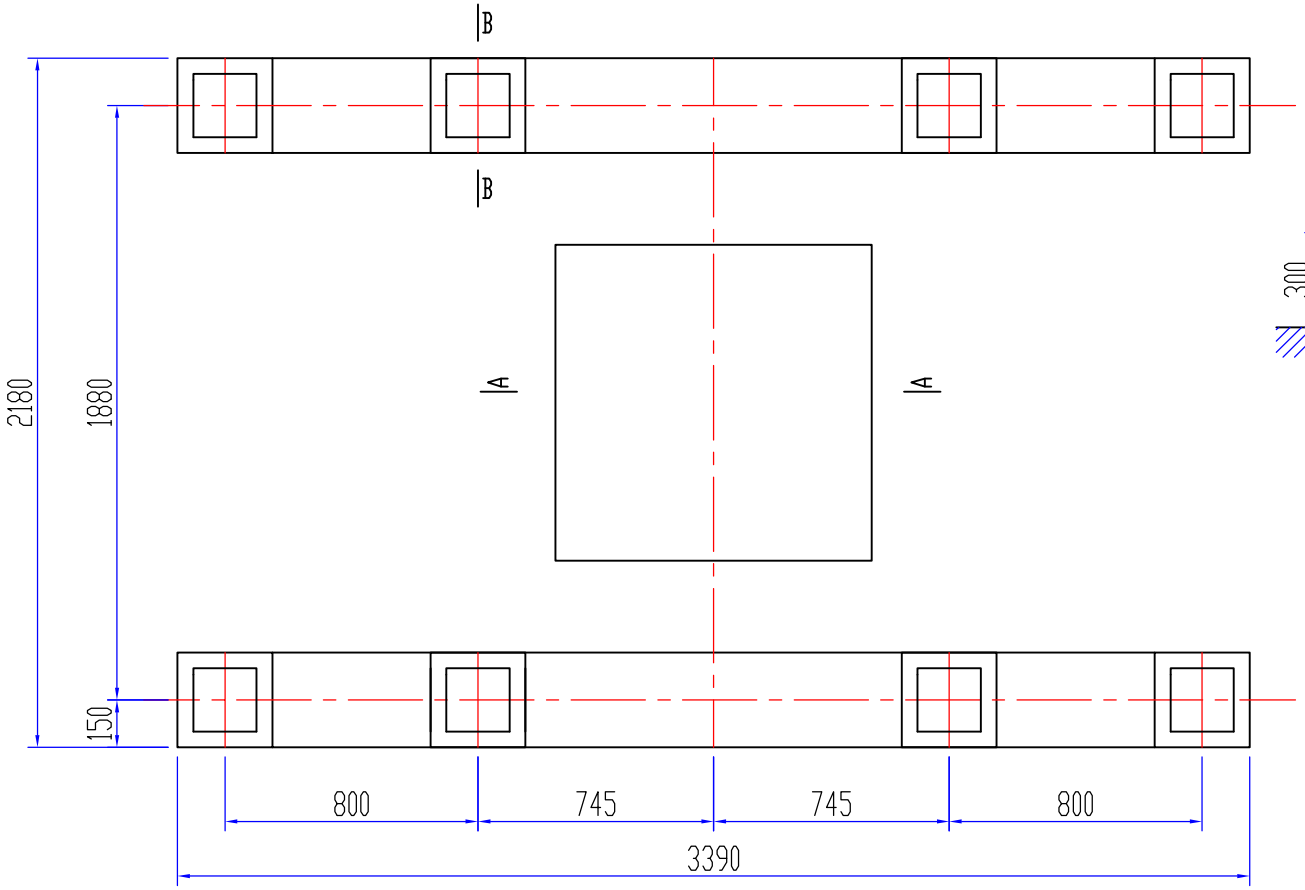
2017 年 8 月 28 日

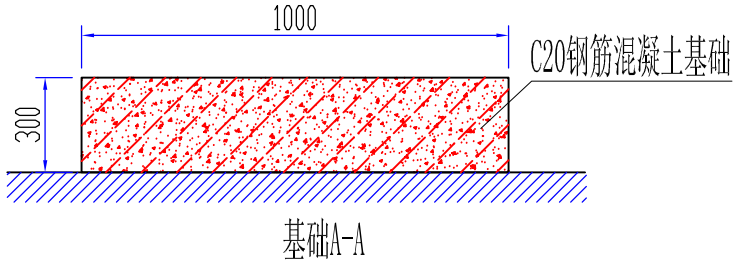




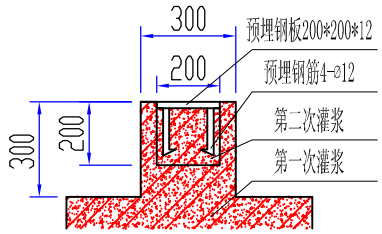


						100L/SB			
标记	处数	更改文件号	签字	日期					
制图		OXQ	标准化			图样标记	重量	比例	方形横流式冷却塔外形图
设计			批准					1:15	
审核			日期	2017/03/13					
工艺			版本	A		共 张	第 张		100L/SB-02-C1-A





基础A-A



基础B-B

基础制作注意事项：

1、横梁承载，参考冷却塔运行重量以及设计的安装系数，

校核安装地基的承载能力。

2、预埋钢板表面水平误差±2mm。

3、如有疑问，可来电技术部咨询。

						FT-100L/SB		广林冷却塔
标记	处数	更改文件号	签字	日期				
制图		OXQ	标准化			图样标记	重量	比例
设计			批准					1:15
审核			日期	2017/03/04				
工艺			版本	A		共 张	第 张	FT-100L/SB-01-A

方形横流式冷却塔基础图

Appendix E DETAILS OF VEHICLE MOVEMENT

Use of Road Segments by Different Vehicle Types

Road Segment ID	S1	S2	3	4	5	6	7	8	9	10
Container Vehicle/ Heavy Goods Vehicles	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Medium Goods Vehicles	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Light Goods Vehicle, Van	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Hourly Trips of Vehicle on each Road Segment – during the peak of the corresponding time period

Segment ID	Descripiton	Trips/hr (Day)		Trips/hr (Evening)			Trips/hr (Night)	
		Container Vehicle/ MGV	LGV, van	MGV	LGV, van		MGV	LGV, van
S1	One-Way	16	0	5	0	0	0	1
S2	One-Way	16	0	5	0	0	0	1
S3	One-Way	16	0	5	0	0	0	1
S4	One-Way	16	0	5	0	0	0	1
S5	Two-way	32	0	10	0	0	0	2
S6	Two-way	32	0	10	0	0	0	2
S7	Two-way	32	0	10	0	0	0	2
S8	Two-way	32	0	10	0	0	0	2
S9	Two-way	32	0	10	0	0	0	2
S10	Two-way	32	0	10	0	0	0	2

Appendix F NOISE CALCULATIOS OF FIXED SOURCE

IN1 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	81.2	105	16	22.5	15	-19.1	-9.0	-10	5m Fixed/Movable Noise Barrier (NB 1) & Cold Storage Block 1 and cover	3	37.2
	L	81.2	101	0	22.5	15	-19.1	-9.0	-10		3	0
S2	C	66.9	105	16	12.7	15	-18.3	-11.5	-10		3	35.5
	L	66.9	101	0	12.7	15	-18.3	-11.5	-10		3	0
S3	C	53.7	105	16	16.5	15	-17.3	-10.4	-10		3	37.6
	L	53.7	101	0	16.5	15	-17.3	-10.4	-10		3	0
S4	C	54.4	105	16	12.1	15	-17.4	-11.7	-10		3	36.2
	L	54.4	101	0	12.1	15	-17.4	-11.7	-10		3	0
S5	C	43.0	105	32	0.2	15	-16.3	-29.7	-10		3	22.3
	L	43.0	101	0	0.2	15	-16.3	-29.7	-10		3	0
S6	C	21.1	105	32	82.1	15	-13.2	-3.4	-10		3	51.6
	L	21.1	101	0	82.1	15	-13.2	-3.4	-10		3	0
S7	C	27.3	105	32	35.7	15	-14.4	-7.0	-10		3	46.9
	L	27.3	101	0	35.7	15	-14.4	-7.0	-10		3	0
S8	C	60.3	105	32	15.8	15	-17.8	-10.6	-10		3	39.9
	L	60.3	101	0	15.8	15	-17.8	-10.6	-10		3	0
S9	C	84.9	105	32	7.3	15	-19.3	-13.9	-10		3	35.1
	L	84.9	101	0	7.3	15	-19.3	-13.9	-10		3	0
S10	C	86.3	105	32	18.6	15	-19.4	-9.8	-10		3	39.1
	L	86.3	101	0	18.6	15	-19.4	-9.8	-10		3	0
											Total SPL, dB(A)	**54**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	81.2	105	5	22.5	15	-19.1	-9.0	-10	5m Fixed/Movable Noise Barrier (NB 1) & Cold Storage Block 1 and cover	3	32.1
	L	81.2	101	0	22.5	15	-19.1	-9.0	-10		3	0
S2	M	66.9	105	5	12.7	15	-18.3	-11.5	-10		3	30.4
	L	66.9	101	0	12.7	15	-18.3	-11.5	-10		3	0
S3	M	53.7	105	5	16.5	15	-17.3	-10.4	-10		3	32.5
	L	53.7	101	0	16.5	15	-17.3	-10.4	-10		3	0
S4	M	54.4	105	5	12.1	15	-17.4	-11.7	-10		3	31.1
	L	54.4	101	0	12.1	15	-17.4	-11.7	-10		3	0
S5	M	43.0	105	10	0.2	15	-16.3	-29.7	-10		3	17.2
	L	43.0	101	0	0.2	15	-16.3	-29.7	-10		3	0
S6	M	21.1	105	10	82.1	15	-13.2	-3.4	-10		3	46.6
	L	21.1	101	0	82.1	15	-13.2	-3.4	-10		3	0
S7	M	27.3	105	10	35.7	15	-14.4	-7.0	-10		3	41.9
	L	27.3	101	0	35.7	15	-14.4	-7.0	-10		3	0
S8	M	60.3	105	10	15.8	15	-17.8	-10.6	-10		3	34.9
	L	60.3	101	0	15.8	15	-17.8	-10.6	-10		3	0
S9	M	84.9	105	10	7.3	15	-19.3	-13.9	-10		3	30.0
	L	84.9	101	0	7.3	15	-19.3	-13.9	-10		3	0
S10	M	86.3	105	10	18.6	15	-19.4	-9.8	-10		3	34.0
	L	86.3	101	0	18.6	15	-19.4	-9.8	-10		3	0
											Total SPL, dB(A)	**49**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	81.2	105	0	22.5	15	-19.1	-9.0	-10	5m Fixed/Movable Noise Barrier (NB 1) & Cold Storage Block 1 and cover	3	0
	L	81.2	101	1	22.5	16	-19.1	-9.0	-10		3	20.8
S2	M	66.9	105	0	12.7	17	-18.3	-11.5	-10		3	0
	L	66.9	101	1	12.7	18	-18.3	-11.5	-10		3	18.7
S3	M	53.7	105	0	16.5	19	-17.3	-10.4	-10		3	0
	L	53.7	101	1	16.5	20	-17.3	-10.4	-10		3	20.3
S4	M	54.4	105	0	12.1	21	-17.4	-11.7	-10		3	0
	L	54.4	101	1	12.1	22	-17.4	-11.7	-10		3	18.5
S5	M	43.0	105	0	0.2	23	-16.3	-29.7	-10		3	0
	L	43.0	101	2	0.2	24	-16.3	-29.7	-10		3	4.2
S6	M	21.1	105	0	82.1	25	-13.2	-3.4	-10		3	0
	L	21.1	101	2	82.1	26	-13.2	-3.4	-10		3	33.2
S7	M	27.3	105	0	35.7	27	-14.4	-7.0	-10		3	0
	L	27.3	101	2	35.7	28	-14.4	-7.0	-10		3	28.2
S8	M	84.9	105	0	7.3	29	-19.3	-13.9	-10		3	0
	L	84.9	101	2	7.3	30	-19.3	-13.9	-10		3	16.0
S9	M	84.9	105	0	7.3	31	-19.3	-13.9	-10		3	0
	L	84.9	101	2	7.3	32	-19.3	-13.9	-10		3	15.8
S10	M	86.3	105	0	18.6	33	-19.4	-9.8	-10		3	0
	L	86.3	101	2	18.6	34	-19.4	-9.8	-10		3	19.5
											Total SPL, dB(A)	**35**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	76	7	84.0	58.5	-43.3	0	Enclosure with sliencer	-10	3	33.6
Condenser	Block 1 (NE)	76	6	83.3	70.4	-44.9	0	Enclosure with sliencer	-10	3	31.4
Condenser	Block 2	76	6	83.3	160.8	-52.1	0	Enclosure with sliencer	-10	3	24.2
										Total SPL, dB(A)	**36**

Note (*) Vehicle Type:
C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	180.5	105	16	10.7	15	-22.6	-12.3	0		3	40.5
	L	180.5	101	0	10.7	16	-22.6	-12.3	0		3	0
S2	C	167.1	105	16	4.6	17	-22.2	-15.9	0		3	36.6
	L	167.1	101	0	4.6	18	-22.2	-15.9	0		3	0
S3	C	151.7	105	16	4.7	19	-21.8	-15.8	0		3	36.6
	L	151.7	101	0	4.7	20	-21.8	-15.8	0		3	0
S4	C	147.6	105	16	5.8	21	-21.7	-14.9	0		3	37.2
	L	147.6	101	0	5.8	22	-21.7	-14.9	0		3	0
S5	C	139.3	105	32	1.8	23	-21.4	-20.0	0		3	35.0
	L	139.3	101	0	1.8	24	-21.4	-20.0	0		3	0
S6	C	121.3	105	32	14.5	25	-20.8	-11.0	0	Nil	3	44.3
	L	121.3	101	0	14.5	26	-20.8	-11.0	0		3	0
S7	C	109.5	105	32	15.4	27	-20.4	-10.7	0		3	44.7
	L	109.5	101	0	15.4	28	-20.4	-10.7	0		3	0
S8	C	107.3	105	32	21.4	29	-20.3	-9.2	0		3	45.9
	L	107.3	101	0	21.4	30	-20.3	-9.2	0		3	0
S9	C	107.2	105	32	8.0	31	-20.3	-13.5	0		3	41.3
	L	107.2	101	0	8.0	32	-20.3	-13.5	0		3	0
S10	C	125.6	105	32	2.0	33	-21.0	-19.6	0		3	34.3
	L	125.6	101	0	2.0	34	-21.0	-19.6	0		3	0
											Total SPL, dB(A)	**51**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	180.5	105	5	10.7	15	-22.6	-12.3	0		3	35.4
	L	180.5	101	0	10.7	16	-22.6	-12.3	0		3	0
S2	M	167.1	105	5	4.6	17	-22.2	-15.9	0		3	31.6
	L	167.1	101	0	4.6	18	-22.2	-15.9	0		3	0
S3	M	151.7	105	5	4.7	19	-21.8	-15.8	0		3	31.6
	L	151.7	101	0	4.7	20	-21.8	-15.8	0		3	0
S4	M	147.6	105	5	5.8	21	-21.7	-14.9	0		3	32.1
	L	147.6	101	0	5.8	22	-21.7	-14.9	0		3	0
S5	M	139.3	105	10	1.8	23	-21.4	-20.0	0		3	29.9
	L	139.3	101	0	1.8	24	-21.4	-20.0	0		3	0
S6	M	121.3	105	10	14.5	25	-20.8	-11.0	0	Nil	3	39.2
	L	121.3	101	0	14.5	26	-20.8	-11.0	0		3	0
S7	M	109.5	105	10	15.4	27	-20.4	-10.7	0		3	39.6
	L	109.5	101	0	15.4	28	-20.4	-10.7	0		3	0
S8	M	107.3	105	10	21.4	29	-20.3	-9.2	0		3	40.8
	L	107.3	101	0	21.4	30	-20.3	-9.2	0		3	0
S9	M	107.2	105	10	8.0	31	-20.3	-13.5	0		3	36.2
	L	107.2	101	0	8.0	32	-20.3	-13.5	0		3	0
S10	M	125.6	105	10	2.0	33	-21.0	-19.6	0		3	29.2
	L	125.6	101	0	2.0	34	-21.0	-19.6	0		3	0
											Total SPL, dB(A)	**46**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	180.5	105	0	10.7	15	-22.6	-12.3	0		3	0
	L	180.5	101	1	10.7	16	-22.6	-12.3	0		3	24.1
S2	M	167.1	105	0	4.6	17	-22.2	-15.9	0		3	0
	L	167.1	101	1	4.6	18	-22.2	-15.9	0		3	20.3
S3	M	151.7	105	0	4.7	19	-21.8	-15.8	0		3	0
	L	151.7	101	1	4.7	20	-21.8	-15.8	0		3	20.4
S4	M	147.6	105	0	5.8	21	-21.7	-14.9	0		3	0
	L	147.6	101	1	5.8	22	-21.7	-14.9	0		3	21.0
S5	M	139.3	105	0	1.8	23	-21.4	-20.0	0		3	0
	L	139.3	101	2	1.8	24	-21.4	-20.0	0	Nil	3	18.7
S6	M	121.3	105	0	14.5	25	-20.8	-11.0	0		3	0
	L	121.3	101	2	14.5	26	-20.8	-11.0	0		3	28.1
S7	M	109.5	105	0	15.4	27	-20.4	-10.7	0		3	0
	L	109.5	101	2	15.4	28	-20.4	-10.7	0		3	28.5
S8	M	107.2	105	0	8.0	29	-20.3	-13.5	0		3	0
	L	107.2	101	2	8.0	30	-20.3	-13.5	0		3	25.4
S9	M	107.2	105	0	8.0	31	-20.3	-13.5	0		3	0
	L	107.2	101	2	8.0	32	-20.3	-13.5	0		3	25.1
S10	M	125.6	105	0	2.0	33	-21.0	-19.6	0		3	0
	L	125.6	101	2	2.0	34	-21.0	-19.6	0		3	18.1
											Total SPL, dB(A)	**34**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	150.8	-51.6	0	Enclosure with sliencer	-10	3	25.4
Condenser	Block 1 (NE)	75.5	6	83.3	141.2	-51.0	0	Enclosure with sliencer	-10	3	25.3
Condenser	Block 2	75.5	6	83.3	164.0	-52.3	0	Enclosure with sliencer	-10	3	24.0
										Total SPL, dB(A)	**30**

Note (*) Vehicle Type:
C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN3 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Sheiding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	192.3	105	16	9.5	15	-22.8	-12.8	0	Nil	3	39.7
	L	192.3	101	0	9.5	16	-22.8	-12.8	0		3	0
S2	C	177.7	105	16	5.1	17	-22.5	-15.5	-10	Cold Storage Block 1	3	26.8
	L	177.7	101	0	5.1	18	-22.5	-15.5	-10		3	0
S3	C	164.4	105	16	5.0	19	-22.2	-15.5	0	Nil	3	36.6
	L	164.4	101	0	5.0	20	-22.2	-15.5	0		3	0
S4	C	162.5	105	16	4.9	21	-22.1	-15.6	0		3	36.1
	L	162.5	101	0	4.9	22	-22.1	-15.6	0		3	0
S5	C	152.8	105	32	0.9	23	-21.8	-23.0	0		3	31.6
	L	152.8	101	0	0.9	24	-21.8	-23.0	0		3	0
S6	C	132.0	105	32	11.1	25	-21.2	-12.1	0		3	42.8
	L	132.0	101	0	11.1	26	-21.2	-12.1	0		3	0
S7	C	113.7	105	32	14.3	27	-20.6	-11.0	0		3	44.2
	L	113.7	101	0	14.3	28	-20.6	-11.0	0		3	0
S8	C	102.3	105	32	21.9	29	-20.1	-9.2	0		3	46.2
	L	102.3	101	0	21.9	30	-20.1	-9.2	0		3	0
S9	C	95.4	105	32	8.1	31	-19.8	-13.5	0		3	41.9
	L	95.4	101	0	8.1	32	-19.8	-13.5	0		3	0
S10	C	115.6	105	32	1.3	33	-20.6	-21.4	0		3	32.8
	L	115.6	101	0	1.3	34	-20.6	-21.4	0		3	0
											Total SPL, dB(A)	**51**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Sheiding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	192.3	105	5	9.5	15	-22.8	-12.8	0	Nil	3	34.6
	L	192.3	101	0	9.5	16	-22.8	-12.8	0		3	0
S2	M	177.7	105	5	5.1	17	-22.5	-15.5	-10	Cold Storage Block 1	3	21.7
	L	177.7	101	0	5.1	18	-22.5	-15.5	-10		3	0
S3	M	164.4	105	5	5.0	19	-22.2	-15.5	0	Nil	3	31.5
	L	164.4	101	0	5.0	20	-22.2	-15.5	0		3	0
S4	M	162.5	105	5	4.9	21	-22.1	-15.6	0		3	31.0
	L	162.5	101	0	4.9	22	-22.1	-15.6	0		3	0
S5	M	152.8	105	10	0.9	23	-21.8	-23.0	0		3	26.5
	L	152.8	101	0	0.9	24	-21.8	-23.0	0		3	0
S6	M	132.0	105	10	11.1	25	-21.2	-12.1	0		3	37.7
	L	132.0	101	0	11.1	26	-21.2	-12.1	0		3	0
S7	M	113.7	105	10	14.3	27	-20.6	-11.0	0		3	39.1
	L	113.7	101	0	14.3	28	-20.6	-11.0	0		3	0
S8	M	102.3	105	10	21.9	29	-20.1	-9.2	0		3	41.1
	L	102.3	101	0	21.9	30	-20.1	-9.2	0		3	0
S9	M	95.4	105	10	8.1	31	-19.8	-13.5	0		3	36.8
	L	95.4	101	0	8.1	32	-19.8	-13.5	0		3	0
S10	M	115.6	105	10	1.3	33	-20.6	-21.4	0		3	27.8
	L	115.6	101	0	1.3	34	-20.6	-21.4	0		3	0
											Total SPL, dB(A)	**46**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Sheiding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	192.3	105	0	9.5	15	-22.8	-12.8	0	Nil	3	0
	L	192.3	101	1	9.5	16	-22.8	-12.8	0		3	23.4
S2	M	177.7	105	0	5.1	17	-22.5	-15.5	-10	Cold Storage Block 1	3	0
	L	177.7	101	1	5.1	18	-22.5	-15.5	-10		3	10.5
S3	M	164.4	105	0	5.0	19	-22.2	-15.5	0	Nil	3	0
	L	164.4	101	1	5.0	20	-22.2	-15.5	0		3	20.3
S4	M	162.5	105	0	4.9	21	-22.1	-15.6	0		3	0
	L	162.5	101	1	4.9	22	-22.1	-15.6	0		3	19.8
S5	M	152.8	105	0	0.9	23	-21.8	-23.0	0		3	0
	L	152.8	101	2	0.9	24	-21.8	-23.0	0		3	15.4
S6	M	132.0	105	0	11.1	25	-21.2	-12.1	0		3	0
	L	132.0	101	2	11.1	26	-21.2	-12.1	0		3	26.6
S7	M	113.7	105	0	14.3	27	-20.6	-11.0	0		3	0
	L	113.7	101	2	14.3	28	-20.6	-11.0	0		3	28.0
S8	M	102.3	105	0	21.9	29	-20.1	-9.2	0		3	0
	L	102.3	101	2	21.9	30	-20.1	-9.2	0		3	30.0
S9	M	95.4	105	0	8.1	31	-19.8	-13.5	0		3	0
	L	95.4	101	2	8.1	32	-19.8	-13.5	0		3	25.7
S10	M	115.6	105	0	1.3	33	-20.6	-21.4	0		3	0
	L	115.6	101	2	1.3	34	-20.6	-21.4	0		3	16.7
											Total SPL, dB(A)	**35**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	154.1	-51.8	0	Enclosure with sliencer	-10	3	25.2
Condenser	Block 1 (NE)	75.5	6	83.3	138.1	-50.8	0	Enclosure with sliencer	-10	3	25.5
Condenser	Block 2	75.5	6	83.3	142.6	-51.1	0	Enclosure with sliencer	-10	3	25.2
										Total SPL, dB(A)	**30**

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN4 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	244.8	105	16	6.6	15	-23.9	-14.4	-10	Cold Storage Block 1 and cover	3	27.0
	L	244.8	101	0	6.6	16	-23.9	-14.4	-10		3	0
S2	C	228.8	105	16	4.7	17	-23.6	-15.8	-10		3	25.4
	L	228.8	101	0	4.7	18	-23.6	-15.8	-10		3	0
S3	C	219.3	105	16	4.3	19	-23.4	-16.2	0	Nil	3	34.7
	L	219.3	101	0	4.3	20	-23.4	-16.2	0		3	0
S4	C	220.6	105	16	3.1	21	-23.4	-17.6	0		3	32.8
	L	220.6	101	0	3.1	22	-23.4	-17.6	0		3	0
S5	C	209.4	105	32	0.1	23	-23.2	-32.5	0		3	20.7
	L	209.4	101	0	0.1	24	-23.2	-32.5	0		3	0
S6	C	185.9	105	32	5.1	25	-22.7	-15.5	0		3	37.9
	L	185.9	101	0	5.1	26	-22.7	-15.5	0		3	0
S7	C	159.4	105	32	8.4	27	-22.0	-13.3	0		3	40.4
	L	159.4	101	0	8.4	28	-22.0	-13.3	0		3	0
S8	C	133.6	105	32	12.5	29	-21.3	-11.6	0		3	42.6
	L	133.6	101	0	12.5	30	-21.3	-11.6	0		3	0
S9	C	113.1	105	32	3.0	31	-20.5	-17.8	0		3	36.8
	L	113.1	101	0	3.0	32	-20.5	-17.8	0		3	0
S10	C	133.0	105	32	8.3	33	-21.2	-13.4	0		3	40.3
	L	133.0	101	0	8.3	34	-21.2	-13.4	0		3	0
											Total SPL, dB(A)	**48**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	244.8	105	5	6.6	15	-23.9	-14.4	-10	Cold Storage Block 1 and cover	3	22.0
	L	244.8	101	0	6.6	16	-23.9	-14.4	-10		3	0
S2	M	228.8	105	5	4.7	17	-23.6	-15.8	-10		3	20.3
	L	228.8	101	0	4.7	18	-23.6	-15.8	-10		3	0
S3	M	219.3	105	5	4.3	19	-23.4	-16.2	0	Nil	3	29.6
	L	219.3	101	0	4.3	20	-23.4	-16.2	0		3	0
S4	M	220.6	105	5	3.1	21	-23.4	-17.6	0		3	27.8
	L	220.6	101	0	3.1	22	-23.4	-17.6	0		3	0
S5	M	209.4	105	10	0.1	23	-23.2	-32.5	0		3	15.6
	L	209.4	101	0	0.1	24	-23.2	-32.5	0		3	0
S6	M	185.9	105	10	5.1	25	-22.7	-15.5	0		3	32.9
	L	185.9	101	0	5.1	26	-22.7	-15.5	0		3	0
S7	M	159.4	105	10	8.4	27	-22.0	-13.3	0		3	35.3
	L	159.4	101	0	8.4	28	-22.0	-13.3	0		3	0
S8	M	133.6	105	10	12.5	29	-21.3	-11.6	0		3	37.5
	L	133.6	101	0	12.5	30	-21.3	-11.6	0		3	0
S9	M	113.1	105	10	3.0	31	-20.5	-17.8	0		3	31.7
	L	113.1	101	0	3.0	32	-20.5	-17.8	0		3	0
S10	M	133.0	105	10	8.3	33	-21.2	-13.4	0		3	35.2
	L	133.0	101	0	8.3	34	-21.2	-13.4	0		3	0
											Total SPL, dB(A)	**42**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	244.8	105	0	6.6	15	-23.9	-14.4	-10	Cold Storage Block 1 and cover	3	0
	L	244.8	101	1	6.6	16	-23.9	-14.4	-10		3	10.7
S2	M	228.8	105	0	4.7	17	-23.6	-15.8	-10		3	0
	L	228.8	101	1	4.7	18	-23.6	-15.8	-10		3	9.1
S3	M	219.3	105	0	4.3	19	-23.4	-16.2	0	Nil	3	0
	L	219.3	101	1	4.3	20	-23.4	-16.2	0		3	18.4
S4	M	220.6	105	0	3.1	21	-23.4	-17.6	0		3	0
	L	220.6	101	1	3.1	22	-23.4	-17.6	0		3	16.6
S5	M	209.4	105	0	0.1	23	-23.2	-32.5	0		3	0
	L	209.4	101	2	0.1	24	-23.2	-32.5	0		3	4.5
S6	M	185.9	105	0	5.1	25	-22.7	-15.5	0		3	0
	L	185.9	101	2	5.1	26	-22.7	-15.5	0		3	21.7
S7	M	159.4	105	0	8.4	27	-22.0	-13.3	0		3	0
	L	159.4	101	2	8.4	28	-22.0	-13.3	0		3	24.2
S8	M	133.6	105	0	12.5	29	-21.3	-11.6	0		3	0
	L	133.6	101	2	12.5	30	-21.3	-11.6	0		3	26.4
S9	M	113.1	105	0	3.0	31	-20.5	-17.8	0		3	0
	L	113.1	101	2	3.0	32	-20.5	-17.8	0		3	20.6
S10	M	133.0	105	0	8.3	33	-21.2	-13.4	0		3	0
	L	133.0	101	2	8.3	34	-21.2	-13.4	0		3	24.1
											Total SPL, dB(A)	**30**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	194.4	-53.8	0	Enclosure with sliencer	-10	3	23.2
Condenser	Block 1 (NE)	75.5	6	83.3	167.5	-52.5	0	Enclosure with sliencer	-10	3	23.8
Condenser	Block 2	75.5	6	83.3	117.9	-49.4	0	Enclosure with sliencer	-10	3	26.9
										Total SPL, dB(A)	**30**

Note (*) Vehicle Type:
C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN5 - House 56 Sha Ling

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	278.1	105	16	5.7	15	-24.4	-15.0	-10	Cold Storage Block 1 and cover	3	25.8
	L	278.1	101	0	5.7	15	-24.4	-15.0	-10		3	0
S2	C	261.9	105	16	4.2	15	-24.2	-16.3	-10		3	24.8
	L	261.9	101	0	4.2	15	-24.2	-16.3	-10		3	0
S3	C	253.0	105	16	3.8	15	-24.0	-16.7	0	Nil	3	34.5
	L	253.0	101	0	3.8	15	-24.0	-16.7	0		3	0
S4	C	254.6	105	16	2.7	15	-24.1	-18.3	0		3	33.0
	L	254.6	101	0	2.7	15	-24.1	-18.3	0		3	0
S5	C	243.3	105	32	0.2	15	-23.9	-30.8	0		3	23.7
	L	243.3	101	0	0.2	15	-23.9	-30.8	0		3	0
S6	C	219.6	105	32	4.0	15	-23.4	-16.5	0		3	38.4
	L	219.6	101	0	4.0	15	-23.4	-16.5	0		3	0
S7	C	192.3	105	32	6.6	15	-22.8	-14.3	0		3	41.1
	L	192.3	101	0	6.6	15	-22.8	-14.3	0		3	0
S8	C	164.5	105	32	9.1	15	-22.2	-12.9	0		3	43.2
	L	164.5	101	0	9.1	15	-22.2	-12.9	0		3	0
S9	C	142.0	105	32	1.5	15	-21.5	-20.8	0		3	36.0
	L	142.0	101	0	1.5	15	-21.5	-20.8	0		3	0
S10	C	160.8	105	32	8.0	15	-22.1	-13.5	0		3	42.7
	L	160.8	101	0	8.0	15	-22.1	-13.5	0		3	0
											Total SPL, dB(A)	**48**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	278.1	105	5	5.7	15	-24.4	-15.0	-10	Cold Storage Block 1 and cover	3	20.8
	L	278.1	101	0	5.7	15	-24.4	-15.0	-10		3	0
S2	M	261.9	105	5	4.2	15	-24.2	-16.3	-10		3	19.8
	L	261.9	101	0	4.2	15	-24.2	-16.3	-10		3	0
S3	M	253.0	105	5	3.8	15	-24.0	-16.7	0	Nil	3	29.5
	L	253.0	101	0	3.8	15	-24.0	-16.7	0		3	0
S4	M	254.6	105	5	2.7	15	-24.1	-18.3	0		3	27.9
	L	254.6	101	0	2.7	15	-24.1	-18.3	0		3	0
S5	M	243.3	105	10	0.2	15	-23.9	-30.8	0		3	18.6
	L	243.3	101	0	0.2	15	-23.9	-30.8	0		3	0
S6	M	219.6	105	10	4.0	15	-23.4	-16.5	0		3	33.3
	L	219.6	101	0	4.0	15	-23.4	-16.5	0		3	0
S7	M	192.3	105	10	6.6	15	-22.8	-14.3	0		3	36.1
	L	192.3	101	0	6.6	15	-22.8	-14.3	0		3	0
S8	M	164.5	105	10	9.1	15	-22.2	-12.9	0		3	38.1
	L	164.5	101	0	9.1	15	-22.2	-12.9	0		3	0
S9	M	142.0	105	10	1.5	15	-21.5	-20.8	0		3	30.9
	L	142.0	101	0	1.5	15	-21.5	-20.8	0		3	0
S10	M	160.8	105	10	8.0	15	-22.1	-13.5	0		3	37.7
	L	160.8	101	0	8.0	15	-22.1	-13.5	0		3	0
											Total SPL, dB(A)	**43**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	278.1	105	0	5.7	15	-24.4	-15.0	-10	Cold Storage Block 1 and cover	3	0
	L	278.1	101	1	5.7	15	-24.4	-15.0	-10		3	9.8
S2	M	261.9	105	0	4.2	15	-24.2	-16.3	-10		3	0
	L	261.9	101	1	4.2	15	-24.2	-16.3	-10		3	8.8
S3	M	253.0	105	0	3.8	15	-24.0	-16.7	0	Nil	3	0
	L	253.0	101	1	3.8	15	-24.0	-16.7	0		3	18.5
S4	M	254.6	105	0	2.7	15	-24.1	-18.3	0		3	0
	L	254.6	101	1	2.7	15	-24.1	-18.3	0		3	16.9
S5	M	243.3	105	0	0.2	15	-23.9	-30.8	0		3	0
	L	243.3	101	2	0.2	15	-23.9	-30.8	0		3	7.6
S6	M	219.6	105	0	4.0	15	-23.4	-16.5	0		3	0
	L	219.6	101	2	4.0	15	-23.4	-16.5	0		3	22.4
S7	M	192.3	105	0	6.6	15	-22.8	-14.3	0		3	0
	L	192.3	101	2	6.6	15	-22.8	-14.3	0		3	25.1
S8	M	164.5	105	0	9.1	15	-22.2	-12.9	0		3	0
	L	164.5	101	2	9.1	15	-22.2	-12.9	0		3	27.1
S9	M	142.0	105	0	1.5	15	-21.5	-20.8	0		3	0
	L	142.0	101	2	1.5	15	-21.5	-20.8	0		3	20.0
S10	M	160.8	105	0	8.0	15	-22.1	-13.5	0		3	0
	L	160.8	101	2	8.0	15	-22.1	-13.5	0		3	26.7
											Total SPL, dB(A)	**32**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	225.8	-55.1	0	Enclosure with sliencer	-10	3	21.9
Condenser	Block 1 (NE)	75.5	6	83.3	197.0	-53.9	0	Enclosure with sliencer	-10	3	22.4
Condenser	Block 2	75.5	6	83.3	130.9	-50.3	0	Enclosure with sliencer	-10	3	26.0
										Total SPL, dB(A)	**29**

Note (*) Vehicle Type:
C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN6 - House 56 Sha Ling

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	312.9	105	16	3.2	15	-25.0	-17.5	-10		3	22.8
	L	312.9	101	0	3.2	15	-25.0	-17.5	-10		3	0
S2	C	296.4	105	16	4.2	15	-24.7	-16.3	-10		3	24.3
	L	296.4	101	0	4.2	15	-24.7	-16.3	-10		3	0
S3	C	295.1	105	16	3.6	15	-24.7	-17.0	-10		3	23.6
	L	295.1	101	0	3.6	15	-24.7	-17.0	-10		3	0
S4	C	302.1	105	16	1.4	15	-24.8	-21.2	-10		3	19.3
	L	302.1	101	0	1.4	15	-24.8	-21.2	-10		3	0
S5	C	289.5	105	32	1.1	15	-24.6	-22.3	-10		3	21.4
	L	289.5	101	0	1.1	15	-24.6	-22.3	-10	Cold Storage Block 1	3	0
S6	C	264.9	105	32	0.2	15	-24.2	-29.8	-10	&2 and cover	3	14.3
	L	264.9	101	0	0.2	15	-24.2	-29.8	-10		3	0
S7	C	231.9	105	32	2.4	15	-23.7	-18.7	-10		3	25.9
	L	231.9	101	0	2.4	15	-23.7	-18.7	-10		3	0
S8	C	195.5	105	32	0.9	15	-22.9	-23.2	-10		3	22.2
	L	195.5	101	0	0.9	15	-22.9	-23.2	-10		3	0
S9	C	168.4	105	32	2.5	15	-22.3	-18.6	-10		3	27.5
	L	168.4	101	0	2.5	15	-22.3	-18.6	-10		3	0
S10	C	176.4	105	32	10.4	15	-22.5	-12.4	-10		3	33.4
	L	176.4	101	0	10.4	15	-22.5	-12.4	-10		3	0
											Total SPL, dB(A)	**36**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	312.9	105	5	3.2	15	-25.0	-17.5	-10		3	17.8
	L	312.9	101	0	3.2	15	-25.0	-17.5	-10		3	0
S2	M	296.4	105	5	4.2	15	-24.7	-16.3	-10		3	19.2
	L	296.4	101	0	4.2	15	-24.7	-16.3	-10		3	0
S3	M	295.1	105	5	3.6	15	-24.7	-17.0	-10		3	18.5
	L	295.1	101	0	3.6	15	-24.7	-17.0	-10		3	0
S4	M	302.1	105	5	1.4	15	-24.8	-21.2	-10		3	14.2
	L	302.1	101	0	1.4	15	-24.8	-21.2	-10		3	0
S5	M	289.5	105	10	1.1	15	-24.6	-22.3	-10		3	16.3
	L	289.5	101	0	1.1	15	-24.6	-22.3	-10	Cold Storage Block 1	3	0
S6	M	264.9	105	10	0.2	15	-24.2	-29.8	-10	&2 and cover	3	9.2
	L	264.9	101	0	0.2	15	-24.2	-29.8	-10		3	0
S7	M	231.9	105	10	2.4	15	-23.7	-18.7	-10		3	20.9
	L	231.9	101	0	2.4	15	-23.7	-18.7	-10		3	0
S8	M	195.5	105	10	0.9	15	-22.9	-23.2	-10		3	17.1
	L	195.5	101	0	0.9	15	-22.9	-23.2	-10		3	0
S9	M	168.4	105	10	2.5	15	-22.3	-18.6	-10		3	22.4
	L	168.4	101	0	2.5	15	-22.3	-18.6	-10		3	0
S10	M	176.4	105	10	10.4	15	-22.5	-12.4	-10		3	28.4
	L	176.4	101	0	10.4	15	-22.5	-12.4	-10		3	0
											Total SPL, dB(A)	**31**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	312.9	105	0	3.2	15	-25.0	-17.5	-10		3	0
	L	312.9	101	1	3.2	15	-25.0	-17.5	-10		3	6.8
S2	M	296.4	105	0	4.2	15	-24.7	-16.3	-10		3	0
	L	296.4	101	1	4.2	15	-24.7	-16.3	-10		3	8.2
S3	M	295.1	105	0	3.6	15	-24.7	-17.0	-10		3	0
	L	295.1	101	1	3.6	15	-24.7	-17.0	-10		3	7.5
S4	M	302.1	105	0	1.4	15	-24.8	-21.2	-10		3	0
	L	302.1	101	1	1.4	15	-24.8	-21.2	-10		3	3.3
S5	M	289.5	105	0	1.1	15	-24.6	-22.3	-10		3	0
	L	289.5	101	2	1.1	15	-24.6	-22.3	-10	Cold Storage Block 1	3	5.3
S6	M	264.9	105	0	0.2	15	-24.2	-29.8	-10	&2 and cover	3	0
	L	264.9	101	2	0.2	15	-24.2	-29.8	-10		3	-1.7
S7	M	231.9	105	0	2.4	15	-23.7	-18.7	-10		3	0
	L	231.9	101	2	2.4	15	-23.7	-18.7	-10		3	9.9
S8	M	195.5	105	0	0.9	15	-22.9	-23.2	-10		3	0
	L	195.5	101	2	0.9	15	-22.9	-23.2	-10		3	6.2
S9	M	168.4	105	0	2.5	15	-22.3	-18.6	-10		3	0
	L	168.4	101	2	2.5	15	-22.3	-18.6	-10		3	11.4
S10	M	176.4	105	0	10.4	15	-22.5	-12.4	-10		3	0
	L	176.4	101	2	10.4	15	-22.5	-12.4	-10		3	17.4
											Total SPL, dB(A)	**21**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	249.9	-56.0	0	Enclosure with sliencer	-10	3	21.0
Condenser	Block 1 (NE)	75.5	6	83.3	213.7	-54.6	0	Enclosure with sliencer	-10	3	21.7
Condenser	Block 2	75.5	6	83.3	103.2	-48.3	0	Enclosure with sliencer	-10	3	28.1
										Total SPL, dB(A)	**30**

Note (*) Vehicle Type:
C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN7 - House 56 Sha Ling

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	254.1	105	16	2.9	15	-24.1	-18.0	-10		3	23.2
	L	254.1	101	0	2.9	15	-24.1	-18.0	-10		3	0
S2	C	238.1	105	16	5.3	15	-23.8	-15.3	-10		3	26.2
	L	238.1	101	0	5.3	15	-23.8	-15.3	-10		3	0
S3	C	240.3	105	16	4.3	15	-23.8	-16.2	-10		3	25.3
	L	240.3	101	0	4.3	15	-23.8	-16.2	-10		3	0
S4	C	249.5	105	16	1.0	15	-24.0	-22.4	-10		3	18.9
	L	249.5	101	0	1.0	15	-24.0	-22.4	-10		3	0
S5	C	236.9	105	32	1.8	15	-23.7	-20.0	-10		3	24.5
	L	236.9	101	0	1.8	15	-23.7	-20.0	-10	Cold Storage Block 1	3	0
S6	C	213.5	105	32	2.4	15	-23.3	-18.7	-10	&2 and cover	3	26.3
	L	213.5	101	0	2.4	15	-23.3	-18.7	-10		3	0
S7	C	180.3	105	32	0.8	15	-22.6	-23.5	-10		3	22.3
	L	180.3	101	0	0.8	15	-22.6	-23.5	-10		3	0
S8	C	143.9	105	32	3.8	15	-21.6	-16.7	-10		3	30.0
	L	143.9	101	0	3.8	15	-21.6	-16.7	-10		3	0
S9	C	119.1	105	32	5.7	15	-20.8	-15.0	-10		3	32.6
	L	119.1	101	0	5.7	15	-20.8	-15.0	-10		3	0
S10	C	120.0	105	32	15.1	15	-20.8	-10.8	-10		3	36.7
	L	120.0	101	0	15.1	15	-20.8	-10.8	-10		3	0
											Total SPL, dB(A)	**40**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	254.1	105	5	2.9	15	-24.1	-18.0	-10		3	18.2
	L	254.1	101	0	2.9	15	-24.1	-18.0	-10		3	0
S2	M	238.1	105	5	5.3	15	-23.8	-15.3	-10		3	21.1
	L	238.1	101	0	5.3	15	-23.8	-15.3	-10		3	0
S3	M	240.3	105	5	4.3	15	-23.8	-16.2	-10		3	20.2
	L	240.3	101	0	4.3	15	-23.8	-16.2	-10		3	0
S4	M	249.5	105	5	1.0	15	-24.0	-22.4	-10		3	13.9
	L	249.5	101	0	1.0	15	-24.0	-22.4	-10		3	0
S5	M	236.9	105	10	1.8	15	-23.7	-20.0	-10		3	19.4
	L	236.9	101	0	1.8	15	-23.7	-20.0	-10	Cold Storage Block 1	3	0
S6	M	213.5	105	10	2.4	15	-23.3	-18.7	-10	&2 and cover	3	21.3
	L	213.5	101	0	2.4	15	-23.3	-18.7	-10		3	0
S7	M	180.3	105	10	0.8	15	-22.6	-23.5	-10		3	17.2
	L	180.3	101	0	0.8	15	-22.6	-23.5	-10		3	0
S8	M	143.9	105	10	3.8	15	-21.6	-16.7	-10		3	24.9
	L	143.9	101	0	3.8	15	-21.6	-16.7	-10		3	0
S9	M	119.1	105	10	5.7	15	-20.8	-15.0	-10		3	27.5
	L	119.1	101	0	5.7	15	-20.8	-15.0	-10		3	0
S10	M	120.0	105	10	15.1	15	-20.8	-10.8	-10		3	31.7
	L	120.0	101	0	15.1	15	-20.8	-10.8	-10		3	0
											Total SPL, dB(A)	**35**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	254.1	105	0	2.9	15	-24.1	-18.0	-10		3	0
	L	254.1	101	1	2.9	15	-24.1	-18.0	-10		3	7.2
S2	M	238.1	105	0	5.3	15	-23.8	-15.3	-10		3	0
	L	238.1	101	1	5.3	15	-23.8	-15.3	-10		3	10.1
S3	M	240.3	105	0	4.3	15	-23.8	-16.2	-10		3	0
	L	240.3	101	1	4.3	15	-23.8	-16.2	-10		3	9.3
S4	M	249.5	105	0	1.0	15	-24.0	-22.4	-10		3	0
	L	249.5	101	1	1.0	15	-24.0	-22.4	-10		3	2.9
S5	M	236.9	105	0	1.8	15	-23.7	-20.0	-10		3	0
	L	236.9	101	2	1.8	15	-23.7	-20.0	-10	Cold Storage Block 1	3	8.5
S6	M	213.5	105	0	2.4	15	-23.3	-18.7	-10	&2 and cover	3	0
	L	213.5	101	2	2.4	15	-23.3	-18.7	-10		3	10.3
S7	M	180.3	105	0	0.8	15	-22.6	-23.5	-10		3	0
	L	180.3	101	2	0.8	15	-22.6	-23.5	-10		3	6.2
S8	M	143.9	105	0	3.8	15	-21.6	-16.7	-10		3	0
	L	143.9	101	2	3.8	15	-21.6	-16.7	-10		3	14.0
S9	M	119.1	105	0	5.7	15	-20.8	-15.0	-10		3	0
	L	119.1	101	2	5.7	15	-20.8	-15.0	-10		3	16.5
S10	M	120.0	105	0	15.1	15	-20.8	-10.8	-10		3	0
	L	120.0	101	2	15.1	15	-20.8	-10.8	-10		3	20.7
											Total SPL, dB(A)	**24**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	189.9	-53.6	0	Enclosure with sliencer	-10	3	23.4
Condenser	Block 1 (NE)	75.5	6	83.3	153.3	-51.7	0	Enclosure with sliencer	-10	3	24.6
Condenser	Block 2	75.5	6	83.3	43.0	-40.7	0	Enclosure with sliencer	-10	3	35.7
										Total SPL, dB(A)	**36**

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN8 - House 56 Sha Ling

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	232.2	105	16	1.7	15	-23.7	-20.1	-10	Cold Storage Block 1 &2, cover and 12m Fixed/Movable Noise Barrier (NB 3)	3	21.5
	L	232.2	101	0	1.7	15	-23.7	-20.1	-10		3	0
S2	C	217.3	105	16	5.6	15	-23.4	-15.1	-10		3	26.8
	L	217.3	101	0	5.6	15	-23.4	-15.1	-10		3	0
S3	C	223.0	105	16	4.5	15	-23.5	-16.1	-10		3	25.7
	L	223.0	101	0	4.5	15	-23.5	-16.1	-10		3	0
S4	C	234.1	105	16	0.4	15	-23.7	-26.2	-10		3	15.4
	L	234.1	101	0	0.4	15	-23.7	-26.2	-10		3	0
S5	C	222.0	105	32	2.3	15	-23.5	-18.9	-10		3	26.0
	L	222.0	101	0	2.3	15	-23.5	-18.9	-10		3	0
S6	C	200.6	105	32	4.8	15	-23.0	-15.8	-10		3	29.5
	L	200.6	101	0	4.8	15	-23.0	-15.8	-10		3	0
S7	C	169.1	105	32	1.7	15	-22.3	-20.3	-10		3	25.7
	L	169.1	101	0	1.7	15	-22.3	-20.3	-10		3	0
S8	C	135.4	105	32	9.2	15	-21.3	-12.9	-10		3	34.1
	L	135.4	101	0	9.2	15	-21.3	-12.9	-10		3	0
S9	C	116.1	105	32	7.3	15	-20.6	-13.9	-10		3	33.7
	L	116.1	101	0	7.3	15	-20.6	-13.9	-10		3	0
S10	C	109.0	105	32	14.2	15	-20.4	-11.0	-10		3	36.9
	L	109.0	101	0	14.2	15	-20.4	-11.0	-10		3	0
											Total SPL, dB(A)	**41**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	232.2	105	5	1.7	15	-23.7	-20.1	-10	Cold Storage Block 1 &2, cover and 12m Fixed/Movable Noise Barrier (NB 3)	3	16.4
	L	232.2	101	0	1.7	15	-23.7	-20.1	-10		3	0
S2	M	217.3	105	5	5.6	15	-23.4	-15.1	-10		3	21.8
	L	217.3	101	0	5.6	15	-23.4	-15.1	-10		3	0
S3	M	223.0	105	5	4.5	15	-23.5	-16.1	-10		3	20.7
	L	223.0	101	0	4.5	15	-23.5	-16.1	-10		3	0
S4	M	234.1	105	5	0.4	15	-23.7	-26.2	-10		3	10.4
	L	234.1	101	0	0.4	15	-23.7	-26.2	-10		3	0
S5	M	222.0	105	10	2.3	15	-23.5	-18.9	-10		3	20.9
	L	222.0	101	0	2.3	15	-23.5	-18.9	-10		3	0
S6	M	200.6	105	10	4.8	15	-23.0	-15.8	-10		3	24.4
	L	200.6	101	0	4.8	15	-23.0	-15.8	-10		3	0
S7	M	169.1	105	10	1.7	15	-22.3	-20.3	-10		3	20.6
	L	169.1	101	0	1.7	15	-22.3	-20.3	-10		3	0
S8	M	135.4	105	10	9.2	15	-21.3	-12.9	-10		3	29.0
	L	135.4	101	0	9.2	15	-21.3	-12.9	-10		3	0
S9	M	116.1	105	10	7.3	15	-20.6	-13.9	-10		3	28.7
	L	116.1	101	0	7.3	15	-20.6	-13.9	-10		3	0
S10	M	109.0	105	10	14.2	15	-20.4	-11.0	-10		3	31.8
	L	109.0	101	0	14.2	15	-20.4	-11.0	-10		3	0
											Total SPL, dB(A)	**36**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	232.2	105	0	1.7	15	-23.7	-20.1	-10	Cold Storage Block 1 &2, cover and 12m Fixed/Movable Noise Barrier (NB 3)	3	0
	L	232.2	101	1	1.7	15	-23.7	-20.1	-10		3	5.4
S2	M	217.3	105	0	5.6	15	-23.4	-15.1	-10		3	0
	L	217.3	101	1	5.6	15	-23.4	-15.1	-10		3	10.8
S3	M	223.0	105	0	4.5	15	-23.5	-16.1	-10		3	0
	L	223.0	101	1	4.5	15	-23.5	-16.1	-10		3	9.7
S4	M	234.1	105	0	0.4	15	-23.7	-26.2	-10		3	0
	L	234.1	101	1	0.4	15	-23.7	-26.2	-10		3	-0.6
S5	M	222.0	105	0	2.3	15	-23.5	-18.9	-10		3	0
	L	222.0	101	2	2.3	15	-23.5	-18.9	-10		3	9.9
S6	M	200.6	105	0	4.8	15	-23.0	-15.8	-10		3	0
	L	200.6	101	2	4.8	15	-23.0	-15.8	-10		3	13.5
S7	M	169.1	105	0	1.7	15	-22.3	-20.3	-10		3	0
	L	169.1	101	2	1.7	15	-22.3	-20.3	-10		3	9.7
S8	M	135.4	105	0	9.2	15	-21.3	-12.9	-10		3	0
	L	135.4	101	2	9.2	15	-21.3	-12.9	-10		3	18.0
S9	M	116.1	105	0	7.3	15	-20.6	-13.9	-10		3	0
	L	116.1	101	2	7.3	15	-20.6	-13.9	-10		3	17.7
S10	M	109.0	105	0	14.2	15	-20.4	-11.0	-10		3	0
	L	109.0	101	2	14.2	15	-20.4	-11.0	-10		3	20.8
											Total SPL, dB(A)	**25**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	168.8	-52.5	0	Enclosure with sliencer	-10	3	24.4
Condenser	Block 1 (NE)	75.5	6	83.3	133.9	-50.5	0	Enclosure with sliencer	-10	3	25.8
Condenser	Block 2	75.5	6	83.3	51.9	-42.3	0	Enclosure with sliencer	-10	3	34.0
										Total SPL, dB(A)	**35**

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN9 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	164.3	105	16	4.1	15	-22.2	-16.4	-10		3	26.7
	L	164.3	101	0	4.1	15	-22.2	-16.4	-10		3	0
S2	C	148.5	105	16	8.4	15	-21.7	-13.3	-10		3	30.2
	L	148.5	101	0	8.4	15	-21.7	-13.3	-10		3	0
S3	C	152.1	105	16	6.7	15	-21.8	-14.3	-10		3	29.2
	L	152.1	101	0	6.7	15	-21.8	-14.3	-10		3	0
S4	C	162.4	105	16	1.0	15	-22.1	-22.6	-10		3	20.5
	L	162.4	101	0	1.0	15	-22.1	-22.6	-10		3	0
S5	C	150.1	105	32	3.3	15	-21.8	-17.4	-10	Cold Storage Block 1	3	29.1
	L	150.1	101	0	3.3	15	-21.8	-17.4	-10	&2, cover and 12m	3	0
S6	C	128.1	105	32	7.0	15	-21.1	-14.1	-10	Fixed/Movable Noise	3	33.1
	L	128.1	101	0	7.0	15	-21.1	-14.1	-10	Barrier (NB 3)	3	0
S7	C	96.3	105	32	2.9	15	-19.8	-18.0	-10		3	30.5
	L	96.3	101	0	2.9	15	-19.8	-18.0	-10		3	0
S8	C	63.3	105	32	23.6	15	-18.0	-8.8	-10		3	41.5
	L	63.3	101	0	23.6	15	-18.0	-8.8	-10		3	0
S9	C	48.7	105	32	18.1	15	-16.9	-10.0	-10		3	41.4
	L	48.7	101	0	18.1	15	-16.9	-10.0	-10		3	0
S10	C	36.7	105	32	39.5	15	-15.6	-6.6	-10		3	46.1
	L	36.7	101	0	39.5	15	-15.6	-6.6	-10		3	0
											Total SPL, dB(A)	**49**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	164.3	105	5	4.1	15	-22.2	-16.4	-10		3	21.6
	L	164.3	101	0	4.1	15	-22.2	-16.4	-10		3	0
S2	M	148.5	105	5	8.4	15	-21.7	-13.3	-10		3	25.2
	L	148.5	101	0	8.4	15	-21.7	-13.3	-10		3	0
S3	M	152.1	105	5	6.7	15	-21.8	-14.3	-10		3	24.1
	L	152.1	101	0	6.7	15	-21.8	-14.3	-10		3	0
S4	M	162.4	105	5	1.0	15	-22.1	-22.6	-10		3	15.5
	L	162.4	101	0	1.0	15	-22.1	-22.6	-10		3	0
S5	M	150.1	105	10	3.3	15	-21.8	-17.4	-10	Cold Storage Block 1	3	24.1
	L	150.1	101	0	3.3	15	-21.8	-17.4	-10	&2, cover and 12m	3	0
S6	M	128.1	105	10	7.0	15	-21.1	-14.1	-10	Fixed/Movable Noise	3	28.0
	L	128.1	101	0	7.0	15	-21.1	-14.1	-10	Barrier (NB 3)	3	0
S7	M	96.3	105	10	2.9	15	-19.8	-18.0	-10		3	25.4
	L	96.3	101	0	2.9	15	-19.8	-18.0	-10		3	0
S8	M	63.3	105	10	23.6	15	-18.0	-8.8	-10		3	36.4
	L	63.3	101	0	23.6	15	-18.0	-8.8	-10		3	0
S9	M	48.7	105	10	18.1	15	-16.9	-10.0	-10		3	36.4
	L	48.7	101	0	18.1	15	-16.9	-10.0	-10		3	0
S10	M	36.7	105	10	39.5	15	-15.6	-6.6	-10		3	41.0
	L	36.7	101	0	39.5	15	-15.6	-6.6	-10		3	0
											Total SPL, dB(A)	**44**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	164.3	105	0	4.1	15	-22.2	-16.4	-10		3	0
	L	164.3	101	1	4.1	15	-22.2	-16.4	-10		3	10.6
S2	M	148.5	105	0	8.4	15	-21.7	-13.3	-10		3	0
	L	148.5	101	1	8.4	15	-21.7	-13.3	-10		3	14.2
S3	M	152.1	105	0	6.7	15	-21.8	-14.3	-10		3	0
	L	152.1	101	1	6.7	15	-21.8	-14.3	-10		3	13.1
S4	M	162.4	105	0	1.0	15	-22.1	-22.6	-10		3	0
	L	162.4	101	1	1.0	15	-22.1	-22.6	-10		3	4.5
S5	M	150.1	105	0	3.3	15	-21.8	-17.4	-10	Cold Storage Block 1	3	0
	L	150.1	101	2	3.3	15	-21.8	-17.4	-10	&2, cover and 12m	3	13.1
S6	M	128.1	105	0	7.0	15	-21.1	-14.1	-10	Fixed/Movable Noise	3	0
	L	128.1	101	2	7.0	15	-21.1	-14.1	-10	Barrier (NB 3)	3	17.0
S7	M	96.3	105	0	2.9	15	-19.8	-18.0	-10		3	0
	L	96.3	101	2	2.9	15	-19.8	-18.0	-10		3	14.4
S8	M	63.3	105	0	23.6	15	-18.0	-8.8	-10		3	0
	L	63.3	101	2	23.6	15	-18.0	-8.8	-10		3	25.4
S9	M	48.7	105	0	18.1	15	-16.9	-10.0	-10		3	0
	L	48.7	101	2	18.1	15	-16.9	-10.0	-10		3	25.4
S10	M	36.7	105	0	39.5	15	-15.6	-6.6	-10		3	0
	L	36.7	101	2	39.5	15	-15.6	-6.6	-10		3	30.0
											Total SPL, dB(A)	**33**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	100.1	-48.0	0	Enclosure with sliencer	-10	3	29.0
Condenser	Block 1 (NE)	75.5	6	83.3	63.6	-44.1	0	Enclosure with sliencer	-10	3	32.2
Condenser	Block 2	75.5	6	83.3	51.1	-42.2	0	Enclosure with sliencer	-10	3	34.2
										Total SPL, dB(A)	**37**

Note (*) Vehicle Type:
C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN10 - House 100 Sha Ling

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	148.0	105	16	2.4	15	-21.7	-18.7	-10	Cold Storage Block 1 &2, cover and 12m Fixed/Movable Noise Barrier (NB 3)	3	24.8
	L	148.0	101	0	2.4	15	-21.7	-18.7	-10		3	0
S2	C	133.3	105	16	9.0	15	-21.2	-13.0	-10		3	31.0
	L	133.3	101	0	9.0	15	-21.2	-13.0	-10		3	0
S3	C	140.5	105	16	6.8	15	-21.5	-14.2	-10		3	29.6
	L	140.5	101	0	6.8	15	-21.5	-14.2	-10		3	0
S4	C	152.6	105	16	0.0	15	-21.8	-41.1	-10		3	2.3
	L	152.6	101	0	0.0	15	-21.8	-41.1	-10		3	0
S5	C	141.0	105	32	4.1	15	-21.5	-16.4	-10		3	30.4
	L	141.0	101	0	4.1	15	-21.5	-16.4	-10		3	0
S6	C	121.9	105	32	10.9	15	-20.9	-12.2	-10		3	35.3
	L	121.9	101	0	10.9	15	-20.9	-12.2	-10		3	0
S7	C	93.9	105	32	8.3	15	-19.7	-13.3	-10		3	35.2
	L	93.9	101	0	8.3	15	-19.7	-13.3	-10		3	0
S8	C	69.1	105	32	29.8	15	-18.4	-7.8	-10		3	42.1
	L	69.1	101	0	29.8	15	-18.4	-7.8	-10		3	0
S9	C	65.9	105	32	11.9	15	-18.2	-11.8	-10		3	38.3
	L	65.9	101	0	11.9	15	-18.2	-11.8	-10		3	0
S10	C	46.6	105	32	7.3	15	-16.7	-13.9	-10		3	37.7
	L	46.6	101	0	7.3	15	-16.7	-13.9	-10		3	0
											Total SPL, dB(A)	**46**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	148.0	105	5	2.4	15	-21.7	-18.7	-10	Cold Storage Block 1 &2, cover and 12m Fixed/Movable Noise Barrier (NB 3)	3	19.8
	L	148.0	101	0	2.4	15	-21.7	-18.7	-10		3	0
S2	M	133.3	105	5	9.0	15	-21.2	-13.0	-10		3	26.0
	L	133.3	101	0	9.0	15	-21.2	-13.0	-10		3	0
S3	M	140.5	105	5	6.8	15	-21.5	-14.2	-10		3	24.5
	L	140.5	101	0	6.8	15	-21.5	-14.2	-10		3	0
S4	M	152.6	105	5	0.0	15	-21.8	-41.1	-10		3	-2.7
	L	152.6	101	0	0.0	15	-21.8	-41.1	-10		3	0
S5	M	141.0	105	10	4.1	15	-21.5	-16.4	-10		3	25.3
	L	141.0	101	0	4.1	15	-21.5	-16.4	-10		3	0
S6	M	121.9	105	10	10.9	15	-20.9	-12.2	-10		3	30.2
	L	121.9	101	0	10.9	15	-20.9	-12.2	-10		3	0
S7	M	93.9	105	10	8.3	15	-19.7	-13.3	-10		3	30.2
	L	93.9	101	0	8.3	15	-19.7	-13.3	-10		3	0
S8	M	69.1	105	10	29.8	15	-18.4	-7.8	-10		3	37.0
	L	69.1	101	0	29.8	15	-18.4	-7.8	-10		3	0
S9	M	65.9	105	10	11.9	15	-18.2	-11.8	-10		3	33.3
	L	65.9	101	0	11.9	15	-18.2	-11.8	-10		3	0
S10	M	46.6	105	10	7.3	15	-16.7	-13.9	-10		3	32.6
	L	46.6	101	0	7.3	15	-16.7	-13.9	-10		3	0
											Total SPL, dB(A)	**41**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	148.0	105	0	2.4	15	-21.7	-18.7	-10	Cold Storage Block 1 &2, cover and 12m Fixed/Movable Noise Barrier (NB 3)	3	0
	L	148.0	101	1	2.4	15	-21.7	-18.7	-10		3	8.8
S2	M	133.3	105	0	9.0	15	-21.2	-13.0	-10		3	0
	L	133.3	101	1	9.0	15	-21.2	-13.0	-10		3	15.0
S3	M	140.5	105	0	6.8	15	-21.5	-14.2	-10		3	0
	L	140.5	101	1	6.8	15	-21.5	-14.2	-10		3	13.5
S4	M	152.6	105	0	0.0	15	-21.8	-41.1	-10		3	0
	L	152.6	101	1	0.0	15	-21.8	-41.1	-10		3	-13.7
S5	M	141.0	105	0	4.1	15	-21.5	-16.4	-10		3	0
	L	141.0	101	2	4.1	15	-21.5	-16.4	-10		3	14.3
S6	M	121.9	105	0	10.9	15	-20.9	-12.2	-10		3	0
	L	121.9	101	2	10.9	15	-20.9	-12.2	-10		3	19.2
S7	M	93.9	105	0	8.3	15	-19.7	-13.3	-10		3	0
	L	93.9	101	2	8.3	15	-19.7	-13.3	-10		3	19.2
S8	M	69.1	105	0	29.8	15	-18.4	-7.8	-10		3	0
	L	69.1	101	2	29.8	15	-18.4	-7.8	-10		3	26.0
S9	M	65.9	105	0	11.9	15	-18.2	-11.8	-10		3	0
	L	65.9	101	2	11.9	15	-18.2	-11.8	-10		3	22.3
S10	M	46.6	105	0	7.3	15	-16.7	-13.9	-10		3	0
	L	46.6	101	2	7.3	15	-16.7	-13.9	-10		3	21.7
											Total SPL, dB(A)	**30**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	85.2	-46.6	0	Enclosure with sliencer	-10	3	30.4
Condenser	Block 1 (NE)	75.5	6	83.3	52.7	-42.4	0	Enclosure with sliencer	-10	3	33.9
Condenser	Block 2	75.5	6	83.3	77.8	-45.8	0	Enclosure with sliencer	-10	3	30.5
										Total SPL, dB(A)	**37**

Note (*) Vehicle Type:
C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN11 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	115.1	105	16	2.6	15	-20.6	-18.4	-10	Cold Storage Block 1 &2, cover and 12m Fixed/Movable Noise Barrier (NB 3)	3	26.3
	L	115.1	101	0	2.6	15	-20.6	-18.4	-10		3	0
S2	C	100.7	105	16	11.7	15	-20.0	-11.9	-10		3	33.4
	L	100.7	101	0	11.7	15	-20.0	-11.9	-10		3	0
S3	C	109.2	105	16	8.4	15	-20.4	-13.3	-10		3	31.6
	L	109.2	101	0	8.4	15	-20.4	-13.3	-10		3	0
S4	C	122.0	105	16	0.7	15	-20.9	-24.0	-10		3	20.4
	L	122.0	101	0	0.7	15	-20.9	-24.0	-10		3	0
S5	C	111.1	105	32	5.6	15	-20.5	-15.1	-10		3	32.7
	L	111.1	101	0	5.6	15	-20.5	-15.1	-10		3	0
S6	C	94.3	105	32	17.1	15	-19.7	-10.2	-10		3	38.3
	L	94.3	101	0	17.1	15	-19.7	-10.2	-10		3	0
S7	C	71.2	105	32	16.8	15	-18.5	-10.3	-10		3	39.5
	L	71.2	101	0	16.8	15	-18.5	-10.3	-10		3	0
S8	C	58.9	105	32	38.0	15	-17.7	-6.8	-10		3	43.8
	L	58.9	101	0	38.0	15	-17.7	-6.8	-10		3	0
S9	C	69.1	105	32	7.2	15	-18.4	-14.0	-10		3	35.9
	L	69.1	101	0	7.2	15	-18.4	-14.0	-10		3	0
S10	C	48.5	105	32	21.4	15	-16.9	-9.3	-10		3	42.2
	L	48.5	101	0	21.4	15	-16.9	-9.3	-10		3	0
											Total SPL, dB(A)	**48**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	115.1	105	5	2.6	15	-20.6	-18.4	-10	Cold Storage Block 1 &2, cover and 12m Fixed/Movable Noise Barrier (NB 3)	3	21.2
	L	115.1	101	0	2.6	15	-20.6	-18.4	-10		3	0
S2	M	100.7	105	5	11.7	15	-20.0	-11.9	-10		3	28.3
	L	100.7	101	0	11.7	15	-20.0	-11.9	-10		3	0
S3	M	109.2	105	5	8.4	15	-20.4	-13.3	-10		3	26.5
	L	109.2	101	0	8.4	15	-20.4	-13.3	-10		3	0
S4	M	122.0	105	5	0.7	15	-20.9	-24.0	-10		3	15.4
	L	122.0	101	0	0.7	15	-20.9	-24.0	-10		3	0
S5	M	111.1	105	10	5.6	15	-20.5	-15.1	-10		3	27.7
	L	111.1	101	0	5.6	15	-20.5	-15.1	-10		3	0
S6	M	94.3	105	10	17.1	15	-19.7	-10.2	-10		3	33.3
	L	94.3	101	0	17.1	15	-19.7	-10.2	-10		3	0
S7	M	71.2	105	10	16.8	15	-18.5	-10.3	-10		3	34.4
	L	71.2	101	0	16.8	15	-18.5	-10.3	-10		3	0
S8	M	58.9	105	10	38.0	15	-17.7	-6.8	-10		3	38.8
	L	58.9	101	0	38.0	15	-17.7	-6.8	-10		3	0
S9	M	69.1	105	10	7.2	15	-18.4	-14.0	-10		3	30.9
	L	69.1	101	0	7.2	15	-18.4	-14.0	-10		3	0
S10	M	48.5	105	10	21.4	15	-16.9	-9.3	-10		3	37.1
	L	48.5	101	0	21.4	15	-16.9	-9.3	-10		3	0
											Total SPL, dB(A)	**43**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	115.1	105	0	2.6	15	-20.6	-18.4	-10	Cold Storage Block 1 &2, cover and 12m Fixed/Movable Noise Barrier (NB 3)	3	0
	L	115.1	101	1	2.6	15	-20.6	-18.4	-10		3	10.2
S2	M	100.7	105	0	11.7	15	-20.0	-11.9	-10		3	0
	L	100.7	101	1	11.7	15	-20.0	-11.9	-10		3	17.3
S3	M	109.2	105	0	8.4	15	-20.4	-13.3	-10		3	0
	L	109.2	101	1	8.4	15	-20.4	-13.3	-10		3	15.5
S4	M	122.0	105	0	0.7	15	-20.9	-24.0	-10		3	0
	L	122.0	101	1	0.7	15	-20.9	-24.0	-10		3	4.4
S5	M	111.1	105	0	5.6	15	-20.5	-15.1	-10		3	0
	L	111.1	101	2	5.6	15	-20.5	-15.1	-10		3	16.7
S6	M	94.3	105	0	17.1	15	-19.7	-10.2	-10		3	0
	L	94.3	101	2	17.1	15	-19.7	-10.2	-10		3	22.3
S7	M	71.2	105	0	16.8	15	-18.5	-10.3	-10		3	0
	L	71.2	101	2	16.8	15	-18.5	-10.3	-10		3	23.4
S8	M	58.9	105	0	38.0	15	-17.7	-6.8	-10		3	0
	L	58.9	101	2	38.0	15	-17.7	-6.8	-10		3	27.8
S9	M	69.1	105	0	7.2	15	-18.4	-14.0	-10		3	0
	L	69.1	101	2	7.2	15	-18.4	-14.0	-10		3	19.9
S10	M	48.5	105	0	21.4	15	-16.9	-9.3	-10		3	0
	L	48.5	101	2	21.4	15	-16.9	-9.3	-10		3	26.1
											Total SPL, dB(A)	**32**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	53.4	-42.5	0	Enclosure with sliencer	-10	3	34.4
Condenser	Block 1 (NE)	75.5	6	83.3	27.8	-36.9	0	Enclosure with sliencer	-10	3	39.4
Condenser	Block 2	75.5	6	83.3	106.7	-48.6	0	Enclosure with sliencer	-10	3	27.8
										Total SPL, dB(A)	**41**

Note (*) Vehicle Type:
C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN12 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	50.1	105	16	31.0	15	-17.0	-7.6	-10	10m Fixed/Movable Noise Barrier (NB 2)	3	40.6
	L	50.1	101	0	31.0	15	-17.0	-7.6	-10		3	0
S2	C	51.4	105	16	0.2	15	-17.1	-30.4	0	Nil	3	27.7
	L	51.4	101	0	0.2	15	-17.1	-30.4	0		3	0
S3	C	71.6	105	16	0.1	15	-18.5	-31.9	0		3	24.8
	L	71.6	101	0	0.1	15	-18.5	-31.9	0		3	0
S4	C	84.8	105	16	9.1	15	-19.3	-13.0	0		3	43.0
	L	84.8	101	0	9.1	15	-19.3	-13.0	0		3	0
S5	C	83.6	105	32	7.4	15	-19.2	-13.9	0		3	45.2
	L	83.6	101	0	7.4	15	-19.2	-13.9	0		3	0
S6	C	91.3	105	32	22.4	15	-19.6	-9.1	-10	Cold Storage Block 1 & 2 and cover	3	39.6
	L	91.3	101	0	22.4	15	-19.6	-9.1	-10		3	0
S7	C	103.0	105	32	15.5	15	-20.1	-10.6	-10		3	37.5
	L	103.0	101	0	15.5	15	-20.1	-10.6	-10		3	0
S8	C	125.5	105	32	12.1	15	-21.0	-11.7	-10		3	35.6
	L	125.5	101	0	12.1	15	-21.0	-11.7	-10		3	0
S9	C	149.3	105	32	0.3	15	-21.7	-27.7	-10		3	18.9
	L	149.3	101	0	0.3	15	-21.7	-27.7	-10		3	0
S10	C	133.8	105	32	12.5	15	-21.3	-11.6	-10		3	35.4
	L	133.8	101	0	12.5	15	-21.3	-11.6	-10		3	0
											Total SPL, dB(A)	**49**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	50.1	105	5	31.0	15	-17.0	-7.6	-10	10m Fixed/Movable Noise Barrier (NB 2)	3	35.6
	L	50.1	101	0	31.0	15	-17.0	-7.6	-10		3	0
S2	M	51.4	105	5	0.2	15	-17.1	-30.4	0	Nil	3	22.7
	L	51.4	101	0	0.2	15	-17.1	-30.4	0		3	0
S3	M	71.6	105	5	0.1	15	-18.5	-31.9	0		3	19.8
	L	71.6	101	0	0.1	15	-18.5	-31.9	0		3	0
S4	M	84.8	105	5	9.1	15	-19.3	-13.0	0		3	38.0
	L	84.8	101	0	9.1	15	-19.3	-13.0	0		3	0
S5	M	83.6	105	10	7.4	15	-19.2	-13.9	0		3	40.1
	L	83.6	101	0	7.4	15	-19.2	-13.9	0		3	0
S6	M	91.3	105	10	22.4	15	-19.6	-9.1	-10	Cold Storage Block 1 & 2 and cover	3	34.6
	L	91.3	101	0	22.4	15	-19.6	-9.1	-10		3	0
S7	M	103.0	105	10	15.5	15	-20.1	-10.6	-10		3	32.5
	L	103.0	101	0	15.5	15	-20.1	-10.6	-10		3	0
S8	M	125.5	105	10	12.1	15	-21.0	-11.7	-10		3	30.5
	L	125.5	101	0	12.1	15	-21.0	-11.7	-10		3	0
S9	M	149.3	105	10	0.3	15	-21.7	-27.7	-10		3	13.8
	L	149.3	101	0	0.3	15	-21.7	-27.7	-10		3	0
S10	M	133.8	105	10	12.5	15	-21.3	-11.6	-10		3	30.4
	L	133.8	101	0	12.5	15	-21.3	-11.6	-10		3	0
											Total SPL, dB(A)	**44**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	50.1	105	0	31.0	15	-17.0	-7.6	-10	10m Fixed/Movable Noise Barrier (NB 2)	3	0
	L	50.1	101	1	31.0	16	-17.0	-7.6	-10		3	24.3
S2	M	51.4	105	0	0.2	17	-17.1	-30.4	0	Nil	3	0
	L	51.4	101	1	0.2	18	-17.1	-30.4	0		3	10.9
S3	M	71.6	105	0	0.1	19	-18.5	-31.9	0		3	0
	L	71.6	101	1	0.1	20	-18.5	-31.9	0		3	7.6
S4	M	84.8	105	0	9.1	21	-19.3	-13.0	0		3	0
	L	84.8	101	1	9.1	22	-19.3	-13.0	0		3	25.3
S5	M	83.6	105	0	7.4	23	-19.2	-13.9	0		3	0
	L	83.6	101	2	7.4	24	-19.2	-13.9	0		3	27.1
S6	M	91.3	105	0	22.4	25	-19.6	-9.1	-10	Cold Storage Block 1 & 2 and cover	3	0
	L	91.3	101	2	22.4	26	-19.6	-9.1	-10		3	21.2
S7	M	103.0	105	0	15.5	27	-20.1	-10.6	-10		3	0
	L	103.0	101	2	15.5	28	-20.1	-10.6	-10		3	18.8
S8	M	125.5	105	0	12.1	29	-21.0	-11.7	-10		3	0
	L	125.5	101	2	12.1	30	-21.0	-11.7	-10		3	16.5
S9	M	149.3	105	0	0.3	31	-21.7	-27.7	-10		3	0
	L	149.3	101	2	0.3	32	-21.7	-27.7	-10		3	-0.5
S10	M	133.8	105	0	12.5	33	-21.3	-11.6	-10		3	0
	L	133.8	101	2	12.5	34	-21.3	-11.6	-10		3	15.8
											Total SPL, dB(A)	**32**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	64.4	-44.2	0	Enclosure with sliencer	-10	3	32.8
Condenser	Block 1 (NE)	75.5	6	83.3	95.2	-47.6	0	Enclosure with sliencer	-10	3	28.8
Condenser	Block 2	75.5	6	83.3	203.0	-54.1	0	Enclosure with sliencer	-10	3	22.2
										Total SPL, dB(A)	**35**

Note (*) Vehicle Type:
C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN13 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	77.6	105	16	19.0	15	-18.9	-9.8	0	Nil	3	46.6
	L	77.6	101	0	19.0	15	-18.9	-9.8	0		3	0
S2	C	94.1	105	16	12.5	15	-19.7	-11.6	0		3	43.9
	L	94.1	101	0	12.5	15	-19.7	-11.6	0		3	0
S3	C	103.0	105	16	8.8	15	-20.1	-13.1	0		3	42.0
	L	103.0	101	0	8.8	15	-20.1	-13.1	0		3	0
S4	C	104.7	105	16	8.0	15	-20.2	-13.5	0		3	41.6
	L	104.7	101	0	8.0	15	-20.2	-13.5	0		3	0
S5	C	114.0	105	32	1.0	15	-20.6	-22.4	0		3	35.4
	L	114.0	101	0	1.0	15	-20.6	-22.4	0		3	0
S6	C	136.3	105	32	8.1	15	-21.3	-13.5	0		3	43.5
	L	136.3	101	0	8.1	15	-21.3	-13.5	0		3	0
S7	C	163.7	105	32	7.0	15	-22.1	-14.1	-10	Cold Storage Block 1 and cover	3	32.0
	L	163.7	101	0	7.0	15	-22.1	-14.1	-10		3	0
S8	C	196.3	105	32	4.1	15	-22.9	-16.4	-10		3	28.9
	L	196.3	101	0	4.1	15	-22.9	-16.4	-10		3	0
S9	C	223.0	105	32	0.9	15	-23.5	-23.0	-10		3	21.8
	L	223.0	101	0	0.9	15	-23.5	-23.0	-10		3	0
S10	C	211.9	105	32	8.6	15	-23.3	-13.2	-10	Cold Storage Block 1 and cover	3	31.8
	L	211.9	101	0	8.6	15	-23.3	-13.2	-10		3	0
											Total SPL, dB(A)	**51**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	77.6	105	5	19.0	15	-18.9	-9.8	0	Nil	3	41.6
	L	77.6	101	0	19.0	15	-18.9	-9.8	0		3	0
S2	M	94.1	105	5	12.5	15	-19.7	-11.6	0		3	38.9
	L	94.1	101	0	12.5	15	-19.7	-11.6	0		3	0
S3	M	103.0	105	5	8.8	15	-20.1	-13.1	0		3	37.0
	L	103.0	101	0	8.8	15	-20.1	-13.1	0		3	0
S4	M	104.7	105	5	8.0	15	-20.2	-13.5	0		3	36.5
	L	104.7	101	0	8.0	15	-20.2	-13.5	0		3	0
S5	M	114.0	105	10	1.0	15	-20.6	-22.4	0		3	30.3
	L	114.0	101	0	1.0	15	-20.6	-22.4	0		3	0
S6	M	136.3	105	10	8.1	15	-21.3	-13.5	0		3	38.4
	L	136.3	101	0	8.1	15	-21.3	-13.5	0		3	0
S7	M	163.7	105	10	7.0	15	-22.1	-14.1	-10	Cold Storage Block 1 and cover	3	27.0
	L	163.7	101	0	7.0	15	-22.1	-14.1	-10		3	0
S8	M	196.3	105	10	4.1	15	-22.9	-16.4	-10		3	23.9
	L	196.3	101	0	4.1	15	-22.9	-16.4	-10		3	0
S9	M	223.0	105	10	0.9	15	-23.5	-23.0	-10		3	16.8
	L	223.0	101	0	0.9	15	-23.5	-23.0	-10		3	0
S10	M	211.9	105	10	8.6	15	-23.3	-13.2	-10	Cold Storage Block 1 and cover	3	26.8
	L	211.9	101	0	8.6	15	-23.3	-13.2	-10		3	0
											Total SPL, dB(A)	**46**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	77.6	105	0	19.0	15	-18.9	-9.8	0	Nil	3	0
	L	77.6	101	1	19.0	15	-18.9	-9.8	0		3	30.6
S2	M	94.1	105	0	12.5	15	-19.7	-11.6	0		3	0
	L	94.1	101	1	12.5	15	-19.7	-11.6	0		3	27.9
S3	M	103.0	105	0	8.8	15	-20.1	-13.1	0		3	0
	L	103.0	101	1	8.8	15	-20.1	-13.1	0		3	26.0
S4	M	104.7	105	0	8.0	15	-20.2	-13.5	0		3	0
	L	104.7	101	1	8.0	15	-20.2	-13.5	0		3	25.5
S5	M	114.0	105	0	1.0	15	-20.6	-22.4	0		3	0
	L	114.0	101	2	1.0	15	-20.6	-22.4	0		3	19.3
S6	M	136.3	105	0	8.1	15	-21.3	-13.5	0		3	0
	L	136.3	101	2	8.1	15	-21.3	-13.5	0		3	27.4
S7	M	163.7	105	0	7.0	15	-22.1	-14.1	-10	Cold Storage Block 1 and cover	3	0
	L	163.7	101	2	7.0	15	-22.1	-14.1	-10		3	16.0
S8	M	196.3	105	0	4.1	15	-22.9	-16.4	-10		3	0
	L	196.3	101	2	4.1	15	-22.9	-16.4	-10		3	12.9
S9	M	223.0	105	0	0.9	15	-23.5	-23.0	-10		3	0
	L	223.0	101	2	0.9	15	-23.5	-23.0	-10		3	5.8
S10	M	211.9	105	0	8.6	15	-23.3	-13.2	-10	Cold Storage Block 1 and cover	3	0
	L	211.9	101	2	8.6	15	-23.3	-13.2	-10		3	15.8
											Total SPL, dB(A)	**35**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	138.1	-50.8	0	Enclosure with sliencer	-10	3	26.2
Condenser	Block 1 (NE)	75.5	6	83.3	174.4	-52.8	0	Enclosure with sliencer	-10	3	23.5
Condenser	Block 2	75.5	6	83.3	286.4	-57.1	0	Enclosure with sliencer	-10	3	19.2
										Total SPL, dB(A)	**29**

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN14 - House 181 Sha Ling

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	136.6	105	16	2.6	15	-21.4	-18.3	0		3	35.6
	L	136.6	101	0	2.6	15	-21.4	-18.3	0		3	0
S2	C	148.6	105	16	7.4	15	-21.7	-13.9	0		3	39.7
	L	148.6	101	0	7.4	15	-21.7	-13.9	0		3	0
S3	C	139.9	105	16	7.0	15	-21.5	-14.1	0		3	39.7
	L	139.9	101	0	7.0	15	-21.5	-14.1	0		3	0
S4	C	129.0	105	16	1.3	15	-21.1	-21.5	0		3	32.7
	L	129.0	101	0	1.3	15	-21.1	-21.5	0		3	0
S5	C	141.3	105	32	3.3	15	-21.5	-17.4	0		3	39.4
	L	141.3	101	0	3.3	15	-21.5	-17.4	0	Nil	3	0
S6	C	164.5	105	32	3.0	15	-22.2	-17.7	0		3	38.4
	L	164.5	101	0	3.0	15	-22.2	-17.7	0		3	0
S7	C	197.7	105	32	1.1	15	-23.0	-22.2	0		3	33.2
	L	197.7	101	0	1.1	15	-23.0	-22.2	0		3	0
S8	C	234.4	105	32	1.5	15	-23.7	-20.8	0		3	33.8
	L	234.4	101	0	1.5	15	-23.7	-20.8	0		3	0
S9	C	260.5	105	32	2.1	15	-24.2	-19.3	0		3	34.9
	L	260.5	101	0	2.1	15	-24.2	-19.3	0		3	0
S10	C	258.1	105	32	6.9	15	-24.1	-14.1	-10	Cold Storage Block 1	3	30.0
	L	258.1	101	0	6.9	15	-24.1	-14.1	-10	and cover	3	0
											Total SPL, dB(A)	**47**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	136.6	105	5	2.6	15	-21.4	-18.3	0		3	30.5
	L	136.6	101	0	2.6	15	-21.4	-18.3	0		3	0
S2	M	148.6	105	5	7.4	15	-21.7	-13.9	0		3	34.7
	L	148.6	101	0	7.4	15	-21.7	-13.9	0		3	0
S3	M	139.9	105	5	7.0	15	-21.5	-14.1	0		3	34.7
	L	139.9	101	0	7.0	15	-21.5	-14.1	0		3	0
S4	M	129.0	105	5	1.3	15	-21.1	-21.5	0		3	27.7
	L	129.0	101	0	1.3	15	-21.1	-21.5	0		3	0
S5	M	141.3	105	10	3.3	15	-21.5	-17.4	0		3	34.4
	L	141.3	101	0	3.3	15	-21.5	-17.4	0	Nil	3	0
S6	M	164.5	105	10	3.0	15	-22.2	-17.7	0		3	33.4
	L	164.5	101	0	3.0	15	-22.2	-17.7	0		3	0
S7	M	197.7	105	10	1.1	15	-23.0	-22.2	0		3	28.1
	L	197.7	101	0	1.1	15	-23.0	-22.2	0		3	0
S8	M	234.4	105	10	1.5	15	-23.7	-20.8	0		3	28.8
	L	234.4	101	0	1.5	15	-23.7	-20.8	0		3	0
S9	M	260.5	105	10	2.1	15	-24.2	-19.3	0		3	29.8
	L	260.5	101	0	2.1	15	-24.2	-19.3	0		3	0
S10	M	258.1	105	10	6.9	15	-24.1	-14.1	-10	Cold Storage Block 1	3	25.0
	L	258.1	101	0	6.9	15	-24.1	-14.1	-10	and cover	3	0
											Total SPL, dB(A)	**42**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	136.6	105	0	2.6	15	-21.4	-18.3	0		3	0
	L	136.6	101	1	2.6	15	-21.4	-18.3	0		3	19.5
S2	M	148.6	105	0	7.4	15	-21.7	-13.9	0		3	0
	L	148.6	101	1	7.4	15	-21.7	-13.9	0		3	23.7
S3	M	139.9	105	0	7.0	15	-21.5	-14.1	0		3	0
	L	139.9	101	1	7.0	15	-21.5	-14.1	0		3	23.7
S4	M	129.0	105	0	1.3	15	-21.1	-21.5	0		3	0
	L	129.0	101	1	1.3	15	-21.1	-21.5	0		3	16.7
S5	M	141.3	105	0	3.3	15	-21.5	-17.4	0		3	0
	L	141.3	101	2	3.3	15	-21.5	-17.4	0	Nil	3	23.4
S6	M	164.5	105	0	3.0	15	-22.2	-17.7	0		3	0
	L	164.5	101	2	3.0	15	-22.2	-17.7	0		3	22.4
S7	M	197.7	105	0	1.1	15	-23.0	-22.2	0		3	0
	L	197.7	101	2	1.1	15	-23.0	-22.2	0		3	17.1
S8	M	234.4	105	0	1.5	15	-23.7	-20.8	0		3	0
	L	234.4	101	2	1.5	15	-23.7	-20.8	0		3	17.8
S9	M	260.5	105	0	2.1	15	-24.2	-19.3	0		3	0
	L	260.5	101	2	2.1	15	-24.2	-19.3	0		3	18.8
S10	M	258.1	105	0	6.9	15	-24.1	-14.1	-10	Cold Storage Block 1	3	0
	L	258.1	101	2	6.9	15	-24.1	-14.1	-10	and cover	3	14.0
											Total SPL, dB(A)	**31**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	195.2	-53.8	0	Enclosure with sliencer	-10	3	23.2
Condenser	Block 1 (NE)	75.5	6	83.3	229.0	-55.2	0	Enclosure with sliencer	-10	3	21.1
Condenser	Block 2	75.5	6	83.3	335.2	-58.5	0	Enclosure with sliencer	-10	3	17.8
										Total SPL, dB(A)	**26**

Note (*) Vehicle Type:
C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN15 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	108.6	105	16	14.3	15	-20.4	-11.0	-10	5m Fixed/Movable Noise Barrier (NB 1) & Cold Storage Block 1 and cover	3	33.9
	L	108.6	101	0	14.3	15	-20.4	-11.0	-10		3	0
S2	C	92.4	105	16	12.0	15	-19.7	-11.8	-10		3	33.8
	L	92.4	101	0	12.0	15	-19.7	-11.8	-10		3	0
S3	C	84.7	105	16	12.0	15	-19.3	-11.8	-10		3	34.2
	L	84.7	101	0	12.0	15	-19.3	-11.8	-10		3	0
S4	C	89.0	105	16	5.9	15	-19.5	-14.9	-10		3	30.9
	L	89.0	101	0	5.9	15	-19.5	-14.9	-10		3	0
S5	C	76.7	105	32	2.6	15	-18.8	-18.4	-10		3	31.0
	L	76.7	101	0	2.6	15	-18.8	-18.4	-10		3	0
S6	C	52.0	105	32	8.6	15	-17.2	-13.2	-10		3	37.9
	L	52.0	101	0	8.6	15	-17.2	-13.2	-10		3	0
S7	C	23.1	105	32	61.4	15	-13.6	-4.7	-10		3	50.0
	L	23.1	101	0	61.4	15	-13.6	-4.7	-10		3	0
S8	C	26.6	105	32	68.4	15	-14.3	-4.2	-10		3	49.8
	L	26.6	101	0	68.4	15	-14.3	-4.2	-10		3	0
S9	C	48.3	105	32	14.0	15	-16.8	-11.1	-10		3	40.4
	L	48.3	101	0	14.0	15	-16.8	-11.1	-10		3	0
S10	C	53.2	105	32	25.9	15	-17.3	-8.4	-10		3	42.6
	L	53.2	101	0	25.9	15	-17.3	-8.4	-10		3	0
											Total SPL, dB(A)	**54**

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	108.6	105	5	14.3	15	-20.4	-11.0	-10	5m Fixed/Movable Noise Barrier (NB 1) & Cold Storage Block 1 and cover	3	28.9
	L	108.6	101	0	14.3	15	-20.4	-11.0	-10		3	0
S2	M	92.4	105	5	12.0	15	-19.7	-11.8	-10		3	28.8
	L	92.4	101	0	12.0	15	-19.7	-11.8	-10		3	0
S3	M	84.7	105	5	12.0	15	-19.3	-11.8	-10		3	29.2
	L	84.7	101	0	12.0	15	-19.3	-11.8	-10		3	0
S4	M	89.0	105	5	5.9	15	-19.5	-14.9	-10		3	25.9
	L	89.0	101	0	5.9	15	-19.5	-14.9	-10		3	0
S5	M	76.7	105	10	2.6	15	-18.8	-18.4	-10		3	25.9
	L	76.7	101	0	2.6	15	-18.8	-18.4	-10		3	0
S6	M	52.0	105	10	8.6	15	-17.2	-13.2	-10		3	32.9
	L	52.0	101	0	8.6	15	-17.2	-13.2	-10		3	0
S7	M	23.1	105	10	61.4	15	-13.6	-4.7	-10		3	44.9
	L	23.1	101	0	61.4	15	-13.6	-4.7	-10		3	0
S8	M	26.6	105	10	68.4	15	-14.3	-4.2	-10		3	44.8
	L	26.6	101	0	68.4	15	-14.3	-4.2	-10		3	0
S9	M	48.3	105	10	14.0	15	-16.8	-11.1	-10		3	35.3
	L	48.3	101	0	14.0	15	-16.8	-11.1	-10		3	0
S10	M	53.2	105	10	25.9	15	-17.3	-8.4	-10		3	37.6
	L	53.2	101	0	25.9	15	-17.3	-8.4	-10		3	0
											Total SPL, dB(A)	**49**

Truck Movement - Night

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	M	108.6	105	0	14.3	15	-20.4	-11.0	-10	5m Fixed/Movable Noise Barrier (NB 1) & Cold Storage Block 1 and cover	3	0
	L	108.6	101	1	14.3	15	-20.4	-11.0	-10		3	17.9
S2	M	92.4	105	0	12.0	15	-19.7	-11.8	-10		3	0
	L	92.4	101	1	12.0	15	-19.7	-11.8	-10		3	17.8
S3	M	84.7	105	0	12.0	15	-19.3	-11.8	-10		3	0
	L	84.7	101	1	12.0	15	-19.3	-11.8	-10		3	18.2
S4	M	89.0	105	0	5.9	15	-19.5	-14.9	-10		3	0
	L	89.0	101	1	5.9	15	-19.5	-14.9	-10		3	14.9
S5	M	76.7	105	0	2.6	15	-18.8	-18.4	-10		3	0
	L	76.7	101	2	2.6	15	-18.8	-18.4	-10		3	15.0
S6	M	52.0	105	0	8.6	15	-17.2	-13.2	-10		3	0
	L	52.0	101	2	8.6	15	-17.2	-13.2	-10		3	21.9
S7	M	23.1	105	0	61.4	15	-13.6	-4.7	-10		3	0
	L	23.1	101	2	61.4	15	-13.6	-4.7	-10		3	34.0
S8	M	26.6	105	0	68.4	15	-14.3	-4.2	-10		3	0
	L	26.6	101	2	68.4	15	-14.3	-4.2	-10		3	33.8
S9	M	48.3	105	0	14.0	15	-16.8	-11.1	-10		3	0
	L	48.3	101	2	14.0	15	-16.8	-11.1	-10		3	24.3
S10	M	53.2	105	0	25.9	15	-17.3	-8.4	-10		3	0
	L	53.2	101	2	25.9	15	-17.3	-8.4	-10		3	26.6
											Total SPL, dB(A)	**37**

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Condenser	Block 1 (SW)	75.5	7	84.0	62.3	-43.9	0	Enclosure with sliencer	-10	3	33.1
Condenser	Block 1 (NE)	75.5	6	83.3	52.3	-42.4	0	Enclosure with sliencer	-10	3	34.0
Condenser	Block 2	75.5	6	83.3	124.5	-49.9	0	Enclosure with sliencer	-10	3	26.4
										Total SPL, dB(A)	**37**

Note (*) Vehicle Type:
C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

Appendix G TRAFFIC FORECAST OF YEAR 2018 AND 2033

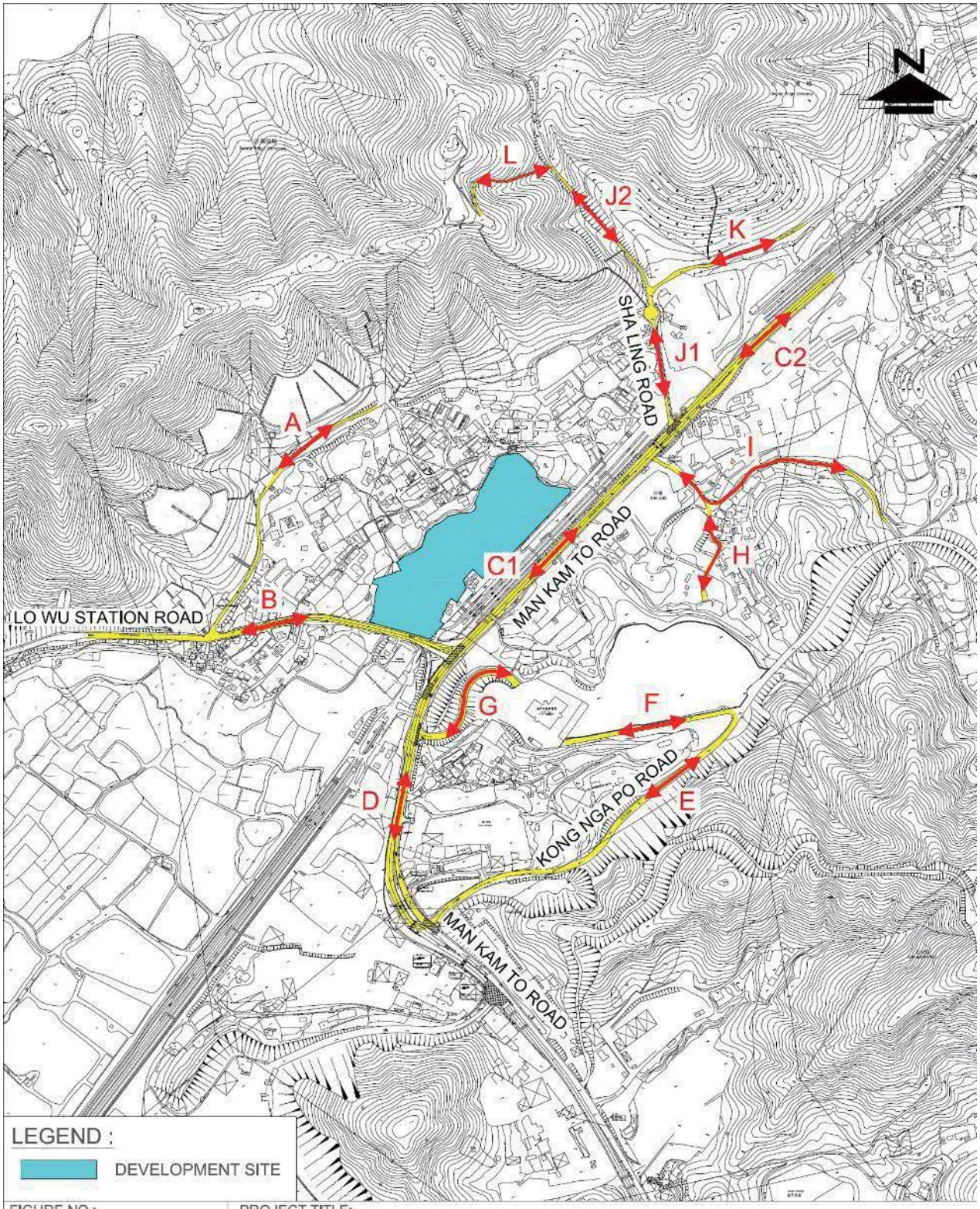


FIGURE NO.: TNIA - 1	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years at Various Lots in D.D.89, and Adjoining Government Land, Man Kam To Road, Sandy Ridge, NT
PROJECT NO.: 18014HK	DRAWING TITLE: ROAD SECTION INDEX FOR TRAFFIC FORECAST
SCALE: 1 : 6000 @ A4 / DATE: 12 SEP 2018	CTA Consultants Limited 志達顧問有限公司

2018 Traffic Forecast (Operation Peak Hour 0945 to 1045)

ID	Location	Direction	Speed Limit (km/h)	Without Proposed Development (2018)		With Proposed Development (2018)	
				1 hr Flow	% HV	1 hr Flow	% HV
				Q'	P'	Q'	P'
A	Access Road to Sandy Ridge	2-WAY	50	15	33.3	15	33.3
B	Lo Wu Station Road	EB	50	35	57.1	45	66.7
B		WB	50	20	25.0	30	50.0
C1	Man Kam To Road (Sha Ling Road / Lo Wu Station)	NB	50	485	55.6	490	56.1
C1		SB	50	320	45.4	325	46.2
C2	Man Kam To Road (Sha Ling Road / Lo Wu Station)	NB	50	475	45.3	480	45.8
C2		SB	50	245	55.0	250	56.0
D	Man Kam To Road (Kong Nga Po Road / Lo Wu Station)	NB	50	530	54.7	535	55.1
D		SB	50	350	45.8	355	46.5
E	Kong Nga Po Road	EB	50	70	50.0	70	50.0
E		WB	50	105	38.1	105	38.1
F	Access Road to Kong Nga Po Road	2-WAY	50	10	50.0	10	50.0
G	Access Road to Man Kam Road	2-WAY	50	10	100.0	10	100.0
H	Access Road to Man Kam Road	2-WAY	50	10	100.0	10	100.0
I	Access Road to Man Kam Road	2-WAY	50	15	33.3	15	33.3
J1	Sha Ling Road	2-WAY	50	55	63.7	55	63.7
J2	Sha Ling Road	2-WAY	50	20	50.0	20	50.0
K	Sha Ling Road	2-WAY	50	40	75.0	40	75.0
L	Access Road to Sha Ling Road	2-WAY	50	10	100.0	10	100.0

CTA Consultants Limited
Transportation, Planning, Engineering, Research and Development
We commit We deliver
用心以誠

Our Ref: 18014HK/hor/ysl/01

By E-mail & Post
(E-mail: smkwong@td.gov.hk)

28 March 2019

Transport Department
NT Regional Office
Traffic Engineering (NTE) Division
North Section
9/F, Mongkok Government Offices,
30 Luen Wan Street, Mongkok, Kowloon.

Attn: Mr. KWONG Siu Ming, Kelvin (Engr/North 1)

Dear Mr. Kwong,

Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years at Various Lots in D.D.89, and Adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories
Year 2036 Traffic Forecasts for Traffic Noise Impact Assessment (TNIA)

We, CTA Consultants Ltd., are commissioned as the Traffic Consultant for the proposed development at Sandy Ridge at various lots in DD89 and the adjoining Government land in Man Kam To Road.

The Traffic Noise Impact Assessment for the captioned development has already been submitted by the environmental consultant – SMEC to Environmental Protection Department (EPD). As per request by EPD, TD's endorsement on the traffic forecast used in the assessment is required. Therefore, we are pleased to submit herewith a technical note which summarizes the methodology and results of the traffic forecasts for Traffic Noise Impact Assessment (TNIA) for your kind consideration and approval.

The proposed development is targeted to be completed by 2021 tentatively and therefore year 2036 traffic forecasts (i.e. OP of the proposed development at year 2021 + 15 years) are required for the TNIA.

Thank you very much for your kind assistance and we are looking forward to hearing your favourable reply at your earliest convenience. Should you have any queries or require further information, please feel free to contact the undersigned or our Mr. Reus Leung at 2214 0849.

Yours Faithfully,
For and on behalf of
CTA Consultants Ltd.

Horace Mak
Director
Encl.

CTA Consultants Limited 志達顧問有限公司
Unit 801, 8/F, Technology Plaza, 651 King's Road, North Point, H.K. 香港北角英皇道 651 號科匯中心 8 樓 801 室
Tel (852) 2214 0849 / Fax (852) 2214 0817 / Email cta@ctaconsultants.com / Web www.ctaconsultants.com

Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years at Various Lots in D.D.89, and Adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories

Technical Note on Methodology for Estimating Year 2036 Traffic Forecasts for Traffic Noise Impact Assessment

1. Objective

1.1 This technical note summarizes the methodology and results of the traffic forecasts in support of the Traffic Noise Impact Assessment (TNIA) for Proposed Development at Various Lots in DD 89 and the adjoining Government Land in Sandy Ridge.

2. Approach

2.1 The Annual Growth Rate derived based on Historical Traffic Data from Annual Traffic Census (ATC) published by Transport Department.

3. Methodology

3.1 Based on the assumption that daily traffic flow in different years is in direct proportion to the peak hour traffic flow throughout the district, the annual growth rate can be taken as being representative to the peak hour growth rate.

3.2 The proposed development is planned to be completed by year 2021 tentatively and hence year 2036 traffic forecasts (i.e. OP of proposed development at year 2021 + 15 years) for the following roads are required:

- Access Road to Sandy Ridge
- Lo Wu Station Road
- Man Kam To Road
- Kong Nga Po Road
- Sha Ling Road

Growth Rate

3.3 Numerous traffic-count stations are located in the vicinity of the proposed redevelopment. The traffic counts reported in the Annual Traffic Census (ATC), which is published by Transport Department, over a period of five years, i.e. 2012 to 2017 are summarized in **Table 1**.

Table 1 Historical Traffic Data from Annual Traffic Census (ATC)

Road Name	ATC Stn	From	To	Annual Average Daily Traffic (AADT)						Avg. Annual Growth (%)
				2012	2013	2014	2015	2016	2017	
Jockey Club Road	5218	Po Shek Wu Road	Man Kam To Road	20,820	21,550	20,860	21,830	23,060	22,890	1.91%
Man Kam To Road	5465	Jockey Club Road	Boundary	15,830	15,960	15,660	16,310	16,990	16,720	1.10%
Po Wan Road	5865	Chuk Wan Road	Jockey Club Road	2,440	2,460	2,440	2,420	3,140	3,090	4.84%
Sum				**39,090**	**39,970**	**38,960**	**40,560**	**43,190**	**42,700**	**1.78%**

3.4 Therefore, the traffic forecasts for design year 2036 can be derived based on the following formula:

$$\text{Year 2036 Traffic Flow} = \{ \text{Year 2018 Observed Traffic Flow} \times (1+1.78\%)^{18} \} + \text{Proposed Development Traffic Flow}$$

3.5 As a result, the traffic forecasts for design year 2036 are estimated and detailed in **Appendix A**.

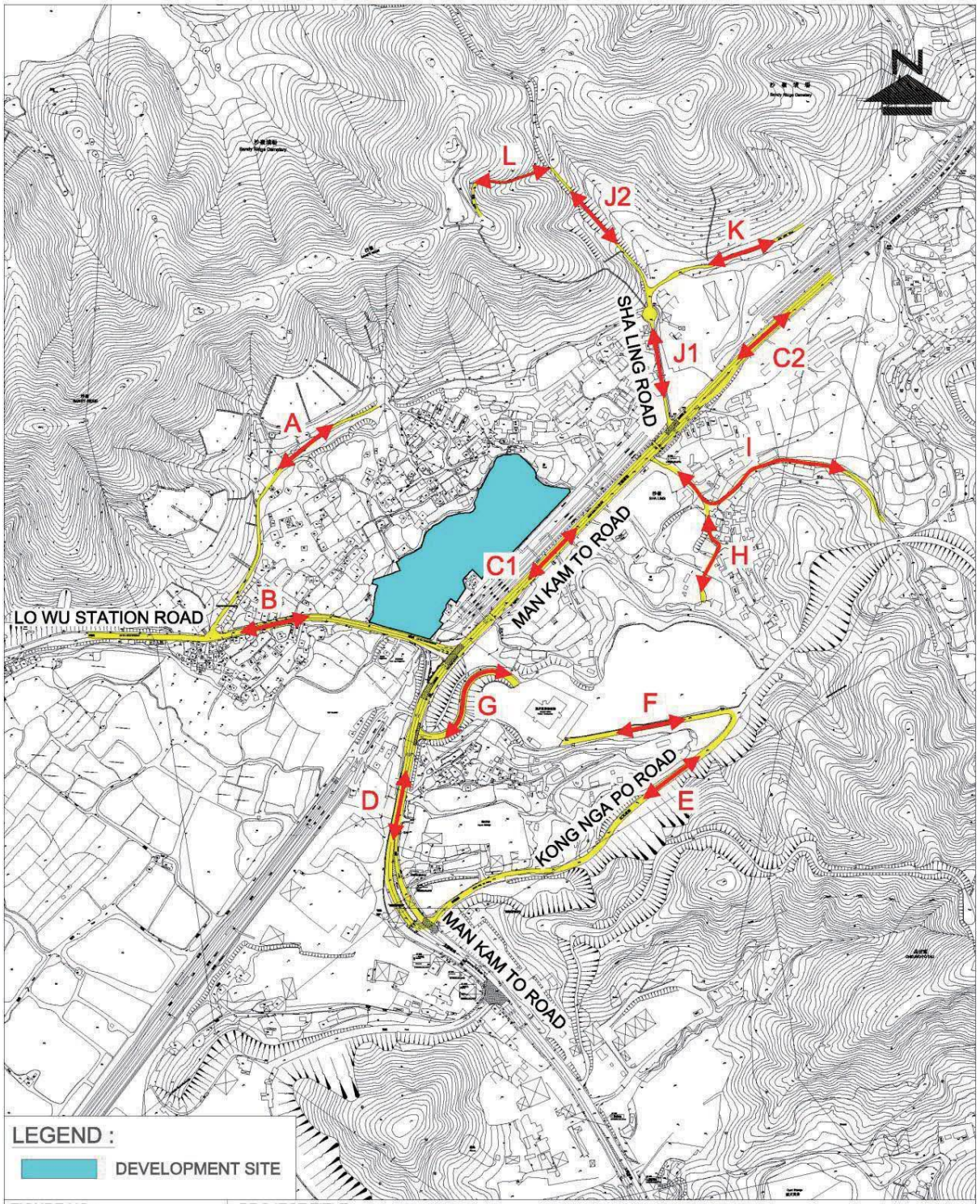
Appendix A

Year 2036 Traffic Forecasts for Traffic Noise Impact Assessment

18014HK - Traffic Forecast for Traffic Noise Impact Assessment				2036 Peak Hour				Minimum Traffic Flow Peak within Operational Peak (0900-1300) 0945-1045					
Road Link	Road Name	Direction	Speed Limit (km/h)	AM Peak (1045-1145)		PM Peak (1730-1830)		2018 Without proposed development		2036 Without proposed development		2036 With proposed development	
				2036 Peak Hour Traffic Flows (in veh/hr)	% of HV	2036 Peak Hour Traffic Flows (in veh/hr)	% of HV	2018 Peak Hour Traffic Flows (in veh/hr)	% of HV	2036 Peak Hour Traffic Flows (in veh/hr)	% of HV	2036 Peak Hour Traffic Flows (in veh/hr)	% of HV
A	Access Road to Sandy Ridge	2-WAY	50	10	50.0%	30	33.3%	15	33.3%	20	25.0%	20	25.0%
B	Lo Wu Station Road	EB	50	35	57.1%	35	42.9%	35	57.1%	45	55.6%	60	66.7%
B	Lo Wu Station Road	WB	50	70	90.1%	30	50.0%	20	25.0%	25	20.0%	40	50.0%
C1	Man Kam To Road (Sha Ling Road/Lo Wu Station Road)	NB	50	775	68.7%	550	58.7%	485	55.6%	670	55.3%	680	55.8%
C1	Man Kam To Road (Sha Ling Road/Lo Wu Station Road)	SB	50	515	69.4%	700	78.8%	320	45.4%	445	45.6%	455	46.5%
C2	Man Kam To Road (Sha Ling Road/Lo Wu Station Road)	NB	50	675	70.5%	460	58.6%	475	45.3%	655	45.4%	665	46.0%
C2	Man Kam To Road (Sha Ling Road/Lo Wu Station Road)	SB	50	415	71.2%	675	78.2%	245	55.0%	335	55.1%	345	56.0%
D	Man Kam To Road (Kong Nga Po Road/Lo Wu Station Road)	NB	50	860	69.3%	520	57.6%	530	54.7%	725	55.3%	730	55.1%
D	Man Kam To Road (Kong Nga Po Road/Lo Wu Station Road)	SB	50	570	67.6%	790	78.0%	350	45.8%	480	46.4%	480	46.1%
E	Kong Nga Po Road	EB	50	125	54.2%	185	51.4%	70	50.0%	95	50.0%	95	50.0%
E	Kong Nga Po Road	WB	50	160	63.3%	155	41.4%	105	38.1%	150	39.3%	150	39.3%
F	Access Road to Kong Nga Po Road	2-WAY	50	20	50.0%	10	25.0%	10	50.0%	10	50.0%	10	50.0%
G	Access Road to Man Kam To Road	2-WAY	50	10	100.0%	10	100.0%	10	100.0%	10	100.0%	10	100.0%
H	Access Road to Man Kam To Road	2-WAY	50	10	100.0%	10	100.0%	10	100.0%	10	100.0%	10	100.0%
I	Access Road to Man Kam To Road	2-WAY	50	20	50.0%	30	33.0%	15	33.3%	20	25.0%	20	25.0%
J1	Sha Ling Road	NB	50	70	69.2%	55	70.0%	25	60.0%	30	66.7%	30	66.7%
J1	Sha Ling Road	SB	50	100	68.4%	30	83.3%	30	66.7%	40	62.5%	40	62.5%
J2	Sha Ling Road	NB	50	15	33.3%	10	50.0%	10	50.0%	15	33.3%	15	33.3%
J2	Sha Ling Road	SB	50	25	40.0%	10	50.0%	10	50.0%	15	33.3%	15	33.3%
K	Sha Ling Road	EB	50	45	77.8%	40	87.5%	15	66.7%	20	75.0%	20	75.0%
K	Sha Ling Road	WB	50	80	73.3%	20	75.0%	25	80.0%	30	83.3%	30	83.3%
L	Access Road to Sha Ling Road	2-WAY	50	10	50.0%	10	100.0%	10	100.0%	10	100.0%	10	100.0%

Notes : HV includes Light Van, Public Light Bus, Light Goods Vehicle, Medium Goods Vehicle, Heavy Goods Vehicle and Container/Tractor, Coach and Bus
Bus includes Coach and Bus

CTA Consultants Limited



LEGEND :

DEVELOPMENT SITE

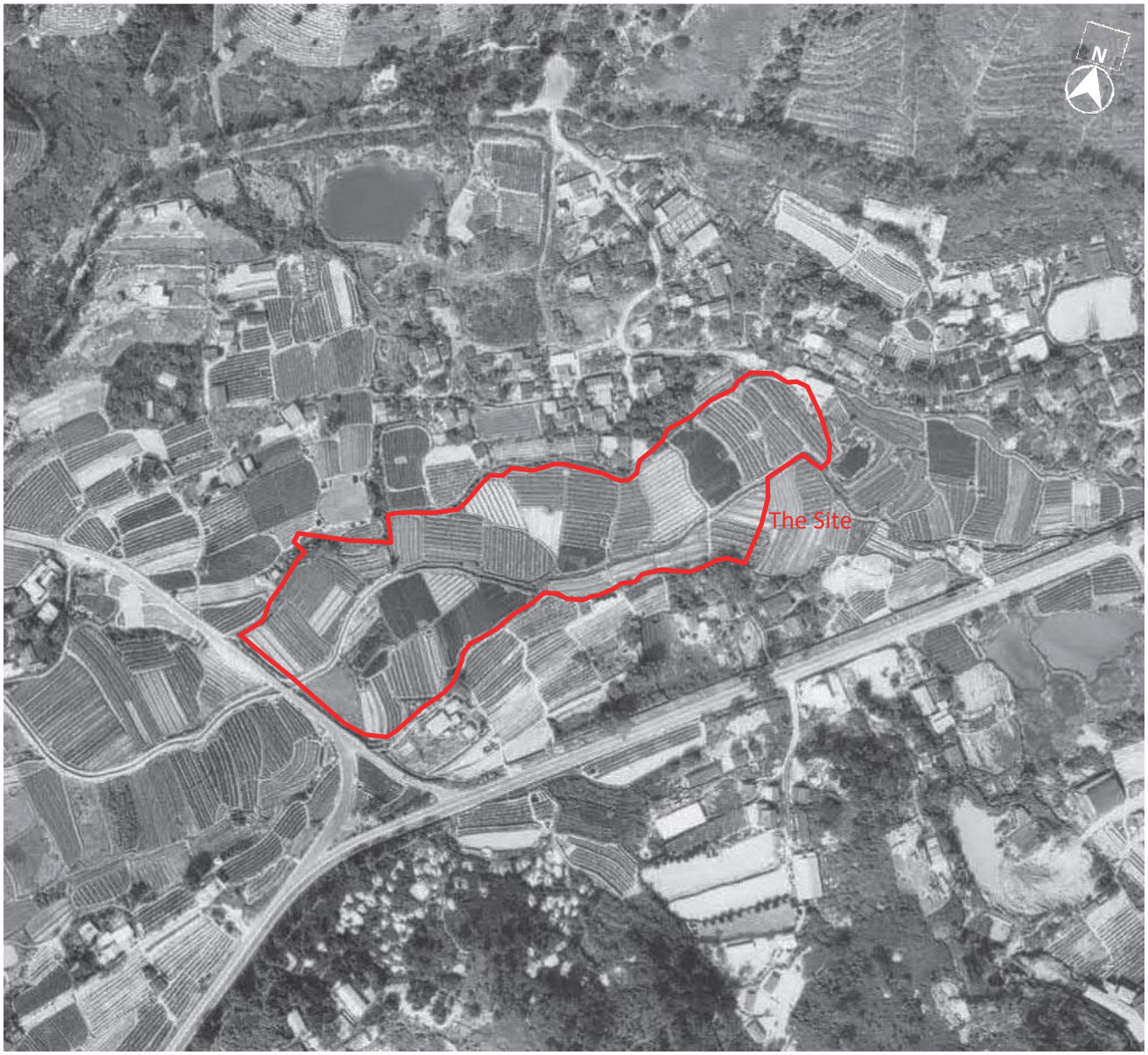
FIGURE NO.: TNIA - 1	PROJECT TITLE: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years at Various Lots in D.D.89, and Adjoining Government Land, Man Kam To Road, Sandy Ridge, NT
PROJECT NO.: 18014HK	DRAWING TITLE: ROAD SECTION INDEX FOR TRAFFIC FORECAST
SCALE: 1 : 6000 @ A4	DATE: 12 SEP 2018

CTA Consultants Limited 志達顧問有限公司

Figure I1: Aerial Photo in Year 1976

Appendix H **AERIAL PHOTOS**

Figure I1: Aerial Photo in Year 1976



Source: Lands Department

In 1976, the Site was an agriculture land. No activities likely to result in land contamination were observed.

Figure I2: Aerial Photo in Year 1986



Source: Lands Department

In 1986, the Site remained as an agriculture land. No activities likely to result in land contamination were observed.

Figure I3: Aerial Photo in Year 1996



Source: Lands Department

In 1996, part of the previous agriculture land at the southern part of the Site was abandoned and covered with vegetation while the northern part of the Site remained as agriculture use. A village house was located at the south-eastern site boundary. No activities likely to result in land contamination were observed.

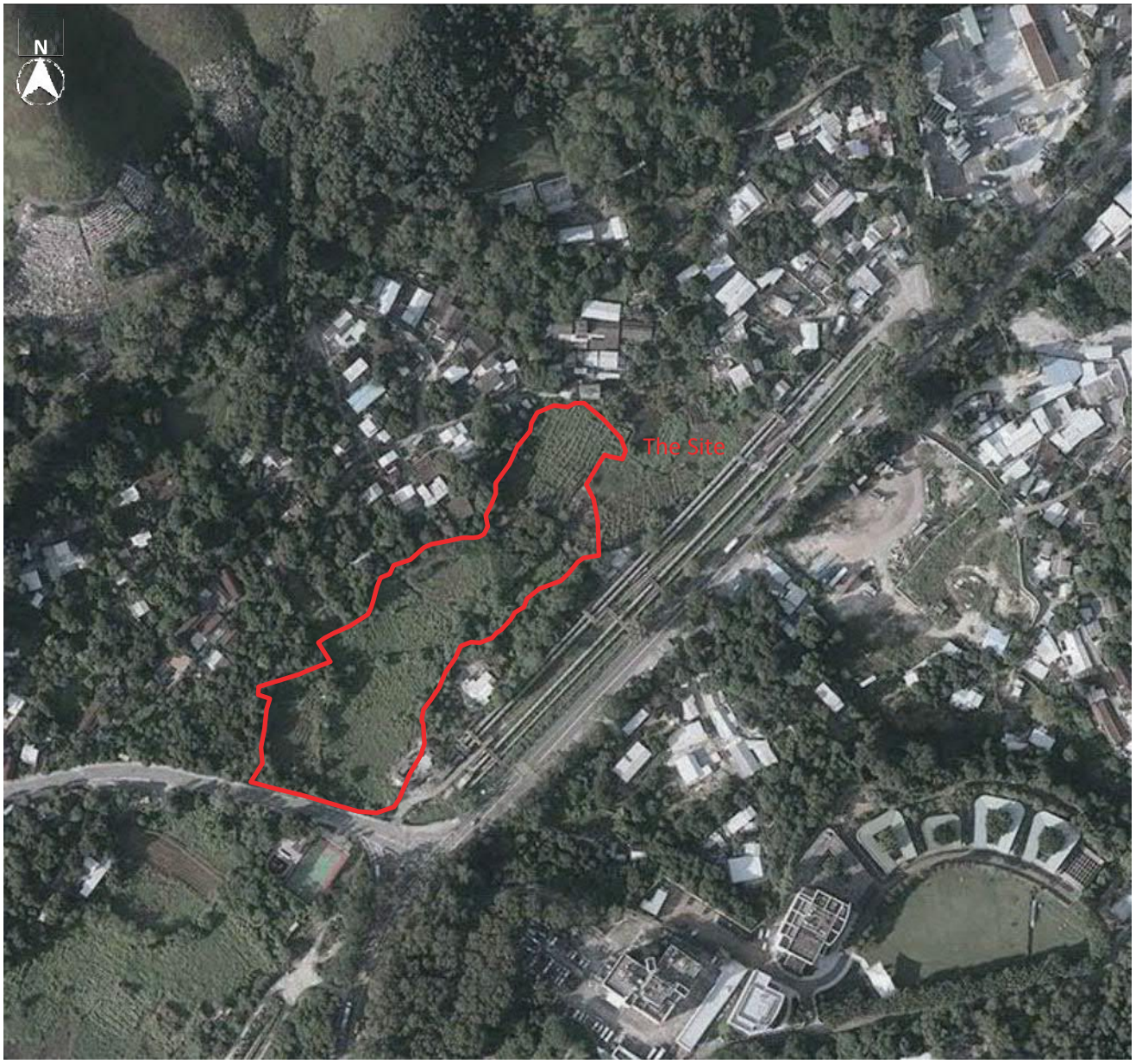
Figure I4: Aerial Photo in Year 2006



Source: Lands Department

In 2006, majority of previous agriculture land of the Site was abandoned and covered with vegetation. Only a small portion of land at the northern part of the Site remained as agriculture use. A village house was located at the south-eastern site boundary. No activities likely to result in land contamination were observed.

Figure I5: Aerial Photo in Year 2016



Source: Lands Department

In 2016, the situation of the Site was similar as 2006. Majority of Site was vacant and covered with vegetation. Only a small portion of land at the northern part of the Site remained as agriculture use. A village house was located at the south-eastern site boundary. No activities likely to result in land contamination were observed.

SEPTIC TANK
3.6 x 1.2 x 1mH.(ABOUT)
1.2 x 1.2 x 1mH.(ABOUT)

N

(C)
COLD STORE

(A) COLD STORE

(B)
COLD STORE

SEPTIC TANK

SEPTIC TANK

SEPTIC TANK

L/UL
HGV

700 UC

EX. BOX CULVERT

MAN KAM TO ROAD

BL740/52
BL819/55
542
479 RP
479 S.A
479 S.B RP
480 RP
477
488 RP
500 S.B RP
490 S.B RP
540 S.B RP
471 S.B RP
494 S.A RP
493 RP
496
495
469
468
GLA-TDN 67
GLA-DN 13b
Sha Ling Playground
沙嶺遊樂場
羅湖道
Pipelines
Track
Ramp

B.D. Reference 屋宇署檔案
M.W. Reference 小型工程檔案
L.D. Reference 地政署檔案
F.S.D. Reference 消防處檔案

Notes 注釋

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REV	DESCRIPTION	DATE

C&K Land Management Company Limited

Project 項目

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application 申請

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title 標題

SEPTIC TANK LOACATION

Scale 比例	Revisions 修訂
1:1000 (A3)	–
Designed by 設計者 LW	Drawn by 制圖人 Arthur
Checked by 檢查 LW	Date 日期 04-08-2025
Job No. 工程項目 –	Drawing No. 圖號 L01

LEGEND:

INDICATIVE LOCATION OF STORAGE TANK
(CAPACITY OF THE TANK = 2500m3)

(C)
COLD STORE

(A) COLD STORE

(B)
COLD STORE

STORAGE
TANK

EX.
BOX CULVERT

700 UC

MAN KAM TO ROAD

N

B.D. Reference	屋宇署檔案
M.W. Reference	小型工程檔案
L.D. Reference	地政署檔案
F.S.D. Reference	消防處檔案

Notes 注釋

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REV	DESCRIPTION	DATE

C&K Land Management Company Limited

Project 項目

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application 申請

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title 標題

STORAGE TANK LOACATION

Scale 比例: 1:1000 (A3)	Revisions 修訂: –
Designed by 設計者: LW	Drawn by 制圖人: Arthur
Checked by 檢查: LW	Date 日期: 18-07-2025
Job No. 工程項目: –	Drawing No. 圖號: L02

D03 - Sewerage Assessment Report

Lots 471 S.B RP (Part), 472, 473, 474, 475,
476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P.,
501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89
and adjoining Government Land, Man Kam To Road,
Sha Ling, New Territories

Oct 2024

Prepared by

C&K Land Management Company Limited

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1.2 Site Description 1-1
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2.2 Existing Baseline Conditions 2-1
2.3 Potential Sewerage Impact 2-1
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4 CONCLUSIONS AND RECOMMENDATIONS 4-1

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1 PROJECT BACKGROUND

1.1 Introduction

1.1.1 Hong Kong Chilled Meat & Poultry Association ("HKCMA" or "the Applicant") plans to construct and operate a Temporary Cold Storage and Distribution Centre ("the Centre" or "the Proposed Development") for a period of three years at Lots Lots 471 S.B RP (Part), 472, 473, 474, 475,476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P.in D.D.89 and adjoining Government Land, Man Kam To Road, Sandy Ridge in New Territories ("the Site").

1.1.2 The Site is currently zoned "Agriculture" (AGR) under the Approved Fu Tei Au and Sha Ling Outline Zoning Plan ("OZP") No. S/NE-FTA/18. In accordance with paragraph 10(a) of the Explanatory Note of the OZP, temporary use or development of any land or building not exceeding a period of three years would require planning permission from the Town Planning Board ("TPB"). Therefore, a Section 16 Planning Application with an application number A/NE-FTA/201 & A/NE-FTA/220 were made and approved with conditions on 28 May 2021 & 09 November 2023 .

1.1.3 In order to provide better design for a more cost-effective of operating the Centre, the following major modifications to the approved planning application have been proposed:

- Changing the Site boundary from 16,060m^2 to 20,249m^2 approximately;
- Combining Blocks A, B, C into one Main Block;
- Not Changing the maximum building height keep to 20.675m above ground;
- Changing the Total Floor Area from 11,615m^2 to 15206.84m^2 approximately;
- Changing the Plot Ratio from 0.723 to 0.75; and
- Changing the site coverage from 51.94 % to 39.5%.

1.1.4 A new planning application shall be made under Section 16 of the *Town Planning Ordinance* ("TPO") for the aforementioned major modifications. CK Land Management Company Limited has been commissioned to prepare this Sewerage Impact Assessment ("SIA") Report for supporting this new planning application.

1.2 Site Description

1.2.1 The Site is an elongated strip of land bounded by Man Kam To Road to the east and Lo Wu Station Road to the south with a total area of about 16,060m^2 in Sandy Ridge, which is close to the border between Lo Wu Boundary Control Point ("BCP") and Man Kam To BCP in North District. The Site is currently a vacant land overgrown with weeds and different tree groups. There is a watercourse cutting middle of the site running from the northeast to southeast direction, separating the Site into two halves.

1.2.2 The Site location and its environs are shown on ***Figure 1-1*** which the uses surrounding the Site include:

To the north, northwest and west: dwellings and residential temporary structures, Sandy Ridge Cemetery and the planned Sandy Ridge Columbarium.

To the east and southeast: The pipelines of the Dongjiang Water, Man Kam To Road, temporary structures, Border District Police Headquarter and Police Dog Unit and Force Search Unit Training School.

To the south: Sha Ling Playground and Lo Wu Station Road.

1.3 Project Description

1.3.1 The Centre will be built upon a site area of about 20,249m^2 with a Gross Floor Area ("GFA") of about 15,206.84m^2 and a plot ratio of about 0.75, comprising the following major components:

- Main block comprises a cold storage area and ancillary storage, office, FS Facilities, area for corridor, staircase and lift
- A Plant Room and Transformer Room (exempted from GFA)
- Guard House and Management Office

1.3.2 The existing watercourse running through the Site from northeast to southwest direction will be decked over underneath the proposed development.

1.3.3 The indicative layout and sectional plans of the Proposed Development can be referred to the Planning Statement.

1.4 Objectives of this Report

1.4.1 The objectives of this SIA report are to:

Assess the potential sewerage impacts arising from the Centre.

Recommend the necessary mitigation measures to alleviate the impacts.

1.5 Reference Materials

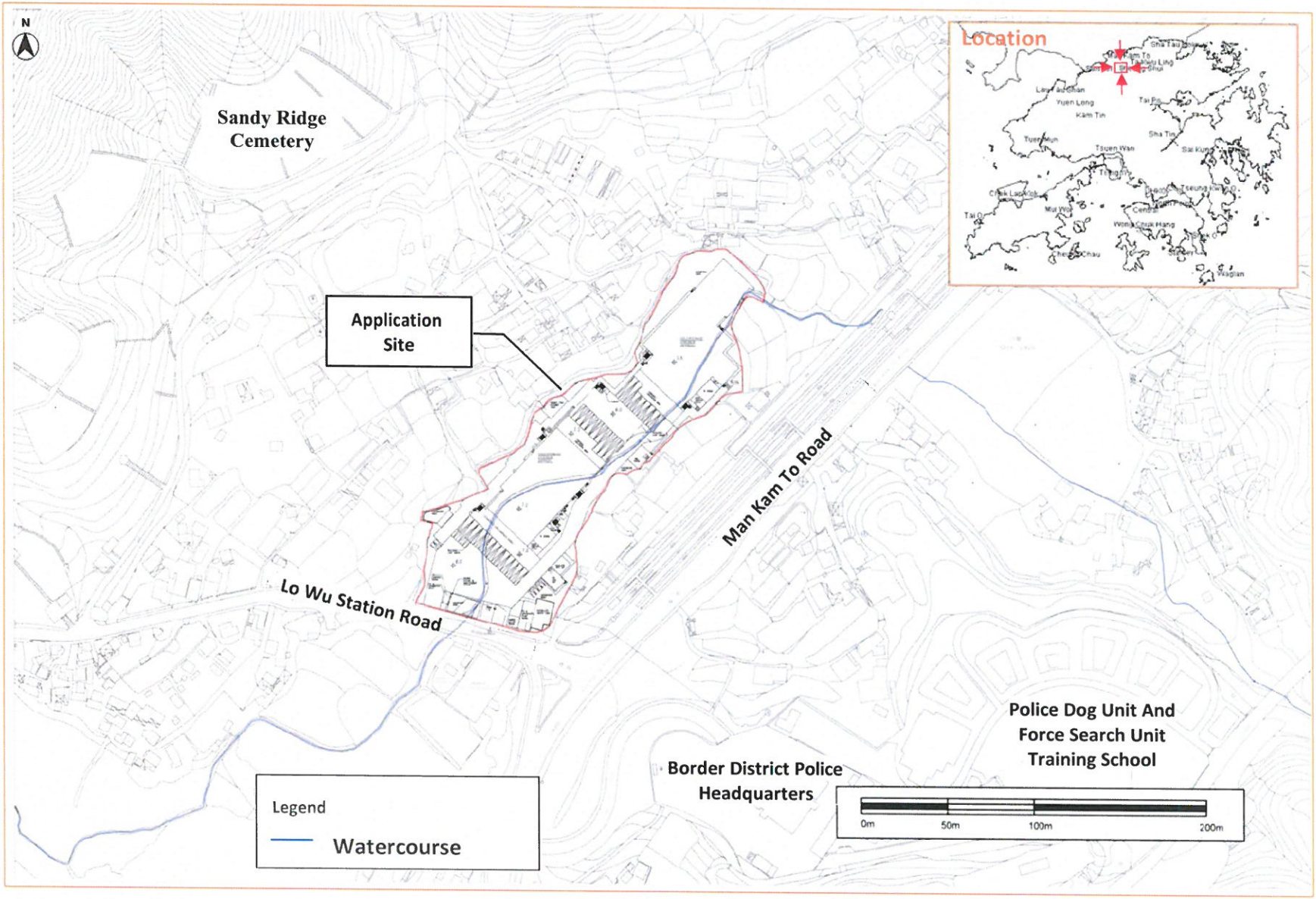
1.5.1 In evaluating the sewage impact arising from the Proposed Development, the following materials have been referred to:

Environmental Protection Department (EPD) publication *Guidelines for Estimating Sewage Flows (GESF) for Sewage Infrastructure Planning* Version 1.0, March 2005.

Hong Kong Planning Standards and Guidelines, PlanD

GeoInfo Map reviewed on 20 April 2022

Figure 1-1: Site Location and its Environs



2 DESCRIPTION OF EXISTING ENVIRONMENT AND BASELINE CONDITIONS

2.1 Site Location

2.1.1 The area of the application site is about 16,060 m^2.

2.1.2 As illustrated on ***Figure 1-1***, the Site is situated in Sandy Ridge that is an elongated strip land bounded by Man Kam To Road to the east and Lo Wu Station Road to the south. It is adjacent to the Sandy Ridge Cemetery that is bounded by Lo Wo Station Road and Shenzhen River.

2.2 Existing Baseline Conditions

2.2.1 Upon review of the relevant sewerage and drainage plan available on GeoInfo Map, it was confirmed that there is no existing public sewerage connection available within or in the vicinity of the Site.

2.2.2 There are no immediate plans by government to extend the sewerage system to the Site in near future.

2.3 Potential Sewerage Impact

2.3.1 As mentioned in ***Section 1.1***, no selling, slaughtering or cleaning of chilled poultry/meat will be taken place in the Centre. The Centre will be used as a cold storage and distribution centre only and there will be no cooking/kitchen provided for the canteen. Hence, the major source of wastewater will be limited to the sewage from staff, and effluent from floor cleaning of the loading / unloading area and loading platform.

2.3.2 As the Site is located within the catchment area of the Deep Bay Water Control Zone ("WCZ"), the "No Net Increase in Pollution Loads Requirement" would be applicable to the Centre. In this regard, all sewage generated from the staff is suggested to be collected by toilets and the spetic tank and soakway system for off-site disposal. The wastewater generated from floor cleaning by mopping will be also poured into the toilets and the spetic tank and soakway system for off-site disposal.

3 SEWERAGE ANALYSIS

3.1 Assumptions and Methodology

3.1.1 In order to assess the sewerage impact arising from operation of the Centre, the anticipated sewage generation has been estimated. The numbers of staff on-site are shown in ***Table 3-1***.

Table 3-1: Estimated On-site Populations

Population Type	Number of people
Workers (3 shifts in total)	60
Office Staff	20
Total	**80**

3.1.2 The maximum sewage generation from the staff has been estimated based on the number of staff on-site shown in ***Table 3-1***. The Average Dry Weather Flows ("ADWF") of the staff were estimated based on the Unit Flow Factors ("UFFs") recommended in GESF.

3.1.3 As a conservation approach, the unit flow factor of Commercial Employee has been adopted for the sewage generation from the staff.

3.1.4 The unit rate of total sewage generation per staff is therefore:

Unit Flow Factor of Commercial Employee = 0.08 m^3/day/staff

ADWF of sewage from staff = 0.08 x 80 = 6.4 m^3/day

3.1.5 Daily floor cleaning by mopping will be provided at the loading / unloading area and loading platform. No jet washing will be applied in the Site. The major wastewater source will be condensation and melted ice which can be easily removed by mopping. Only the area of loading and unloading platform and offices are needed to conduct floor cleaning and the area is approximate 1,600m^2. The purpose of floor cleaning is to remove condensation and water from melted ice, and maintain hygiene during operation. Besides, limited frequency of floor cleaning will be conducted (i.e. 1 time/day) resulting in limited wastewater generated due to the floor cleaning. Therefore, with the consideration of the area need for floor cleaning, source of pollutants, and frequency, the wastewater generated by mopping will be limited to several cubic metres per day only. As the worst case estimation, the volume of wastewater generated via mopping will be not more than 5m^3/day.

3.2 Feasible Options

3.2.1 To reduce the volume of sewage generation from staff, toilets with using less water per flush can be used subject to the detailed design (see an example of a low flush toilet that is available in Hong Kong enclosed in ***Appendix A***). In addition to the use of low flush toilet, other measures such as waterless urinals (e.g. using "Desert" waterless cubes, which have been used for some projects in Hong Kong) and water-free hand washing (e.g. using antiseptic gels) may be considered. The use of such water-saving approaches will reduce the sewage generation from the staff.

3.2.2 Taking into consideration the site constraints, provision of toilets for collecting the sewage generated from the staff and the floor cleaning by mopping are the most cost-effective and environmentally sound approaches for the Site respectively.

3.3 Results and Discussion

3.3.1 The estimated volume of sewage generated from the staff will be 6.4m^3/day while the estimated volume of wastewater generated from the floor cleaning will be 5m^3/day, the total daily wastewater generated from the Centre will be approximately 11.4m^3/day.

3.3.2 By adopting low flow toilet, the wastewater generated would be further reduced. The sewage generated from the staff and floor cleaning by mopping will be collected by toilets and the spetic tank and soakway system for off-site disposal by a licenced collector. Therefore, no adverse sewerage impact due to the Centre is anticipated.

4 CONCLUSIONS AND RECOMMENDATIONS

4.1.1 Potential sewerage impacts that may arise from the construction and operation of the Centre have been assessed and appropriate mitigation measures are recommended to support the current planning application.

4.1.2 The total wastewater generated from the Centre during operation has been estimated at about 11.4m^3/day. By adopting low flow toilet and the floor cleaning by mopping, the wastewater generated would be further reduced. The sewage generated from the staff and floor cleaning by mopping will be collected by toilets and the spetic tank and soakway system for off-site disposal by a licenced collector.

4.1.3 In conclusion, no adverse impact due to the Centre is anticipated.

Appendix A **CATALOGUE OF LOW FLUSH TOILET**

Jets™ 50M Toilet

Product No. TO650PO

Tel. +47 70 03 91 00
www.jetsgroup.com

Rev 2016-05-09 09:08



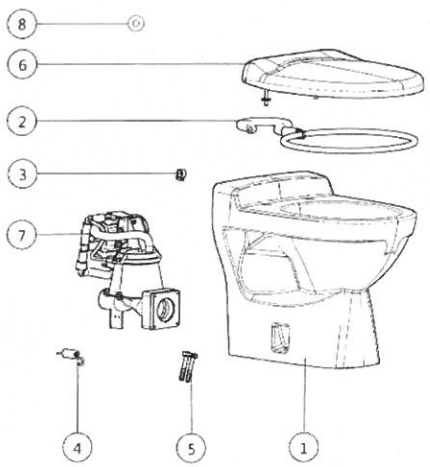
Jets™ 50M Toilet is a pedestal pan design. With a focus on both simple elegant design and comfort, this floor mounted toilets contemporary look complements any installation.

Warranty

All products of the company are sold and all services of the company are offered subject to Jets Vacuum AS General Sales Conditions detailing warranty and terms and conditions of sale, copies of which will be furnished upon request. The information provided herein is for guidance only; it does not constitute a guarantee of the performance or specification of any individual product or component.

Disclaimer

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Technical Data

Outside Dimensions	540 x 365 x 475 mm (LxWxH)
Weight	25 kg
General Tolerance	Bowl dimensions ±2%
Discharge Valve Outlet	Outside diameter Ø 50 mm
Water Connection	½" male BSP
Generic Material	Porcelain
Outside Dimensions	550 x 385 x 475 mm (LxWxH)

Operating Data

Flushing Time	5 seconds
Discharge Time	2 seconds
Water Pressure	2-7 bar
Operating Vacuum	Recommended 30-55 % Vacuum
Air Consumption	Approx. 48 liters at 50% Vacuum
Water Consumption	1 liter/s (3 bar)
Temperature Range	Minimum 1°C to Maximum 60°C (unless frost protection measures are taken)
Note:	Values are dependent on valve type.

Patents and Trademarks

Jets™, Vacuumarator™, Helivac™, VC™, VOD™, CVS™ and Softsound™ are trademarks and/or registered trademarks of Jets. © Copyright 2011, Jets AS.

Options

Optional functions compatible with this product.

VFD: Vacuum Flush and Discharge
EFD: Electrical Flush and Discharge
CFD: Central Flush and Discharge
LFD: Local Flush and Discharge

Components

Construction Characteristics

1	Toilet Bowl JETS 50M	063600100*
2	Flushing ring	069510500*
3	Hose Clip 13-20mm	034233401*
4	Spring	053531725*
5	Fastening Kit, floor	069606301*
6	Seat & Cover	See product selection
7	Valve	See options listed above
8	Release Mechanism	See product selection

** Component/s available as replacement parts.*

Accessories

Construction Characteristics

Vacuum Breaker Kit	034507320
Rubber Elbow w/hose clip	034505450
Rubber Sleeve w/hose clip	034505550
Rag Hook w/support	034102902
Pipe Packet	034399300
Cover, Complete	063602121
Base plate	063608700

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-08-05 星期二 17:15:20
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	RE: Response the departmental comment (A/NE-FTA/258)
Attachment:	DIA_Report (FTA258) 05-08-2025.pdf; Response to Comments from the Chief Engineer 5-8-2025.pdf

Dear Shirley

Attached the response to departmental comment (A/NE-FTA/258) for your record.

Regards

Leo Wong

Response to Comments from the Chief Engineer/Mainland North of Drainage Services Department (Contact Person: Mr. WANG Xing, Tel. 2300 1135)

1) Please demonstrate that the DIA was undertaken under the direction of a registered professional engineer in the Civil Engineering discipline. The DIA should be signed and certified by registered professional engineer in charge.
When the planning application is approved, the applicant will submit relevant certification documents
2) Section 1.5.1 - please add SDM corrigendum No. 1/2022 and 2/2024.
Added
3) Section 3.2.2 - With commissioning of Sha Ling Road, underground drainage system at Sha Ling Road and 900mm diameter drainage outfall near junction of Sha Ling Road and Man Kam Tam Road were constructed to convey the upstream surface runoff from Sandy Ridge to the existing watercourse near Dongjiang watermain, and eventually discharge to the existing watercourse/channel within the application site. Please consider the relevant catchment area in your hydraulic analysis accordingly.
Due to insufficient time, the relevant catchment areas in the hydraulic analysis will be submitted after the planning application is approved.
4) Please advise if reduction in flow capacity due to sedimentation has been considered.
Clarify in the report that a 10% reduction in flow capacity due to sedimentation has been incorporated into the drainage design (as per DSD standards). This should be explicitly stated in Section 3.1.7 and Appendix.
5) Table 3-7 and Appendix D - It is noted that the capacity of Box Culvert is nearing 100%. Please advise if any mitigation measures and contingency plan have been considered.

To address the high utilization rate of the box culvert:

- **Mitigation**: The proposed 2,500m³ storage tank will attenuate peak flows, ensuring discharge does not exceed pre-development rates.
- **Contingency**: Regular maintenance and desilting of the box culvert will be implemented, with emergency pumps on standby during extreme events.

6) Section 3.3 and Section 3.4 - please specify the design standard and climate change scenario in text.

- **Design Standard**: 50-year return period with 11.1% rainfall intensity increase (SDM 2022 Table 28).

- **Climate Change**: Projections align with DSD's Corrigendum No. 1/2022.

7) Section 3.6.10 & Appendix C - The drawing of catchpit with sand trap is missing from Appendix C. Also, grating should be provided for U-channel, please update the details of U-channel accordingly.
Attached the drawing CEDD C2406/1 & C2406/2.

8) Please elaborate on the storage tank/pump operation (e.g. pump rate, on/off level).

Storage Tank/Pump Operation Details

Pump Rate: 0.187m³/s (controlled discharge to match pre-development runoff).

- **Level Sensors**:
    - Pump starts at 80% tank capacity.
    - Stops at 20% capacity.
- **Emergency Power**: Backup generator ensures operation during outages.

9) Please advise the landfilling extent, depth and its implication to the existing flow path under the application site and adjoining areas in text and drawings.

- **Extent/Depth**: Landfilling limited to +6.13mPD, avoiding obstruction of the existing watercourse.
- **Flow Path**: Decking over the watercourse preserves its alignment; sectional views show no disruption to overland flow.

10) Section 3.7.2- Please advise if the storage tank will be constructed prior to the landfilling works. Please review and advise if any interim-stage/temporary drainage impact mitigation measures would be implemented before the storage tank and associated drainage system are commissioned.

- **Temporary Diversion Channels**: Installed prior to landfilling.
- **Sediment Traps**: Deployed to protect downstream drainage.
- **Phased Construction**: Storage tank completed before major earthworks.

11) Appendix B - Please indicate the invert levels of the relevant drainage features (e.g. pipes, tank, channel, watercourse, overflow weir, MH, etc.).
Revised
12) Appendix B - Please indicate the box culvert, CP8a in the schematic diagrams.

Revised

13) Appendix E - Please advise if the “Existing Pool” form part of the proposed drainage system? If yes, please elaborate and include a site photo.

NO, Existing Pool does not part of the proposed drainage system.

14) Appendix G - Please extend the section view A1-A1and B1-B1 to illustrate the ground level of the existing dwellings. Please also advise if the existing overland flow would be captured by the drainage system and if the metal mesh can allow such provision.

Revised. Metal mesh have 100mm dia water outlet at the bottom.

15) Appendix H Drawing DR-01 refers.

i. Section X-X and Y-Y as indicated are missing, please supplement.

Section B2-B2 replace the Section X-X and Y-Y

ii. Please advise if the existing overland flow from existing watercourse to the north of the application site as mentioned under Section 2.1.3 will be collected by the drainage system. The existing watercourse should be indicated under the drawing and relevant provision for connection should be provided.

The existing surface runoff generated from the existing watercourse to the north of the application site as mentioned in Section 2.1.3 will not be collected through the drainage system.

iii. Section A-A refers. The direct decking of the existing watercourse would compromise the possibility of overflow during heavy rain. Please review if headroom can be reserved for potential overflow and facilitating future maintenance.

Decking design for overflow headroom is minimum 0.5m clearance.

iv. Please advise the legend of cross-hatched grey area around the existing watercourse.

Cross-hatched grey area around the existing watercourse is Government Land.

16) Figure 3-2 is mentioned multiple times in the text, however, there is no such figure found with the referenced number.

Revised

17) Please correct the following typos:

i. Section 1.4.1 – “...impact arising from...”

ii. Section 3.1 title – “Assumption and...”

Revised

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From: [redacted]
Sent: 2025-08-06 星期三 17:34:17
To: Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject: FW: Response the departmental comment (A/NE-FTA/258)
Attachment: Response to Comments from the Chief Engineer 6-8-2025.pdf

Dear Shirley

Attached the response to departmental comment for your record.

Regards

Leo

Response to Comments from the Chief Engineer/Mainland North of Drainage Services Department (Contact Person: Mr. WANG Xing, Tel. 2300 1135)

- It is noted from the RtC that some comments are not fully addressed and proposed to be resolved in next stage. However, we have particular concern to the response under comment 15 ii. According to the record, the existing watercourse to the north of the application site converges to the watercourse within the application site (as shown in the markup plan). The flow path from watercourse to the north of the application site to the watercourse within the site is crucial to the drainage performance of the surrounding village area. The applicant shall formulate proper scheme to maintain or divert the upstream flow. The current design has not considered such existing overland flow yet.
  The watercourse (1) and (2) in the "map-Markup" will be connected to our drainage system and discharged to watercourse (3) and then discharged to Box culvert.
- The applicant shall also be required to place all the proposed works at least 3m away from existing watercourse to the north of application site. All the proposed works in the vicinity of the streamcourse should not create any adverse drainage impacts, both during and after construction. Proposed flooding mitigation measures if necessary shall be provided at the resources of the applicant to the satisfaction of this Division.
  Understood, we will comply

臻亞工程有限公司
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HKCMA
Temporary Cold Storage and Distribution Centre

Drainage Impact Assessment

July 2025

Jenya Asia Engineering Limited
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1. Introduction & Background

1.1 Introduction

1.1.1 Hong Kong Chilled Meat & Poultry Association ("HKCMA" or the "Applicant") plans to construct and operate a Temporary Cold Storage and Distribution Centre ("the Centre" or "the Proposed Development") for a period of three years at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482RP, 483, 484, 486, 487RP, 497SARP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D.89 and adjoining Government Land, Man Kam To Road, Sandy Ridge in New Territories ("the Site").

1.1.2 The Site is currently zoned "Agriculture" (AGR) under the Approved Fu Tei Au and Sha Ling Outline Zoning Plan ("OZP") No. S/NE-FTA/18. In accordance with paragraph 10(b) of the Explanatory Note of the OZP, temporary use or development of any land or building not exceeding a period of three years would require planning permission from the Town Planning Board ('TPB"). Therefore, a Section 16 Planning Application with an application number A/NE-FTA/201 and A/NE-FTA/220 was made and approved with conditions on 28 May 2021 and 10 November 2023 respectively.

1.1.3 In order to provide better design to provide a more cost-effective of operating the Centre, the following major modifications fto the approved planning application have been proposed:

- Changing the Site boundary from 16,060m^2 to 20,249m^2 approximately;
- Three Main Block;
- Building height should be no change in the maximum building height.;
- Changing the Total Floor Area from 11,736m^2 to 11,615m^2 approximately;
- Changing the Plot Ratio from 0.621 to 0.723; and
- Changing the Site coverage from 31.51% to 56.94%.

1.1.4 A new planning application shall be made under Section 16 of the Town Planning Ordinance ("TPO") for the aforementioned major modifications. Jenya Asia Engineering Limited has been commissioned to prepare this Drainage Impact Assessment (DIA) Report for supporting this new planning application.

1.2 Site Description

1.2.1 The Site is an elongated strip of land bounded by Man Kam To Road to the east and Lo Wu Station Road to the south with a total area of about 20,249m^2 in Sandy Ridge, which is close to the border between the Lo Wu Boundary Control Point ("BCP") and Man Kam To BCP in the North District. The Site is currently a vacant land overgrown with weeds and different tree groups. There is a watercourse cutting middle of the site running from the northeast to southeast direction, separating the Site into two halves.

1.2.2 The Site location and its environs are shown on ***Figure 1-1*** which the uses surrounding the Site include:

- To the north, northwest and west: dwellings and residential temporary structures, Sandy Ridge Cemetery and the planned Sandy Ridge Columbarium.
- To the east and southeast: The pipelines of the Dongjiang Water, Man Kam To Road, temporary structures, Boarder District Police Headquarter and Police Dog Unit and Force Search Unit Training School.
- To the south: Sha Ling Playground and Lo Wu Station Road.

1.3 Project Description

1.3.1 The Centre will be built upon a site area of about 20249m2 with a Gross Floor Area ("GFA") OF about 15,206.84m^2 and a plot ratio of about 0.75, comprising the following nmajor componetns:

- Main block comprises a cold storage area and ancillary storage/office, area for corridor, staircase and lift
- A Plant Room and Transformer Room (exempted from GFA)
- Guard House

1.3.2 The existing watercourse running through the Site from northeast to southwest direction will be decked over underneath the Proposed Development.

1.3.3 The indicative layout and sectional plans of the Proposed Development can be referred to the Planning Statement.

1.4 Objectives of this Report

1.4.1 The objectives of this DIA Report are to:

- Assess the potential drainage impacts arising from the Site.
- Recommend the necessary mitigation measures to alleviate any impacts.

1.5 Reference Materials

1.5.1 In evaluating the drainage impact arising from the Proposed Development, the following materials have been referred to:

- Drainage Services Department ("DSD") publication Stormwater Drainage Manual (with Eurocodes incorporated) Planning, Design and Management (2018 Edition).
- DSD publication – Stormwater Drainage Manual Corrigendum No. 1/2022 and 1/2024 ("SDM 2024").
- DSD Advice Note No.1 – Application of the Drainage Impact Assessment Process to Private Sector Projects.
- GeoInfo Map.

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2. Description Of Existing Environment And Drainage Conditions

2.1 Site Location and Topography

2.1.1 The area of the application site is about 20,249m2 and is located at North District range from +4.5mPD to +6.13mPD.

2.1.2 As illustrated on ***Figure 1-1***, the Site is situated in Sandy Ridge that is an elongated strip land bounded by Man Kam To Road to the east and Lo Wu Station Road to the south. It is adjacent to the Sandy Ridge Cemetery that is bounded by Lo Wo Station Road and Shenzhen River.

2.1.3 Based on desktop study, there is an existing watercourse running from the surround of Sha Ling passing underneath the pipelines at Man Kam To Road and bisecting the whole site. It is connected to the existing box culvert at Lo Wo Station Road adjacent to the Sha Ling Playground which leads further downstream to connect to Ng Tung River. There is another watercourse along the northern part of the Site boundary which will eventually join the watercourse within the Site and discharge downstream.

2.1.4 Existing Baseline Conditions

2.1.5 According to the previous site inspection conducted on 17 August 2021, the Site is currently a vacant land overgrown with weeds and different tree groups. Moreover, several ditches/watercourses were observed inside the Site, which are connected to surrounding catchments.

2.1.6 There is continuous flow observed in the watercourse downstream of the box culvert, but relatively low level comparing to the height of the box-culvert.

2.1.7 During the site inspection, it was observed there is an on-going construction near the concrete batching plant that is upstream of the Site near the Sha Ling Road and the flow collected will eventually discharge into this box culvert.

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3. Drainage Analysis

3.1 Assumptions and Methodology

3.1.1 Peak instantaneous runoff before and after the Proposed Development was calculated based on the Rational Method. The recommended physical parameters, including runoff coefficient (C) and storm constants for different return periods, are as per the Stormwater Drainage Manual.

3.1.2 The Rational Method has been adopted for hydraulic analysis and the peak runoff is given by the following expression:

$$Q_p = 0.278\ C\ i\ A \qquad \text{--- Equation 1}$$

where

Q_p = peak runoff in m^3/s

C = runoff coefficient

i = rainfall intensity in mm/hr

A = catchment area in km^2

3.1.3 Rainfall intensity is calculated using the following expression:

$$i = \frac{a}{(t_d + b)^c} \qquad \text{--- Equation 2}$$

where

i = Rainfall intensity in mm/hr

t_d = duration in minutes ($t_d \leq 240$)

a,b,c = storm constants givent in Table 3 of SDM

3.1.4 For a single catchment, duration (t_d) can be assumed equal to the time of concentration (t_c) which is calculated as follows:

$$t_c = t_0 + t_f \qquad \text{--- Equation 3}$$

where

t_c = time of concentration

t_0 = inlet time (time taken for flow from the remotest point to reach the most upstream point of the urban drainage system)

t_f = flow time

3.1.5 Generally, t_0 is much larger than t_f. As shown in ***Equation 2***, t_d is the divisor. Therefore, larger t_d will result in smaller rainfall intensity (i) as well as smaller Q_p. For the worst case scenario, t_f is assumed to be negligible and so:

$$t_d = t_d = t_0$$

$$t_0 = \frac{0.14465\ L}{H^{0.2} A^{0.1}} \qquad \text{--- Equation 4}$$

where

A = catchment area (m2)

H = average slope (m per 100 m), measured along the line of natural flow, from the summit of the catchment to the point under consideration

L = distance (on plan) measured on the line of natural flow between the summit and the point under consideration (m)

3.1.6 The capacities of the drainage pipes have been calculated using the Colebrook-White Equation, assuming full bore flow with no surcharge, as follows, incorporating 10% sedimentation in the calculation of drainage flow capacity in accordance with the Stormwater Drainage Manual:

$$V = -\sqrt{32gRs} \times log(\frac{k_s}{14.8R} + \frac{1.25v}{R\sqrt{32gRs}}) \quad \textit{--- Equation 5}$$

where
- V = mean velocity (m/s)
- g = gravitational acceleration (m/s^2)
- R = hydraulic radius (m)
- k_s = hydraulic pipeline roughness (m)
- v = kinematic viscosity of fluid (m^2/s)
- s = hydraulic gradient (energy loss per unit length due to friction)

3.1.7 On the other hand, the capacity of open channel has been calculated using the Manning Equation:

$$V = \frac{r^{1/6}}{n} \times \sqrt{Rs} \quad \textit{--- Equation 6}$$

where
- V = mean velocity (m/s)
- R = hydraulic radius (m)
- n = Manning coefficient (s/m$^{1/3}$)
- s = hydraulic gradient (energy loss per unit length due to friction)

3.2 Assessment Assumptions

Identification of Catchments

3.2.1 Based on desktop study and site observation, although the Site is adjacent to the Sandy Ridge Cemetery, majority of the surface runoff from the Sandy Ridge Cemetery mainly flows to Shen Zhen River and partially to Ng Tung River via separate drainage system that is along a road which leads the Lo Wu Station Road and eventually discharge into Ng Tung River, and therefore not included as upstream catchments of the Site.

3.2.2 Catchments A to D were identified to be the catchments to be most relevant for this Site based on the topographical data available on Slope Information System of CEDD and the surveys map obtained from Lands Department. The indicative catchment plan is shown on ***Figure 3-1*** and briefly described below:

- Catchment A: covered by natural slope and village houses/ temporary structure Sha Ling area
- Catchment B: near the pipeline area that accommodate the fresh water mains alongside the Man Kam To Road
- Catchment C: composed of farmland/ grassland and villiage houses/ temporary structure comprises of Sub-Catchments C1, C2 (“the Site”) and C3.

- Catchment D: occupied by a concrete batching plant.

3.2.3 The surface runoff from Catchments A, B, C1, C3, D will be collected into the watercourse that gather at the box culvert underneath Lo Wu Station Road that eventually conveyed to Ng Tung River. Details of the catchments are described in paragraphs below.

Surface Runoff from Catchments

3.2.4 As shown on Figure 3-1, runoff from Catchment A will be collected by the existing watercourse within Catchment A and pass underneath Man Kam To Road and run into the Site underneath the superstructures and then further drain to the existing box culvert via the existing watercourse. As such, runoff arising from Catchment A should be taken into account in this DIA.

3.2.5 Runoff from Catchment B will flow along the pipeline area and collected into a U-channel that eventually leads to the existing box culvert downstream.

3.2.6 According to the topographical data and desktop study, the runoff from Catchments C1 should flow to the stream that is along the north of site boundary. Then the watercourse will connect the existing watercourse within the Site and eventually discharge to downstream via the box culvert.

3.2.7 Runoff from Catchment C2 and C3 would flow towards the watercourse within the Site. The flow will pass through the Site connecting the existing watercourse and eventually discharge to downstream via the box culvert.

3.2.8 Runoff from Catchment D will flow towards the Sha Ling Road and collected into the existing watercourse, therefore it will be taken into account in this DIA.

3.2.9 The calculation methods of corresponding catchments are summarised in ***Table 3-1*** and the photos of relevant watercourse and watercourse will be shown on ***Figure 3-1***.

Table 3-1: Method for Estimating the Surface Runoff from Surrounding Catchments

Catchment	Estimating Method for Surface Runoff
Catchment A	Rational Method
Catchment B	Rational Method
Catchment C	Rational Method
Catchment D	Rational Method

3.2.10 As the runoff from Catchments A, B, C1, C3 and D were calculated by Rational Method, information of the catchment area and runoff coefficients are necessary

Site Surface Characteristics and Runoff Coefficient of the Site

3.2.11 The Site is located in Catchment C2. An elevated platform will be constructed above the ground of the Site and the Site including its facilities will mainly be on the platform.

3.2.12 The Site is currently a vacant land overgrown with weeds and different tree groups. As such, for conservative approach, it is assumed that the Site is currently 99% grassland and 1% concrete paved area.

3.2.13 For the Proposed Development, about 25.6% site coverage of greenery will be provided. Therefore, it was assumed that the paving condition of the Proposed Development will comprise approximately 25.6% soft landscape and 74.4% paved area.

3.2.14 The Site is relatively flat, with reference to the DSD'S Stormwater Drainage Manual, the runoff coefficients of paved surface and grassland at existing site are 0.95 and 0.25, respectively. As a result, the respective average runoff coefficients of 0.26 and 0.77 were adopted for the Site before

and after the Proposed Development, respectively, as summarised in ***Table 3-2***.

Table 3-2: Surface Characteristics and Runoff Coefficients of the Site

SCENARIO OF PROJECT	AREA	SURFACE CHARACTERISTICS	RUNOFF COEFFICIENT
Before Development	20,249 m^2	1% paved+ 99% grassland	0.26
After Deveelopment		74.4% paved + 25.6% soft landscape	0.77

Site Surface Characteristics and Runoff Coefficient of Surrounding Catchments

3.2.15 Areas of farmland, grassland and natural slope are assumed to be soft landscape, while the remaining areas of village houses, temporary structure and fresh water mains are assumed to be paved area. The paving conditions are summarised in ***Table 3.3***.

3.2.16 With reference to the Stormwater Drainage Manual, the runoff coefficients for Catchments A are assumed are 0.95 for paved surface and 0.35 for soft landscape, respectively. On the other hand, as Catchments B, C1, C3 and D are relatively flat, the runoff coefficients of paved surface and soft landscape are 0.95 and 0.25, respectively. The runoff coefficients of related catchments are summarised in ***Table 3-3***.

Table 3-3: Surface Characteristics and Runoff Coefficients of Surrounding Catchments

CATCHMENT	SURFACE CHARACTERISTICS	OVERALL RUNOFF COEFFICIENT	CATCHMENT AREA (m^2)
Catchment A	47% paved + 53% soft landscape	0.63	63,483
Catchment B	100% paved	0.95	11,345
Catchment C1	100% paved	0.95	84,389
Catchment C3	100% paved	0.95	2,290
Catchment D	100% paved	0.95	9,212

3.2.17 Based on the existing topography, overland flow from these surrounding Catchments A, B, C1 and D, which are essentially the upper catchments of the Site, are collected into the existing watercourse in the same manner as the existing, drainage conditions shall remain the same as existing. Overland flow from Catchment C3 would be flow toward the watercourse within the Site. The estimated flow path of surrounding catchments is indicated in ***Figure 3-1***.

3.3 Estimated Existing and Future Runoff

Peak Runoff from the Site

3.3.1 Based on the assumption as described in paragraphs 3.2.1 to 3.2.14, the runoff from the Site (Catchment C2) before and after development was estimated based on the return periods of 2, 10 and 50 years.

3.3.2 The estimated peak runoff generated from the Site before development is 0.411m^3/s.

3.3.3 To consider the effect of climate change in the drainage design, the projection of rainfall increase by 11.1% given in SDM 2022 Table 28 is adopted. The runoff of the Site after development is 1.151m^3/s under 50 years return period. There will be around 494% increase in the estimated peak runoff due to the Proposed Development under 50 years return period. Detailed calculations are provided in ***Table 3-4*** and ***Appendix A***.

Table 3-4: Estimated Peak Runoff of the Site (Catchment C2)

RETURN PERIOD	ESTIMATED PEAK RUNOFF (m^3/s)		
	BEFORE DEVELOPMENT	AFTER DEVELOPMENT	INCREMENT
2 Years	0.150	0.691	462%
10 Years	0.196	0.871	445%
50 Years	0.233	1.019	437%

3.4 Peak Runoff from Other Sub-Catchment

3.4.1 The existing runoff generated from other surrounding sub-catchments has been evaluated and are summarised in ***Table 3-5***. Detailed calculations are provided in ***Appendix A***.

Table 3-5: Estimated Existing Runoff from Other Catchments

RETURN PERIOD	ESTIMATED PEAK RUNOFF FROM SUB-CATCHMENTS (m^3/s)					
	CATCHMENT					
	A	B	C1	C3	D	SUB TOTAL
2 Years	1.04	0.36	2.24	0.08	0.38	4.09
10 Years	1.37	0.46	2.92	0.11	0.47	5.33
50 Years	1.65	0.54	3.49	0.12	0.55	6.34

3.5 Total Peak Runoff

3.5.1 Under 50 years return period, the estimated existing peak runoff generated from the surround sub-catchments A, B, C1, C3 and D is 6.34m^3/s; and the estimated total peak runoff from Catchment A, B, C1, C2, C3 and D from upstream to the box culvert downstream after development with climate change factor is approximately 8.07m^3/s. However, it should be noted to avoid adverse impact to the downstream box culvert due to the additional flow from C2, it is proposed to include stormwater storage tanks on-site for collecting stormwater generated from C2. Details are discussed in Section 3.6.

3.6 Proposed Drainage Layout

On-site Storage Facility

3.6.1 It is understood that the drainage facilities at the downstream might not be capable of receiving additional flow from the Site. In order to avoid additional drainage impact on the municipal drainage system, a on-site underground stormwater storage tanks are proposed to store the additional runoff due to the Site. The tentative locations of two on-site underground stormwater storage tanks are indicated in ***Drawing No. DR-01 Drainage Analysis***.

3.6.2 Underground storage tank is more favourable for hydraulic flow and flow can be directly collected into the storage tank by gravity. The flow from the Site will be collected by the periphery U-channel drainage network and conveyed to the underground storage tank by gravity. Level sensors will be installed to trigger the pump start/stop and activate the valve to open/ close so that the water in the storage tank can be discharged under a controlled manner. The indicative cross-section of storage tank and with water intake and discharge mechanism is provided in ***Appendix B***.

3.6.3 The stored stormwater will either be reused on-site as much as practicable (e.g., floor mopping, toilet flush, etc.) or transported to the nearby active farmlands for irrigation (i.e. the farmland to the southwest of the Site), while the exact outlet needed to be confirmed during the detailed design stage, as such only the surplus water will be drained off to the proposed stormwater system. It is proposed outlet of the storage tank to be equipped with control e.g. valve so that the stormwater that are not used can be discharged into the box culvert after heavy raining under a controlled manner.

3.6.4 In case of power failure, emergency generator will be used as the power supplier of the pump.

Regular maintenance of the equipment will be carried out, spare pump will be used to maintain the operation when there is equipment failure.

3.6.5 The indicative cross-section of storage tank and the pumping system is provided on ***Appendix B***.

On site Storage Tank Sizing

3.6.6 Since Rational Method is not based on a total storm duration, but rather a period of rain that produces the peak runoff rate. The method cannot compute the runoff volumes unless the total storm duration is assumed. Therefore, 4 hours storm duration is proposed to be used as to design the size of on-site storage tank. This duration is sufficient to cover the effective life of many rainstorms (Royal Observatory, 1981). With reference to the IDF relationship of North District Area stated in Table 2d of the Stormwater Drainage Manual (DSD, 2018), the rainfall intensity of 54.9mm/h was adopted, which is based on 4 hours rainfall duration for 50 years return period.

3.6.7 The runoff coefficients of 0.26 and 0.87, as mentioned in ***paragraph 3.2.16*** were adopted for the Site before and after the Proposed Development, respectively.

3.6.8 The sizing of stormwater storage Tank is summarised and calculated in ***Table 3-6*** and in ***Appendix D***. The calculation of hydraulic checking of the watercourse is calculated in ***Appendix E***.

Table 3-6: Estimated stormwater storage tank size

Scenario Under 50 Years Return Period	Area, m^2	Runoff Coefficient	Rainfall Intensity, mm/hr	Peak Runoff Duration Rate, m^3/s	Rainfall Duration (Hours)	Estimated Runoff Volume, m^3
Before Development	20,249	0.26	59.1	0.086	4	1,246
After Development		0.77		0.256	4	3,689
					Incremental Runoff	**2,443**

3.6.9 As shown in ***Table 3-6***, the incremental runoff volume is 2,443 m^3 under 50 years return period. Thus, the proposed storage capacity is 2,500 m^3. The tentative location of the storage tank is shown on ***Figure 3-2.***

Proposed Stormwater Collection System

3.6.10 Two peripheral U- channels with grating covers are proposed to be running at the perimeter of the Site. The U-shape channels will be in a combination of size ranging from Ø300-700mm at an average gradient 1 in 250 to collect the runoff from the Site. Each of the two peripheral U- channels will eventually connect to catchpit pit that can connect to the storage tank mentioned in ***paragraph 3.6.9***. Catchpit with sand trap and cover will also be provided on-site to minimise sand/silt go into the drainage system. The indicative location and path of proposed parameter drain was shown on ***Figure 3-2***. The typical drawing of the U-Channel and catchpit with sand trap and cover is provided in ***Appendix C***.

3.6.11 Flow collected into U-channel section *Start 1* to *MH7* will be split at *MH7*. There are two outlets at *MH7*, one to the tank and one continue along the U-channel. Part of the flow will continue to flow along the U-channel and eventually directly discharge to watercourse, whereas flow that exceeds the U-channel capacity will be overflowed into *MH7* and will be discharged by gravity into the stormwater storage tank. Surface runoff collected in the stormwater storage tank will be stored and pumped out to the watercourse when it is low flow. See ***Appendix B*** for details of the illustration of mechanism.

3.6.12 Similar arrangement will also apply for the U-channel section *Start 2* to *MH15.* There are two outlets at MH15, and MH15 is equipped with an overflow weir. Part of the flow will continue to flow along the U-channel and eventually directly discharge to watercourse, whereas flow that exceeds the U-channel will be overflowed into the *MH15* and will be discharged by gravity into the stormwater storage tank. Surface runoff collected in the stormwater storage tank will be stored and pumped out to the watercourse when it is low flow. See ***Appendix B*** for details of the illustration of mechanism. The total runoff to be discharged into the watercourse will not be more than the estimated peak runoff generated from the Site before development.

3.6.13 An indicative drawing of the catchpit with sand trap design is provided in ***Appendix C***. The typical design of the peripheral U- Channel is presented in **Table 3-7**. Detailed calculations for impact assessment of proposed drainage channels and the design of on-site storage tank are provided in ***Appendix D***.

Table 3-7: Drainage Capacity of Proposed Peripheral Channels

Description	Size, mm	Runoff, m^3/s	Capacity, m^3/s	% of Capacity Used	Sufficient Capacity?
U-shape Channel from Start 1 to CP8a	400 – 700	0.03 - 0.65	0.30 - 0.72	11%-91%	YES
U-shape Channel from CP8a to Box Culvert[1]	700	0.64	0.64	99.7%	YES
U-Shape Channel from Start 2 to MH15	400 – 700	0.05 - 0.52	0.34- 0.99	15%-75%	YES
U-shape Channel from MH15 to Box Culvert[1]	500	0.48	0.48	99.8%	YES
Pipe MH7 to Tank	Ø 600	0.39	0.67	89%	YES
Pipe CP12 to Tank	Ø 450	0.18	0.43	70%	YES
Pipe MH15 to Tank	Ø 450	0.11	0.33	64%	YES
Pipe Tank to Box Culvert	Ø 300	0.19	0.29	64%	YES

Note: The maximum capacity of the U-shape channel is designed based on the existing runoff of Catchment C2 and C3.

Maintenance of Existing Watercourse

3.6.14 The existing watercourse passing through the Site is proposed to be decked over to minimise disturbance to it. To support regular maintenance, manholes for watercourse are proposed to be installed along the existing watercourse with an interval of 60m in which the indicative location of maintenance manholes can be referred to ***Figure 3-2***.

Drainage Point

3.6.15 The runoff from the surrounding catchments run into the existing stream which located underneath the proposed platform inside the Site as before the Proposed Development. The collected runoff from the existing watercourse would be diverted to southwest of the Site and discharged to downstream through a box culvert with 5000mm (W) x 1550mm (H) with 1% fall laid under the Lo Wo Station Road, as shown on Figure 3-2 and the detail drawing of the box culvert underneath Lo Wu Station is shown on ***Appendix F***.

3.7 Proposed Mitigation Measures

3.7.1 Water quality is the key environmental impact arising from the construction works. In addition, objects such as soil, construction materials, etc. accidentally falling into the watercourses/drainage can cause blockage in the watercourses/drainage. To avoid adverse impact on the watercourses and public drainage system in the vicinity of the Site during construction and operation of the Proposed Development, the guidelines published by the government shall be followed, including but not limited to those as follows:

- Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (“PNAP”) ADV-27 Protection of Natural Streams/Rivers from Adverse Impacts arising from Construction Works published by the Building Department (BD);
- PNAP ADV-4 Control of Environmental Nuisance from Construction Site published by the BD;
- Practice Notes for Registered Contractors (PNRC) 61 Protection of Natural Streams/Rivers from Adverse Impacts arising from Construction Works published by the BD;
- PNRC 17 Control of Environmental Nuisance from Construction Site published by the BD;
- Recommended Pollution Control Clauses for Construction Contracts (RPCC) published by the Environmental Protection Department (EPD)
- Professional Persons Environmetn Consulatative Committee (ProPECC) Practice Note (PN) 1/94 Construction Site Drainage published by the EPD

3.7.2 With reference to the measures recommended in the above guidelines, the following measures shall be provided, implemented and maintained by the Contractor to minimise impact to the watercourses:

(1) The proposed works site in the proximity of natural rivers and streams should be temporarily isolated, such as by placing of sandbags or silt curtains with lead edge at bottom and properly supported props, to prevent adverse impacts on the stream water qualities.

(2) Stockpiling of construction materials, if necessary, should be properly covered and located away from any natural stream/river.

(3) Construction debris and spoil should be covered up and/or properly disposed of as soon as possible to avoid being washed into nearby rivers/streams by rain.

(4) Construction effluent, site run-off and sewage should be properly collected and/or treated. Wastewater from a construction site should be managed with the following approach in descending order:

- minimisation of wastewater generation;
- reuse and recycle;
- treatment.

(5) Supervisory staff should be assigned to station on site to closely supervise and monitor the works.

(6) Incorporate temporary drainage system with de-silting facility before connecting directly to the main drainage system.

(7) Install sand trap, settling pit or grease trap as necessary.

(8) Install perimeter drainage channels or place sand bags along the low end of boundary.

(9) Install pH adjustment facilities or petrol interceptor as necessary.

(10) Cover open site area with gravel as far as practicable.

(11) For site maintenance:

- clear trapped debris and sediments frequently.
- maintain sanitary condition at effluent disposal point.
- pump and properly drain away all stagnant water.
- cover open stockpiles of construction materials and temporarily exposed slope by tarpaulin or similar fabric, especially during rainy season.
- Manholes shall always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers.

(12) Surface run-off from construction/reinstatement sites shall be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Temporary construction drainage or earth bunds or sand bag barriers shall be provided on site to properly direct storm water to such silt removal facilities. Perimeter channels at site boundaries shall be provided where necessary to intercept storm run-off from outside the Site so that it will not wash across the Site.

(13) Silt removal facilities, channels and manholes shall be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times.

(14) Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites shall be covered with tarpaulin or similar fabric during rainstorms. Measures shall be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.

(15) No filling of the existing watercourse

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4. Conclusion

4.1.1 Potential drainage impacts that may arise from the Site after construction of the Proposed Development have been assessed.

4.1.2 The peak runoff before and after the development of the Site were estimated using Rational Method and based on the catchment surface characteristics for the existing environment and the Proposed Development. The paving area of the Site will increase to **70.8%**, additional surface runoff will be generated from the site. The estimated peak runoff generated from the Site and the surrounding catchments with climate change factor are 1.15 m^3/s and 4.75m^3/s under 50 years return period, and the total estimated peak flow from the Site and surrounding catchments to the box culvert downstream with climate change factor is about 5.90m^3/s.

4.1.3 U-shape peripheral channels has been proposed to be installed at the boundary of the Site to collect surface runoff from the Site (Catchment C2) and Catchment C3. The U-shape channels of size 300-700 mm dia. have been proposed. Based on the calculation, the utilisation rate of the proposed U-shape peripheral channels and pipes is about 12-91% under the 50 years return period, which shows there is sufficient capacity to accommodate flow arise Site after Proposed Development.

4.1.4 The incremental runoff before and after the development were estimated for sizing an on-site storage tank. Assuming the rainfall duration of 4 hour based on a return period of 50 years, a on-site storage tank of total volume of 2,500m^3 is proposed to temporarily store the runoff due to the Proposed Development during heavy rainstorm. It will be sufficient to meet the storage volume required. No adverse drainage impact to the existing drainage system is anticipated due to the Proposed Development, subject to the following condition:

(a) At least 23.6% of the Site area shall be soft landscape.

4.1.5 This DIA Report indicates the initial findings regarding drainage impact and indicative drainage layout. A qualified engineer should be engaged by the Architect/Contractor of the Proposed Development to review and provide detailed designs for the internal Site drainage layout, including the water storage tank. A “Drainage Proposal” including detailed designs based on calculations and quantitative assessments, as well as hydraulic model if necessary, shall be prepared by the qualified engineer and submitted to the drainage Authority, EPD and DSD, for their review and approval prior to the commencement of work. The Applicant shall obtain the consent from the owner of the existing watercourse for discharging of storm water prior to commencement of the proposed works. All the relevant government departements shall also be consulted with when necessary.

Appendix A
Runoff Calculations

Calculation of Runoff for Return Period of 2 Years

Catchment ID	Catchment Area(A), km^2	Average Slope (H), m/100	Flow Path Length (L), m	Inlet time(t_0), min	Duration(t_d), min	Storm constants			Runoff intensity (i), mm/hr	Runoff Coefficient (C)	C x A	Peak Runoff (Q_p), m3/s
						a	b	c				
Before the Proposed Development												
Catchment A	0.0635	16.29	526.20	14.41	20.26	439.1	4.10	0.484	93.63	0.63	0.0400	1.041
Catchment B	0.0113	1.28	164.20	8.89	10.71	439.1	4.10	0.484	119.13	0.95	0.0107	0.356
Catchment C1	0.0844	3.94	365.80	12.94	17.00	439.1	4.10	0.484	100.37	0.41	0.0346	0.966
Catchment C2	0.0205	0.69	237.30	13.70	16.69	439.1	4.10	0.484	101.09	0.26	0.0053	0.150
Catchment C3	0.0022	1.17	63.00	4.09	5.94	439.1	4.10	0.484	143.79	0.32	0.0007	0.028
Catchment D	0.0092	4.98	84.30	3.55	4.49	439.1	4.10	0.484	155.06	0.95	0.0087	0.377
											Total (General Scenario)	**2.917**
After the Proposed Development (with Climate Change Factor)												
Catchment A	0.0635	16.29	526.20	14.41	20.26	439.1	4.10	0.484	93.63	0.63	0.0400	1.157
Catchment B	0.0113	1.28	164.20	8.89	10.71	439.1	4.10	0.484	119.13	0.95	0.0107	0.395
Catchment C1	0.0844	3.94	365.80	12.94	17.00	439.1	4.10	0.484	100.37	0.41	0.0346	1.073
Catchment C2a	0.0030	0.20	83.00	7.44	7.90	439.1	4.10	0.484	131.90	0.77	0.0023	0.094
Catchment C2b	0.0023	0.20	56.00	5.15	5.46	439.1	4.10	0.484	147.20	0.77	0.0018	0.081
Catchment C2c	0.0024	0.20	60.00	5.50	5.83	439.1	4.10	0.484	144.54	0.77	0.0018	0.083
Catchment C2d	0.0024	0.20	76.00	6.96	7.39	439.1	4.10	0.484	134.72	0.77	0.0018	0.077
Catchment C2e	0.0008	0.20	58.00	5.93	6.25	439.1	4.10	0.484	141.66	0.77	0.0006	0.027
Catchment C2f	0.0006	0.20	45.30	4.77	5.02	439.1	4.10	0.484	150.63	0.77	0.0005	0.021
Catchment C2g	0.0012	0.20	89.00	8.74	9.24	439.1	4.10	0.484	125.33	0.77	0.0009	0.036
Catchment C2h	0.0034	0.20	68.30	6.04	6.42	439.1	4.10	0.484	140.55	0.77	0.0026	0.114
Catchment C2j	0.0044	0.20	52.35	4.52	4.81	439.1	4.10	0.484	152.38	0.77	0.0034	0.159
Catchment C3	0.0022	1.17	63.00	4.09	5.94	439.1	4.10	0.484	143.79	0.32	0.0007	0.031
Catchment D	0.0092	4.98	84.30	3.55	4.49	439.1	4.10	0.484	155.06	0.95	0.0087	0.419
											Total (General Scenario)	**3.766**

Note:

1) Runoff is calculated in accordance with DSD's "Stormwater Drainage Manual (with Eurocodes incorporated) - Planning, Design and Management" (SDM), fifth edition, January 2018 and DSD Stormwater Drainage Manual CORRIGENDUM No. 1/2022.

2) Time of concentration td=t0+tf, where tf time of flow in urban drainage system = length of drain/velocity. Velocity assumed 1.5m/s for natural flow and 3m/s assumed for flow in urban area.

3) The gradient of Catchement C2 after development is assumed to be 1:500.

Calculation of Runoff for Return Period of 10 Years

Catchment ID	Catchment Area(A), km^2	Average Slope (H), m/100	Flow Path Length (L), m	Inlet time(t_0), min	Duration(t_d), min	Storm constants			Runoff intensity (i), mm/hr	Runoff Coefficient (C)	C x A	Peak Runoff (Q_p), m3/s
						a	b	c				
Before the Proposed Development												
Catchment A	0.0635	16.29	526.20	14.41	20.26	454.9	3.44	0.412	123.46	0.63	0.0400	1.373
Catchment B	0.0113	1.28	164.20	8.89	10.71	454.9	3.44	0.412	152.69	0.95	0.0107	0.456
Catchment C1	0.0844	3.94	365.80	12.94	17.00	454.9	3.44	0.412	131.22	0.41	0.0346	1.262
Catchment C2	0.0205	0.69	237.30	13.70	16.69	454.9	3.44	0.412	132.05	0.26	0.0053	0.196
Catchment C3	0.0022	1.17	63.00	4.09	5.94	454.9	3.44	0.412	180.87	0.32	0.0007	0.035
Catchment D	0.0092	4.98	84.30	3.55	4.49	454.9	3.44	0.412	193.83	0.95	0.0087	0.471
											Total (General Scenario)	**3.793**
After the Proposed Development (with Climate Change Factor)												
Catchment A	0.0635	16.29	526.20	14.41	20.26	454.9	3.44	0.412	123.46	0.63	0.0400	1.525
Catchment B	0.0113	1.28	164.20	8.89	10.71	454.9	3.44	0.412	152.69	0.95	0.0107	0.506
Catchment C1	0.0844	3.94	365.80	12.94	17.00	454.9	3.44	0.412	131.22	0.41	0.0346	1.402
Catchment C2a	0.0030	0.20	83.00	7.44	7.90	454.9	3.44	0.412	167.27	0.77	0.0023	0.119
Catchment C2b	0.0023	0.20	56.00	5.15	5.46	454.9	3.44	0.412	184.79	0.77	0.0018	0.101
Catchment C2c	0.0024	0.20	60.00	5.50	5.83	454.9	3.44	0.412	181.74	0.77	0.0018	0.104
Catchment C2d	0.0024	0.20	76.00	6.96	7.39	454.9	3.44	0.412	170.49	0.77	0.0018	0.097
Catchment C2e	0.0008	0.20	58.00	5.93	6.25	454.9	3.44	0.412	178.43	0.77	0.0006	0.034
Catchment C2f	0.0006	0.20	45.30	4.77	5.02	454.9	3.44	0.412	188.73	0.77	0.0005	0.027
Catchment C2g	0.0012	0.20	89.00	8.74	9.24	454.9	3.44	0.412	159.77	0.77	0.0009	0.046
Catchment C2h	0.0034	0.20	68.30	6.04	6.42	454.9	3.44	0.412	177.16	0.77	0.0026	0.143
Catchment C2j	0.0044	0.20	52.35	4.52	4.81	454.9	3.44	0.412	190.73	0.77	0.0034	0.200
Catchment C3	0.0022	1.17	63.00	4.09	5.94	454.9	3.44	0.412	180.87	0.32	0.0007	0.039
Catchment D	0.0092	4.98	84.30	3.55	4.49	454.9	3.44	0.412	193.83	0.95	0.0087	0.523
											Total (General Scenario)	**4.867**

Note:

1) Runoff is calculated in accordance with DSD's "Stormwater Drainage Manual (with Eurocodes incorporated) - Planning, Design and Management" (SDM), fifth edition, January 2018 and DSD Stormwater Drainage Manual CORRIGENDUM No. 1/2022.

2) Time of concentration td=t0+tf, where tf time of flow in urban drainage system = length of drain/velocity. Velocity assumed 1.5m/s for natural flow and 3m/s assumed for flow in urban area.

3) The gradient of Catchement C2 after development is assumed to be 1:500.

Calculation of Runoff for Return Period of 50 Years

Catchment ID	Catchment Area(A), km^2	Average Slope (H), m/100	Flow Path Length (L), m	Inlet time(t_0), min	Duration(t_d), min	Storm constants			Runoff intensity (i), mm/hr	Runoff Coefficient (C)	C x A	Peak Runoff (Q_p), m3/s
						a	b	c				
Before the Proposed Development												
Catchment A	0.0635	16.29	526.20	14.41	20.26	474.6	2.90	0.371	147.91	0.63	0.0400	1.645
Catchment B	0.0113	1.28	164.20	8.89	10.71	474.6	2.90	0.371	180.16	0.95	0.0107	0.538
Catchment C1	0.0844	3.94	365.80	12.94	17.00	474.6	2.90	0.371	156.48	0.41	0.0346	1.505
Catchment C2	0.0205	0.69	237.30	13.70	16.69	474.6	2.90	0.371	157.39	0.26	0.0053	0.233
Catchment C3	0.0022	1.17	63.00	4.09	5.94	474.6	2.90	0.371	211.44	0.32	0.0007	0.041
Catchment D	0.0092	4.98	84.30	3.55	4.49	474.6	2.90	0.371	225.98	0.95	0.0087	0.549
											Total (General Scenario)	**4.512**
After the Proposed Development (with Climate Change Factor)												
Catchment A	0.0635	16.29	526.20	14.41	20.26	474.6	2.90	0.371	147.91	0.63	0.0400	1.828
Catchment B	0.0113	1.28	164.20	8.89	10.71	474.6	2.90	0.371	180.16	0.95	0.0107	0.597
Catchment C1	0.0844	3.94	365.80	12.94	17.00	474.6	2.90	0.371	156.48	0.41	0.0346	1.672
Catchment C2a	0.0030	0.20	83.00	7.44	7.90	474.6	2.90	0.371	196.31	0.77	0.0023	0.140
Catchment C2b	0.0023	0.20	56.00	5.15	5.46	474.6	2.90	0.371	215.82	0.77	0.0018	0.118
Catchment C2c	0.0024	0.20	60.00	5.50	5.83	474.6	2.90	0.371	212.41	0.77	0.0018	0.121
Catchment C2d	0.0024	0.20	76.00	6.96	7.39	474.6	2.90	0.371	199.88	0.77	0.0018	0.114
Catchment C2e	0.0008	0.20	58.00	5.93	6.25	474.6	2.90	0.371	208.72	0.77	0.0006	0.040
Catchment C2f	0.0006	0.20	45.30	4.77	5.02	474.6	2.90	0.371	220.24	0.77	0.0005	0.031
Catchment C2g	0.0012	0.20	89.00	8.74	9.24	474.6	2.90	0.371	187.99	0.77	0.0009	0.054
Catchment C2h	0.0034	0.20	68.30	6.04	6.42	474.6	2.90	0.371	207.30	0.77	0.0026	0.168
Catchment C2j	0.0044	0.20	52.35	4.52	4.81	474.6	2.90	0.371	222.49	0.77	0.0034	0.233
Catchment C3	0.0022	1.17	63.00	4.09	5.94	474.6	2.90	0.371	211.44	0.32	0.0007	0.046
Catchment D	0.0092	4.98	84.30	3.55	4.49	474.6	2.90	0.371	225.98	0.95	0.0087	0.610
											Total (General Scenario)	**5.772**

Note:

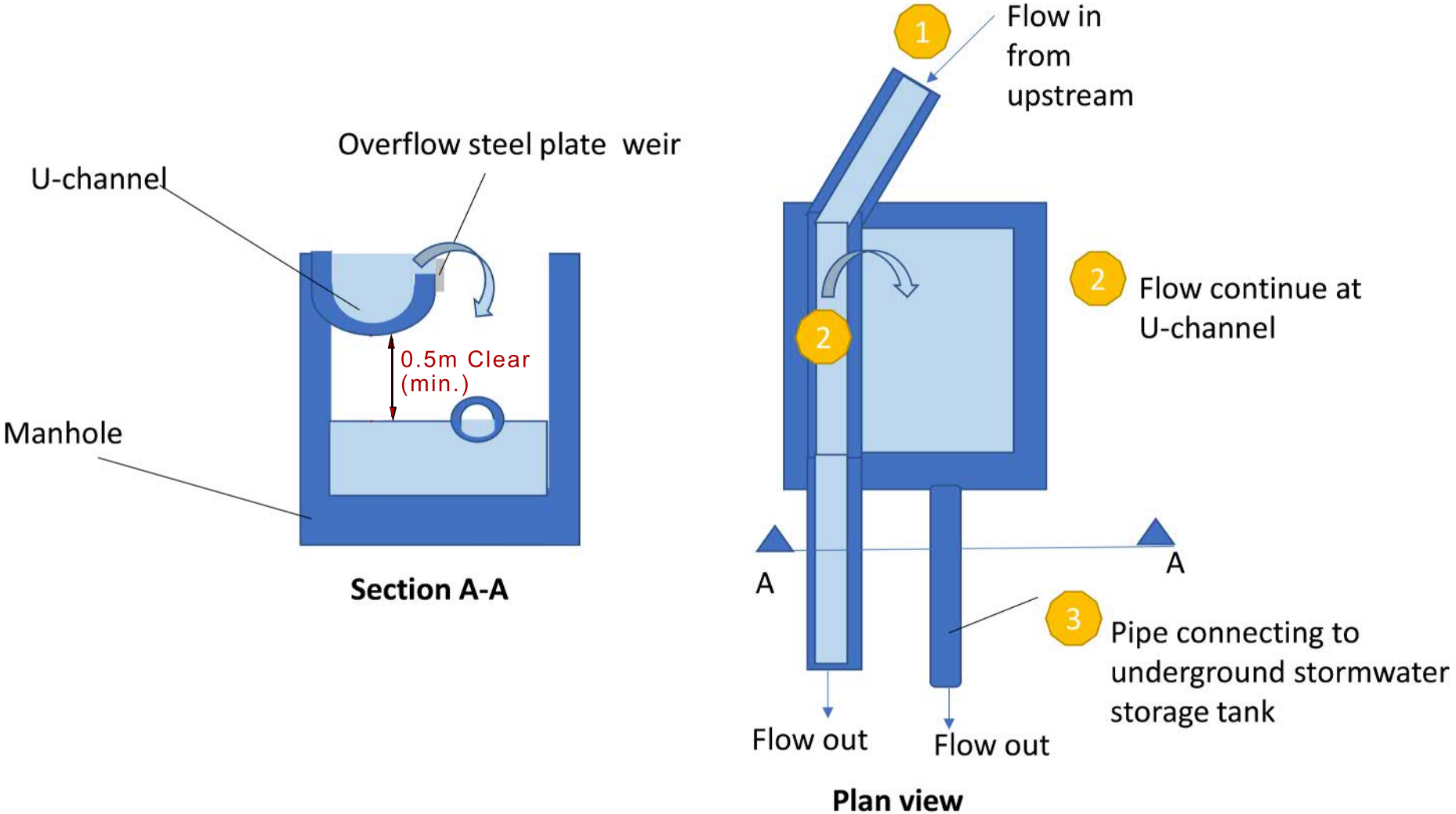
1) Runoff is calculated in accordance with DSD's "Stormwater Drainage Manual (with Eurocodes incorporated) - Planning, Design and Management" (SDM), fifth edition, January 2018 and DSD Stormwater Drainage Manual CORRIGENDUM No. 1/2022.

2) Time of concentration td=t0+tf, where tf time of flow in urban drainage system = length of drain/velocity. Velocity assumed 1.5m/s for natural flow and 3m/s assumed for flow in urban area.

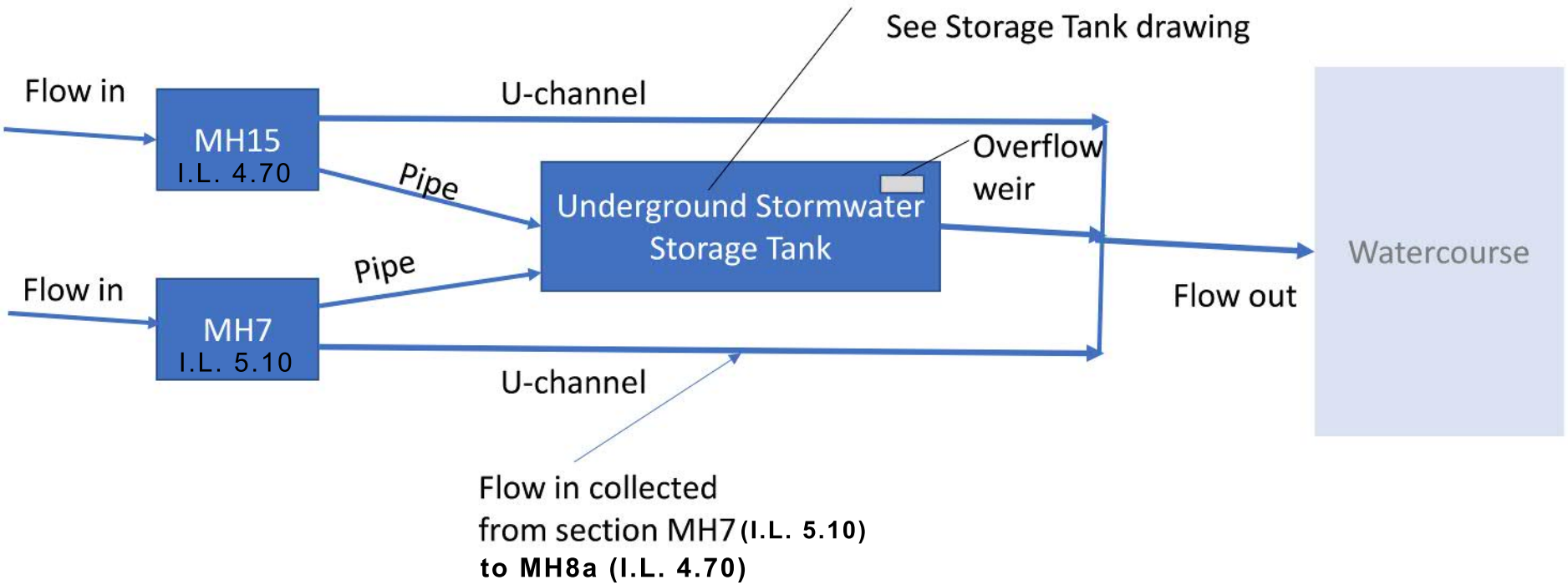
3) The gradient of Catchement C2 after development is assumed to be 1:500.

Appendix B

Indicative Schematic Diagrams for Mangole and Storage Tank

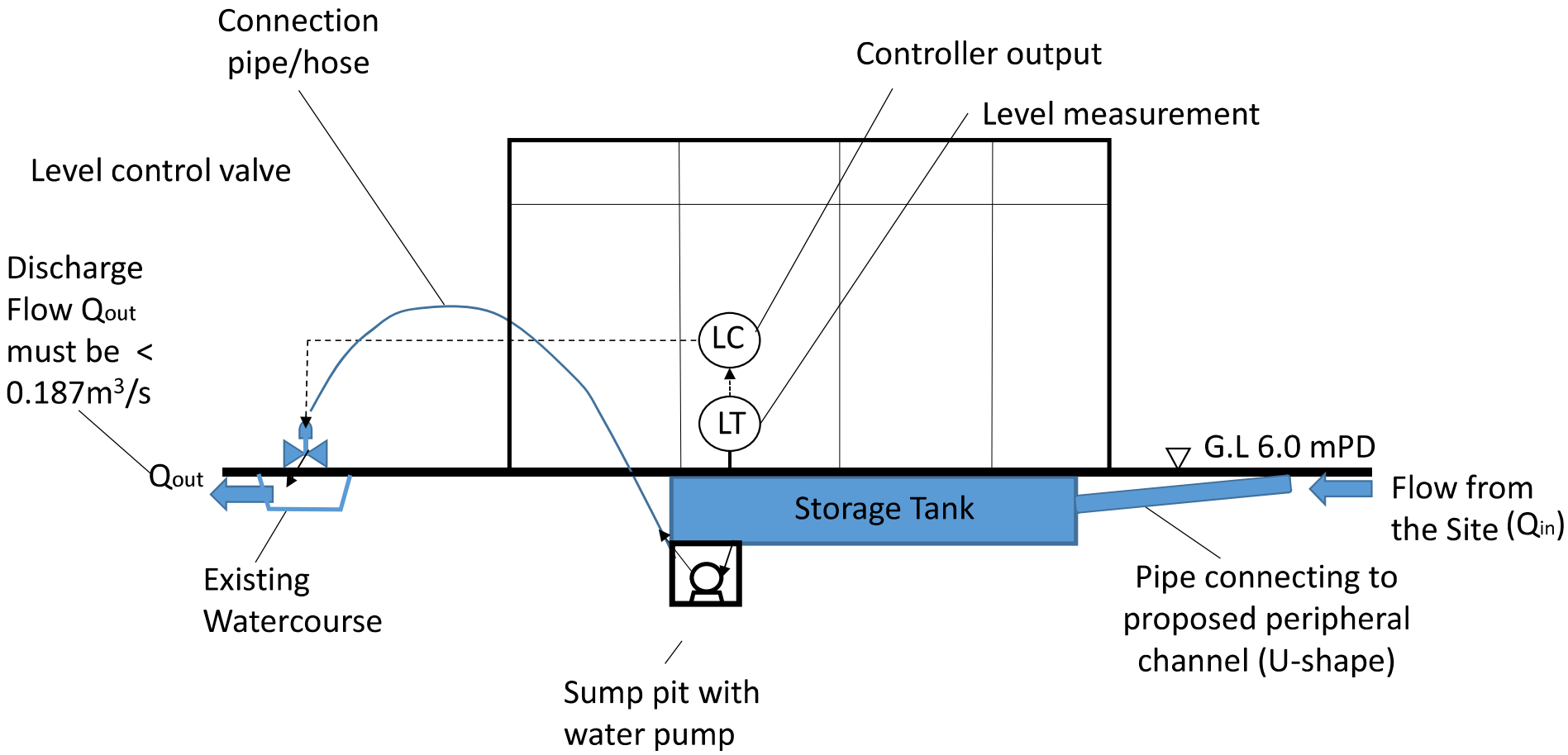


Indicative Drainage Mechanism at MH7 and MH15



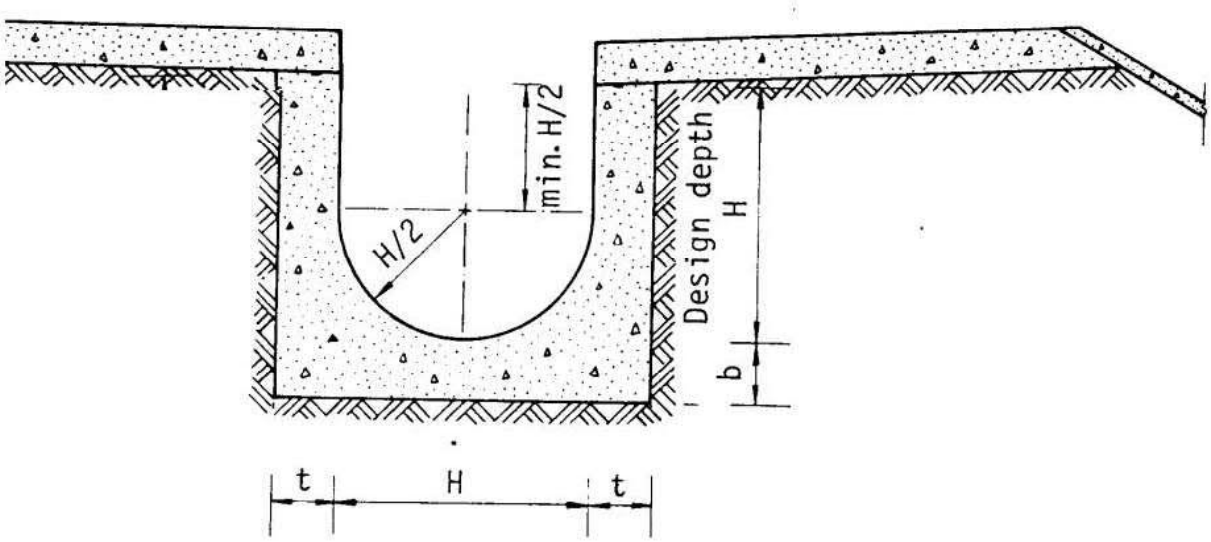
Indicative Drainage Mechanism from MH7 and MH15 to Underground Stormwater Storage Tank and Watercourse

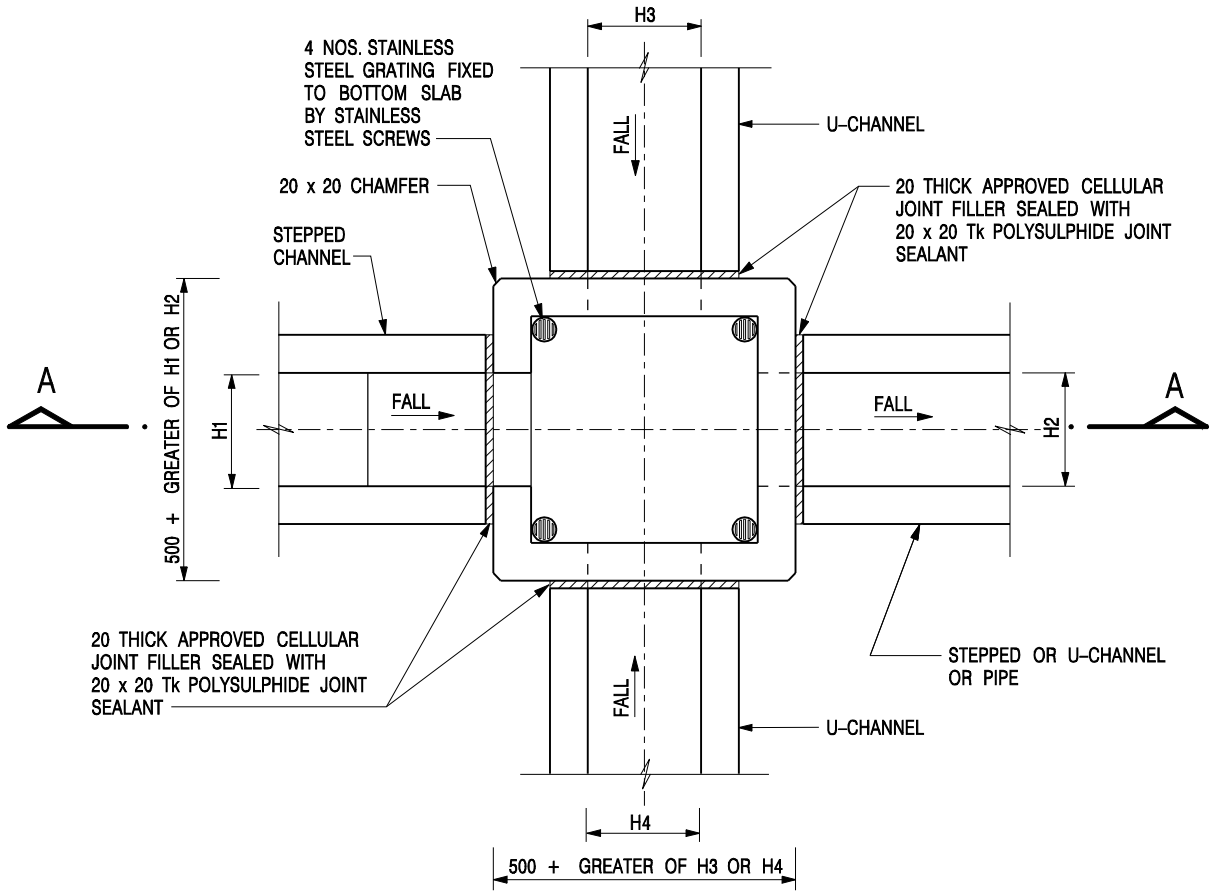
Water Intake and Discharge Mechanism with Storage Tank Underground



Appendix C

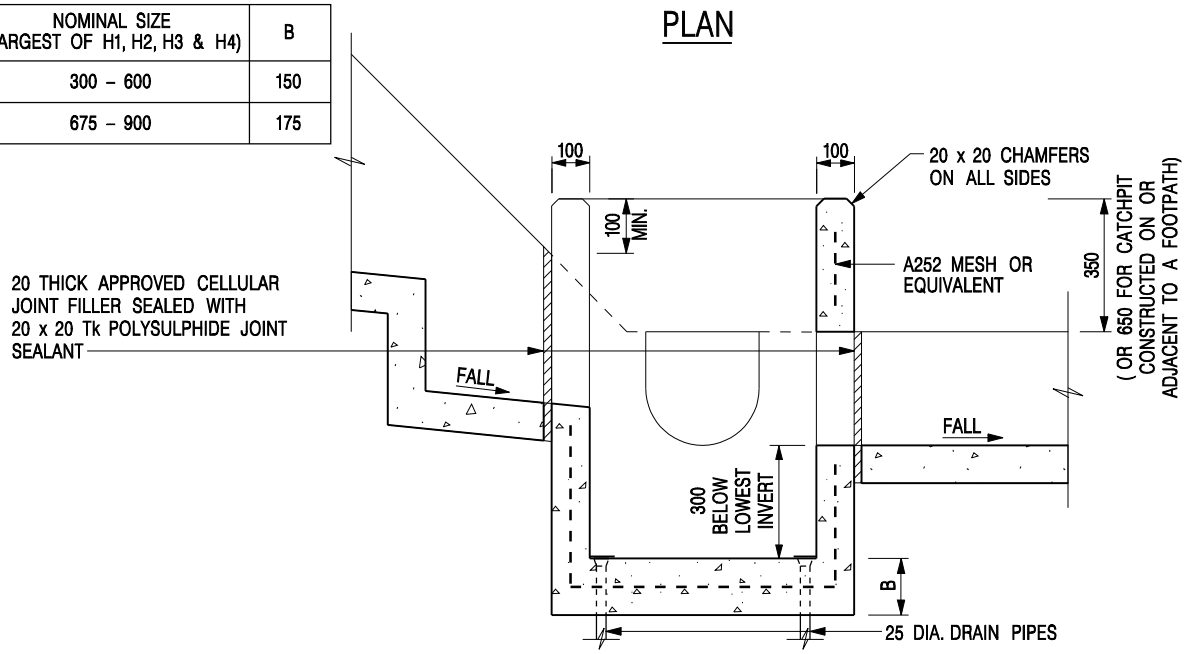
Drawing of Typical Detials of U-Channel and Catchpit


min. H/2
H/2
Design depth
H
b
t
H
t



PLAN

NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 – 600	150
675 – 900	175



SECTION A – A

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 2 FOR OTHER NOTES.

REF.	REVISION	SIGNATURE	DATE
–	FORMER DRG. NO. C2406J.	Original Signed	03.2015

CATCHPIT WITH TRAP

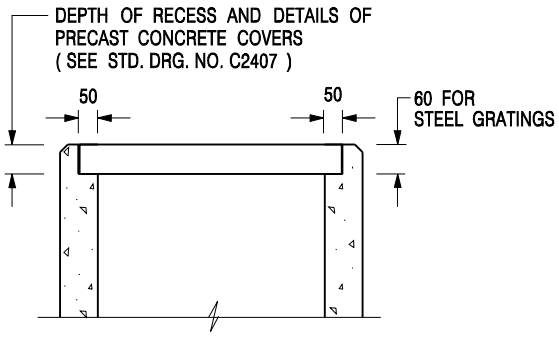
(SHEET 1 OF 2)

CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE 1 : 20

DATE JAN 1991

DRAWING NO. C2406 /1



ALTERNATIVE TOP SECTION
FOR PRECAST CONCRETE COVERS / GRATINGS

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL CONCRETE SHALL BE GRADE 20 /20.
3. CONCRETE SURFACE FINISH SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
4. FOR DETAILS OF JOINT, REFER TO STD. DRG. NO. C2413.
5. CONCRETE TO BE COLOURED AS SPECIFIED.
6. UNLESS REQUESTED BY THE MAINTENANCE PARTY AND AS DIRECTED BY THE ENGINEER, CATCHPIT WITH TRAP IS NORMALLY NOT PREFERRED DUE TO PONDING PROBLEM.
7. UPON THE REQUEST FROM MAINTENANCE PARTY, DRAIN PIPES AT CATCHPIT BASE CAN BE USED BUT THIS IS FOR CATCHPITS LOCATED AT SLOPE TOE ONLY AND AS DIRECTED BY THE ENGINEER.
8. FOR CATCHPITS CONSTRUCTED ON OR ADJACENT TO A FOOTPATH, STEEL GRATINGS (SEE DETAIL 'A' ON STD. DRG. NO. C2405 /2) OR CONCRETE COVERS (SEE STD. DRG. NO. C2407) SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.
9. IF INSTRUCTED BY THE ENGINEER, HANDRAILING (SEE DETAIL 'J' ON STD. DRG. NO. C2405 /5; EXCEPT ON THE UPSLOPE SIDE) IN LIEU OF STEEL GRATINGS OR CONCRETE COVERS CAN BE ACCEPTED AS AN ALTERNATIVE SAFETY MEASURE FOR CATCHPITS NOT ON A FOOTPATH NOR ADJACENT TO IT. TOP OF THE HANDRAILING SHALL BE 1 000 mm MIN. MEASURED FROM THE ADJACENT GROUND LEVEL.
10. MINIMUM INTERNAL CATCHPIT WIDTH SHALL BE 1 000 mm FOR CATCHPITS WITH A HEIGHT EXCEEDING 1 000 mm MEASURED FROM THE INVERT LEVEL TO THE ADJACENT GROUND LEVEL. AND, STEP IRONS (SEE DSD STD. DRG. NO. DS1043) AT 300 c/c STAGGERED SHALL BE PROVIDED. THICKNESS OF CATCHPIT WALL FOR INSTALLATION OF STEP IRONS SHALL BE INCREASED TO 150 mm.
11. FOR RETROFITTING AN EXISTING CATCHPIT WITH STEEL GRATING, SEE DETAIL 'G' ON STD. DRG. NO. C2405 /4.
12. SUBJECT TO THE APPROVAL OF THE ENGINEER, OTHER MATERIALS CAN ALSO BE USED AS COVERS / GRATINGS.

REF.	REVISION	SIGNATURE	DATE
A	MINOR AMENDMENT.	Original Signed	04.2016
–	FORMER DRG. NO. C2406J.	Original Signed	03.2015

CATCHPIT WITH TRAP
(SHEET 2 OF 2)

CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE 1 : 20

DATE JAN 1991

DRAWING NO. C2406 /2A

Appendix D
Calculation of Drainage Capacity

HKCMA
Temporary Cold Storage and Distribution Centre
Drainage Impact Assessment (July 2025)
U-Channel Design Calculation

Design assumptions and parameters

1. The time of entry is taken as 5 minutes
2. The channel is designed with a rainfall return period of 1 in 50 years. (a = 474.6; b = 2.90; c = 0.371; in accordance with DSD SDM Corrigendum No. 1/2024)
3. A uniformly distributed rainfall with an intensity determined by the intensity-duration-frequency relationship is used.
4. Adopted runoff coefficients: 0.77
5. Rational method is adopted for runoff estimation.
6. The Manning's equation is adopted for channel capacity estimation.
7. Adopted Manning's coefficient for concrete channels: 0.018 $s/m^{1/3}$

Climate change 11.10% (in accordance with DSD SDM Corrigendum No. 1/2022)

Design calculation for capacity of U-channel

Channel From	Channel To	Incremental catchment area, A_{iu} (m^2)	Cumulative catchment area, A_{cu} (m^2)	Length of designed channel section (m)	Time of flow, t_f (min)	Time of concentration, t_c (min)	Rainfall intensity, I (mm/hr)	Design runoff, Q_d (m^3/s)	Design runoff with Climate Change, Q_{dc} (m^3/s)	Channel width, W (mm)	Upstream ground level (mPD)	Downstream ground level (mPD)	Upstream channel invert (mPD)	Downstream channel invert (mPD)	Critical channel sectional area, A (m^2)	Wetted perimeter, P (m)	Hydraulic radius, R (m)	Gradient, S_f (1 in)	Flow velocity, V (m/s)	Channel capacity, Q_c (m^3/s)	%	$Q_c > Q_d$?	Remark
Start 1	CP1	615	615	19.439	0.202	5.20	218.397	0.029	0.032	400	7.40	7.40	6.900	6.600	0.183	1.628	0.112	65	1.606	0.294	10.87%	OK	
CP1	CP2	240	855	18.940	0.296	5.30	217.463	0.040	0.044	400	7.40	7.40	6.600	6.500	0.303	2.228	0.136	189	1.067	0.323	13.67%	OK	
CP2	CP2a	4210	5065	44.438	0.675	5.67	213.846	0.232	0.257	700	7.40	6.90	6.500	6.300	0.367	2.300	0.160	222	1.097	0.403	63.83%	OK	
CP2a	CP2b	24	5089	4.544	0.031	5.03	220.127	0.240	0.266	700	6.90	6.90	6.300	6.200	0.367	2.300	0.160	45	2.427	0.892	29.86%	OK	
CP2b	CP3	75	5164	20.586	0.200	5.20	218.411	0.241	0.268	700	6.90	6.70	6.200	6.000	0.437	2.500	0.175	103	1.713	0.749	35.76%	OK	
CP3	CP4	1600	6764	56.864	0.798	5.80	212.721	0.308	0.342	700	6.70	6.30	6.000	5.700	0.367	2.300	0.160	190	1.188	0.437	78.32%	OK	
CP4	CP5	1960	8724	60.291	0.675	5.67	213.849	0.399	0.443	700	6.30	6.10	5.700	5.200	0.367	2.300	0.160	121	1.490	0.547	81.00%	OK	
CP5	CP6	30	8754	12.395	0.196	5.20	218.451	0.409	0.454	700	6.10	6.00	5.200	5.160	0.535	2.780	0.193	310	1.053	0.564	80.63%	OK	
CP6	CP6a	370	9124	14.905	0.215	5.21	218.266	0.426	0.473	700	6.00	5.90	5.160	5.100	0.507	2.700	0.188	248	1.157	0.587	80.63%	OK	
CP6a	MH7	520	9644	16.571	0.195	5.20	218.463	0.451	0.501	700	5.90	5.90	5.100	5.000	0.507	2.700	0.188	166	1.416	0.719	69.67%	OK	
MH7	CP8	800	10444	41.567	0.525	5.53	215.248	0.481	0.534	700	5.90	5.60	5.000	4.785	0.518	2.730	0.190	193	1.319	0.683	78.18%	OK	
CP8	CP8a	700	11144	41.031	0.493	5.49	215.557	0.514	0.571	700	5.60	5.60	4.785	4.550	0.518	2.730	0.190	175	1.388	0.719	79.39%	OK	
CP8a	BOX CULVERT	0	11144	14.823	0.297	5.30	217.447	0.507	0.563	700	5.60	5.60	4.550	4.524	0.682	3.200	0.213	570	0.831	0.567	99.36%	OK	NOTE 1
-----	-----																						
Start 2	CP10	960	960	29.509	0.549	5.55	215.019	0.044	0.049	400	7.40	7.40	6.400	6.300	0.383	2.628	0.146	295	0.895	0.343	14.31%	OK	
CP10	CP11	2270	3230	92.419	1.344	6.34	207.969	0.144	0.160	400	7.40	6.40	6.300	5.700	0.263	2.028	0.130	154	1.146	0.301	52.98%	OK	
CP11	CP12	1081	4311	23.587	0.258	5.26	217.839	0.201	0.223	600	6.40	6.30	5.700	5.500	0.381	2.342	0.163	118	1.525	0.582	38.36%	OK	
CP12	CP13	1120	5431	71.825	0.941	5.94	211.437	0.246	0.273	700	6.30	6.00	5.500	5.150	0.507	2.700	0.188	205	1.273	0.646	42.26%	OK	
CP13	CP14	697	6128	22.630	0.267	5.27	217.752	0.285	0.317	700	6.00	5.70	5.150	5.000	0.437	2.500	0.175	151	1.415	0.619	51.23%	OK	
CP14	CP14a	2808	8936	25.605	0.278	5.28	217.640	0.416	0.462	700	5.70	5.60	5.000	4.800	0.437	2.500	0.175	128	1.536	0.672	68.78%	OK	
CP14a	MH15	125	9061	8.684	0.105	5.10	219.375	0.425	0.472	700	5.60	5.60	4.800	4.750	0.507	2.700	0.188	174	1.383	0.702	67.30%	OK	
MH15	BOX CULVERT	0	11351	36.662	0.645	5.64	214.125	0.388	0.431	500	5.60	5.60	4.630	4.515	0.458	2.725	0.168	319	0.948	0.434	99.18%	OK	NOTE 1
-----	-----																						

Design calculation for capacity of Pipes

Channel From	Channel To	Incremental catchment area, A_{iu} (m^2)	Cumulative catchment area, A_{cu} (m^2)	Length of Pipe (m)	Time of flow, t_f (min)	Time of concentration, t_c (min)	Rainfall intensity, I (mm/hr)	Design runoff, Q_d (m^3/s)	Design runoff with Climate Change, Q_{dc} (m^3/s)	Pipe Size, D (mm)	Upstream ground level (mPD)	Downstream ground level (mPD)	Upstream pipe invert (mPD)	Downstream pipe invert (mPD)	Flow Area, A (m^2)	Wetted perimeter, P (m)	Hydraulic radius, R (m)	Gradient, S_f (1 in)	Flow velocity, V (m/s)	Channel capacity, Q_c (m^3/s)	%	$Q_c > Q_d$?	Remark
MH7	Tank	800	10444	56.7	0.394	5.39	216.501	0.466	0.518	600	5.90	5.60	4.90	4.35	0.283	1.885	0.150	103	2.397	0.678	76.49%	OK	
CP12	Tank	1120	5431	53.2	0.326	5.33	217.166	0.156	0.174	450	5.60	5.60	5.30	4.35	0.159	1.414	0.113	56	2.719	0.433	40.13%	OK	
MH15	Tank	3630	7260	9.5	0.082	5.08	219.608	0.171	0.189	450	5.60	5.60	4.60	4.52	0.159	1.414	0.113	111	1.926	0.306	61.85%	OK	
Tank	BOX CULVERT	-	-	24.9	0.242	5.24	-	-	0.187	300	5.60	5.60	5.00	4.50	0.170	1.671	0.102	50	1.718	0.293	63.91%	OK	NOTE 3

Note:

1. The design capacity are based on the original runoff before the Proposed Development.
2. The proposed U-Channel is assumed to be concrete-lined channels with manning coefficient of 0.018$s/m^{1/3}$ is assumed as per the SDM.
3. The maximum amount of runoff to be pumped from the tank to the box culvert is assumed to be the runoff of the Site before development under 50-year Return Period.

Tank Sizing for Stormwater Storage Tank

Catchment ID	Catchment Area(A), km^2	Runoff intensity (i), mm/hr	Runoff Coefficient (C)	C x A	Peak Runoff (Q_p), m3/s	Duration of Storm, hours	Runoff Volume Required, m^3
C2 Before Proposed Development	0.0202	59.10	0.26	0.0053	0.086	4.0	1,246
C2 After Proposed Development	0.0202	59.10	0.77	0.0156	0.256	4.0	3,689
						Incremental Runoff	2,443

Note:

1) Runoff is calculated in accordance with DSD's "Stormwater Drainage Manual (with Eurocodes incorporated) - Planning, Design and Management" (SDM), fifth edition, January 2018 and DSD Stormwater Drainage Manual CORRIGENDUM No. 1/2022.

2) Extreme intensity under 50 years return period is based on Table 2d of SDM

Appendix E
Calculation of Hydraulic Checking

7076864 Drainage Impact Assessment for S16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Various Lots in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

Hydraulic Checking of the watercourse

Figure 1.1 Identification of Surrounding Catchment and surrounding environment

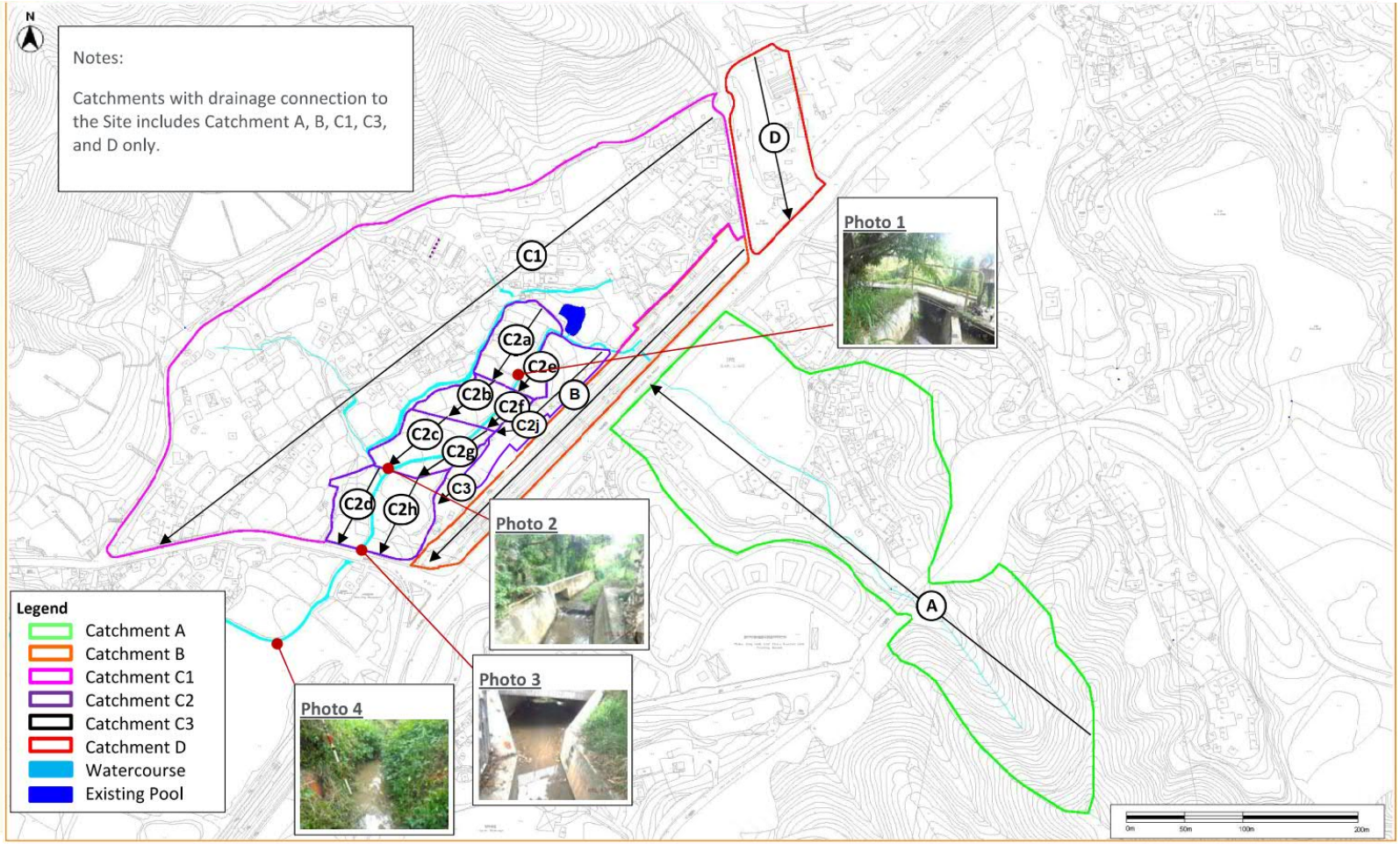


Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9  	Photo 10 

Calculation of Runoff for Return Period of 50 Years

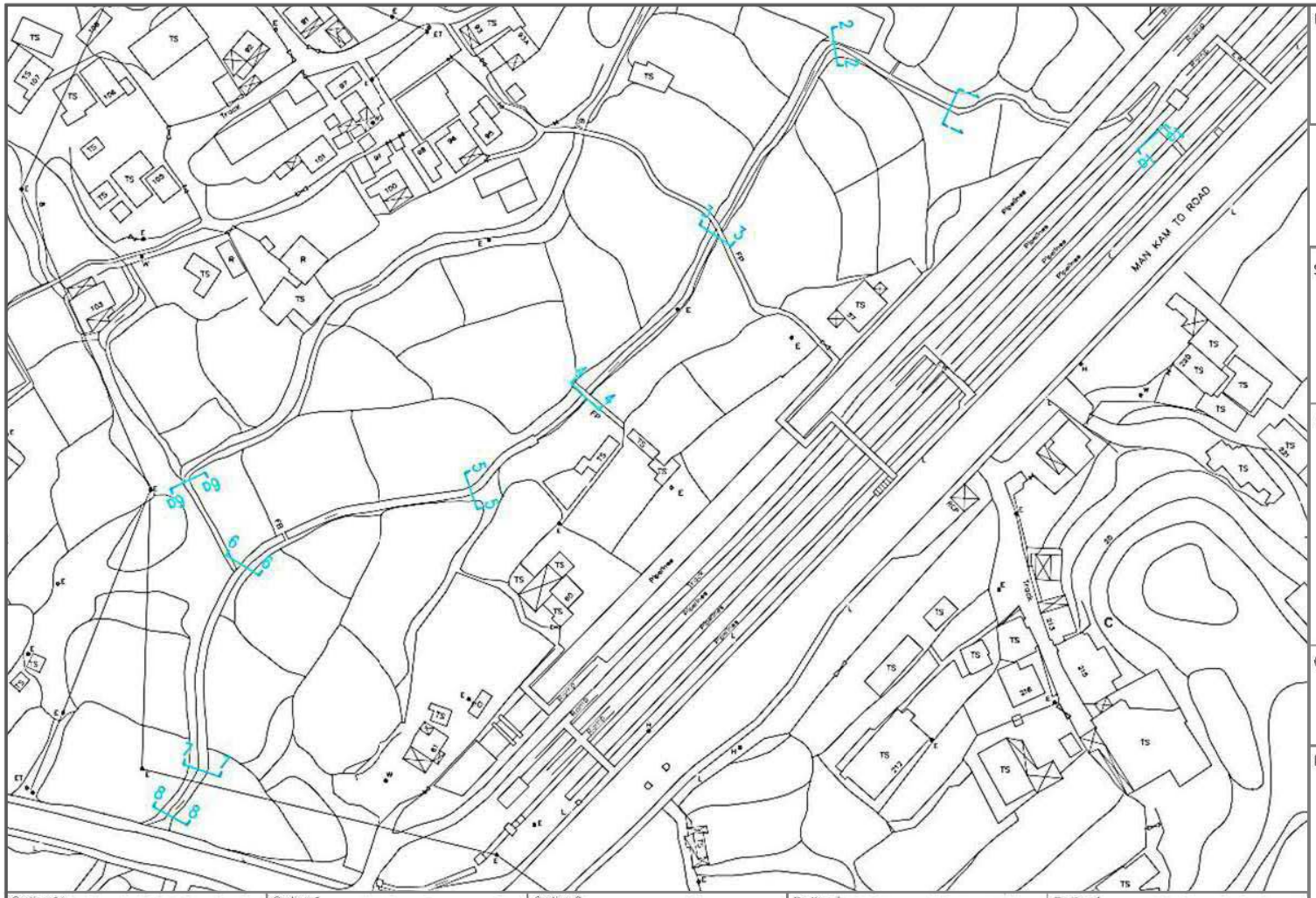
Catchment ID	Catchment Area(A), km^2	Average Slope (H), m/100	Flow Path Length (L), m	Inlet time(t_0), min	Duration(t_d), min	Storm constants			Runoff intensity (i), mm/hr	Runoff Coefficient (C)	C x A	Peak Runoff (Q_p), m3/s
						a	b	c				
Before the Proposed Development												
Catchment A	0.0635	16.29	526.20	14.41	20.26	474.6	2.90	0.371	147.91	0.63	0.0400	1.645
Catchment B	0.0113	1.28	164.20	8.89	10.71	474.6	2.90	0.371	180.16	0.95	0.0107	0.538
Catchment C1	0.0844	3.94	365.80	12.94	17.00	474.6	2.90	0.371	156.48	0.41	0.0346	1.505
Catchment C2	0.0205	0.69	237.30	13.70	16.69	474.6	2.90	0.371	157.39	0.26	0.0053	0.233
Catchment C2a	0.0030											
Catchment C2b	0.0023											
Catchment C2c	0.0024											
Catchment C2d	0.0024											
Catchment C2e	0.0008											
Catchment C2f	0.0006											
Catchment C2g	0.0012											
Catchment C2h	0.0034											
Catchment C2j	0.0044											
Catchment C3	0.0022	1.17	63.00	4.09	5.94	474.6	2.90	0.371	211.44	0.32	0.0007	0.041
Catchment D	0.0092	4.98	84.30	3.55	4.49	474.6	2.90	0.371	225.98	0.95	0.0087	0.549
											Total (General Scenario)	**4.512**
After the Proposed Development (with Climate Change Factor)												
Catchment A	0.0635	16.29	526.20	14.41	20.26	474.6	2.90	0.371	147.91	0.63	0.0400	1.828
Catchment B	0.0113	1.28	164.20	8.89	10.71	474.6	2.90	0.371	180.16	0.95	0.0107	0.597
Catchment C1	0.0844	3.94	365.80	12.94	17.00	474.6	2.90	0.371	156.48	0.41	0.0346	1.672
Catchment C2a	0.0030	0.20	83.00	7.44	7.90	474.6	2.90	0.371	196.31	0.77	0.0023	0.140
Catchment C2b	0.0023	0.20	56.00	5.15	5.46	474.6	2.90	0.371	215.82	0.77	0.0018	0.118
Catchment C2c	0.0024	0.20	60.00	5.50	5.83	474.6	2.90	0.371	212.41	0.77	0.0018	0.121
Catchment C2d	0.0024	0.20	76.00	6.96	7.39	474.6	2.90	0.371	199.88	0.77	0.0018	0.114
Catchment C2e	0.0008	0.20	58.00	5.93	6.25	474.6	2.90	0.371	208.72	0.77	0.0006	0.040
Catchment C2f	0.0006	0.20	45.30	4.77	5.02	474.6	2.90	0.371	220.24	0.77	0.0005	0.031
Catchment C2g	0.0012	0.20	89.00	8.74	9.24	474.6	2.90	0.371	187.99	0.77	0.0009	0.054
Catchment C2h	0.0034	0.20	68.30	6.04	6.42	474.6	2.90	0.371	207.30	0.77	0.0026	0.168
Catchment C2j	0.0044	0.20	52.35	4.52	4.81	474.6	2.90	0.371	222.49	0.77	0.0034	0.233
Catchment C3	0.0022	1.17	63.00	4.09	5.94	474.6	2.90	0.371	211.44	0.32	0.0007	0.046
Catchment D	0.0092	4.98	84.30	3.55	4.49	474.6	2.90	0.371	225.98	0.95	0.0087	0.610
											Total (General Scenario)	**5.772**

Note:

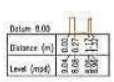
1) Runoff is calculated in accordance with DSD's "Stormwater Drainage Manual (with Eurocodes incorporated) - Planning, Design and Management" (SDM), fifth edition, January 2018 and DSD Stormwater Drainage Manual CORRIGENDUM No. 1/2022.

2) Time of concentration td=t0+tf, where tf time of flow in urban drainage system = length of drain/velocity. Velocity assumed 1.5m/s for natural flow and 3m/s assumed for flow in urban area.

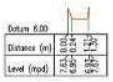
3) The gradient of Catchement C2 after development is assumed to be 1:500.



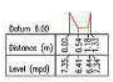
Section 1a



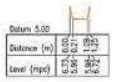
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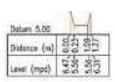
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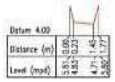
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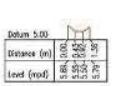
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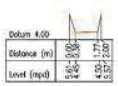
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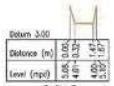
Section 6a



Section 6



Section 7



Section 8



Notes

1. Hong Kong Geodetic Datum 1980
2. All levels refer to Principal Datum Hong Kong
3. All units are in Metres
4. All spot level positions are indicated by the decimal point or a cross.

Sheet Index



1

Approved

Helen Chan
ALS, MHKIS, MRICS, RPS(LS)

Date: March 23, 2022

Client

HONG KONG CHILLED MEAT IMPORTER LIMITED

Drawing Title

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY & DISTRIBUTION CENTRE IN D.D.89 MAN KAM TO, SHEUNG SHUI

Drawing No.

HPL2503/S/01

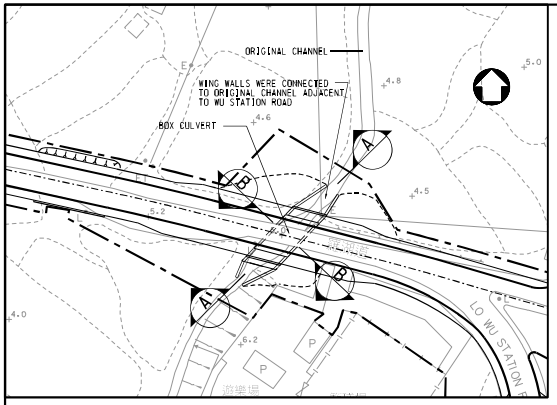
Scale

1:200 (A2)

Helen Chan Professional Land Survey Ltd.
陳婉琪測量師行有限公司
2/F, No.36 Lung Sum Avenue, Sheung Shui, N.T., Hong Kong
Tel: 26395466 Fax: 26734966
e-mail: hcpls@netvigator.com

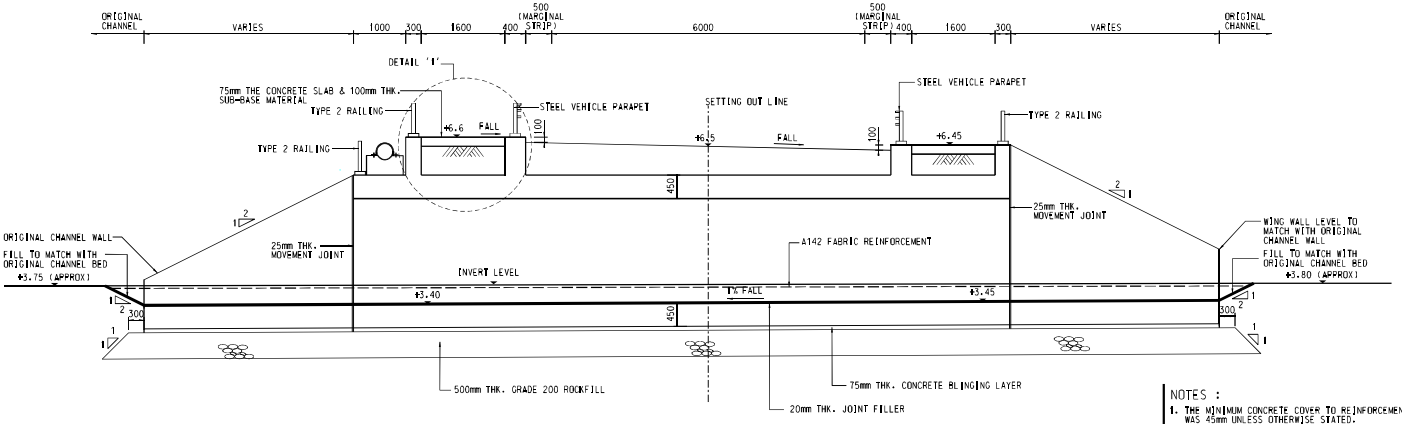
Appendix F

Drawings of Box Culvert Underneath Lo Wu Station Road



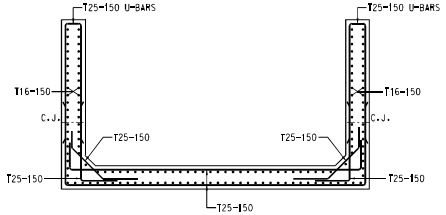
GENERAL LAYOUT OF BOX CULVERT

SCALE 1 : 500



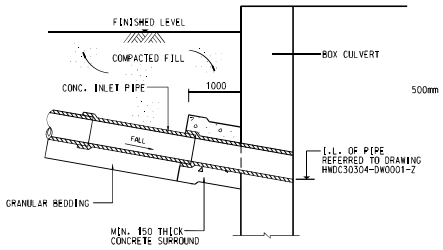
ELEVATION OF BOX CULVERT (SECTION A - A)

SCALE 1 : 50



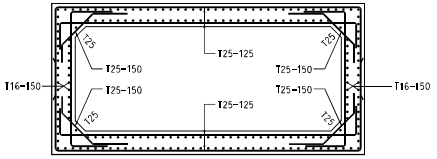
WING WALL REINFORCEMENT DETAIL (SECTION D - D)

SCALE 1 : 50



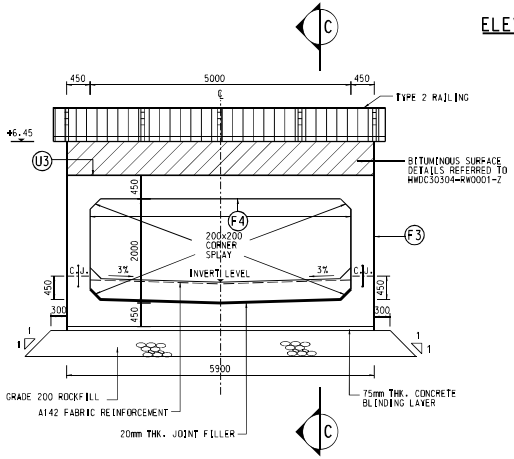
TYPICAL DETAIL OF PIPE CONNECTION TO BOX CULVERT

SCALE 1 : 5



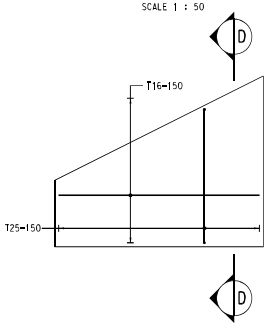
BOX CULVERT REINFORCEMENT DETAIL B - B (SECTION B - B)

SCALE 1 : 50



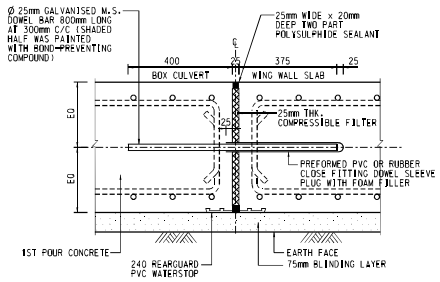
SECTION OF BOX CULVERT

SCALE 1 : 50



TYPICAL R.C. DETAILS OF WING WALL

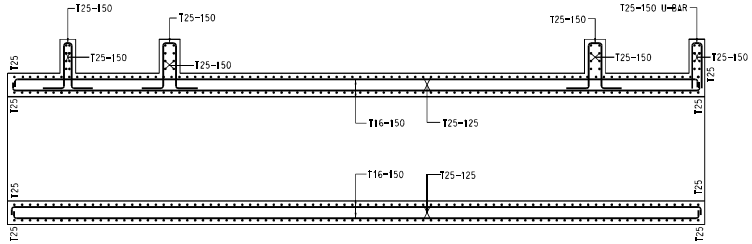
SCALE 1 : 50



MOVEMENT JOINT AT BASE SLAB WITH WATERSTOP

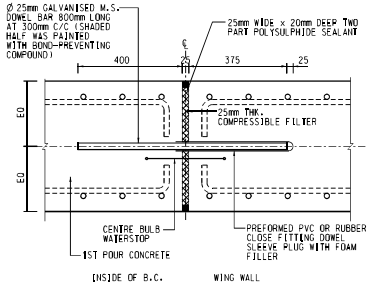
SCALE 1 : 10

NOTE : WATERSTOP ON WALL WAS EXTENDED TO 50mm BELOW FINISHING GROUND LEVEL.



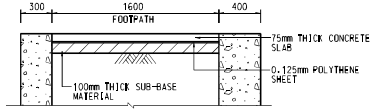
BOX CULVERT REINFORCEMENT DETAIL C - C (SECTION C - C)

SCALE 1 : 50



MOVEMENT JOINT AT WALL STEM WITH WATERSTOP

SCALE 1 : 10



DETAIL '1'

SCALE 1 : 25

NOTES :

1. THE MINIMUM CONCRETE COVER TO REINFORCEMENT WAS 45mm UNLESS OTHERWISE STATED.
2. DETAILS STEEL VEHICLE PARAPET REFERRED TO HyD STD. DWG NO.SS141-B.
3. ALL DIMENSIONS WERE IN MILLIMETERS, UNLESS OTHERWISE SPECIFIED.
4. CONCRETE GRADE WAS 40/20D AND CONFORMED TO CONSTRUCTION STANDARD CS1:1990.
5. 25 x 25 CHAMFER UNLESS STATED OTHERS WAS PROVIDED AT EXTERNAL CORNER OF CONCRETE SURFACE LESS THAN 120 DEGREES.
6. THE LEVELS SHOWN ON THE DRG WERE INDICATIVE ONLY THE EXACT LEVELS WERE DETERMINED ON SITE.
7. DETAILS OF THE DRAWING EXTRACTED FROM MCAL'S DRAWING No. 96802/14/01101C.

no.	date	description	initial
Z	22.01.14	AS CONSTRUCTED	SIGNED S.W. WONG (CHIEF ENGINEER)

REVISION

	post	name	initial	date
designed	ACE/NT2-1	C.Y. WONG	SIGNED	26.02.09
drawn	TO/3-1	S.C. CHAN	SIGNED	26.02.09
checked	SE/NT2	W.S. MAK	SIGNED	26.02.09

approved

SIGNED
S.W. CHU 26.02.09
Chief Highway Engineer / Works Date

contract no.

file no.

project no. 630G041X

project

IMPROVEMENT TO LO WU STATION ROAD

drawing title

BOX CULVERT DETAILS

drawing no. HWDC30304-MC0009-Z

scale A1 AS SHOWN

COPYRIGHT RESERVED

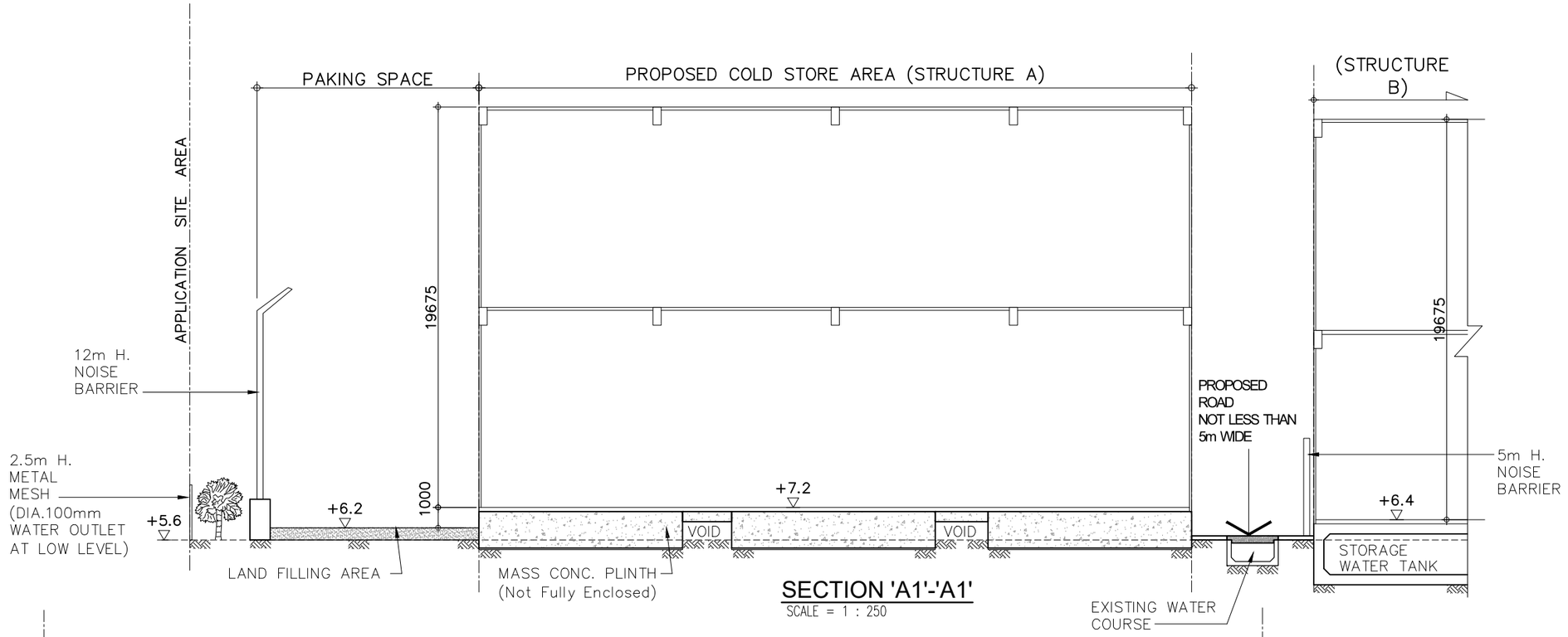
office

WORKS DIVISION

HIGHWAYS DEPARTMENT HONG KONG

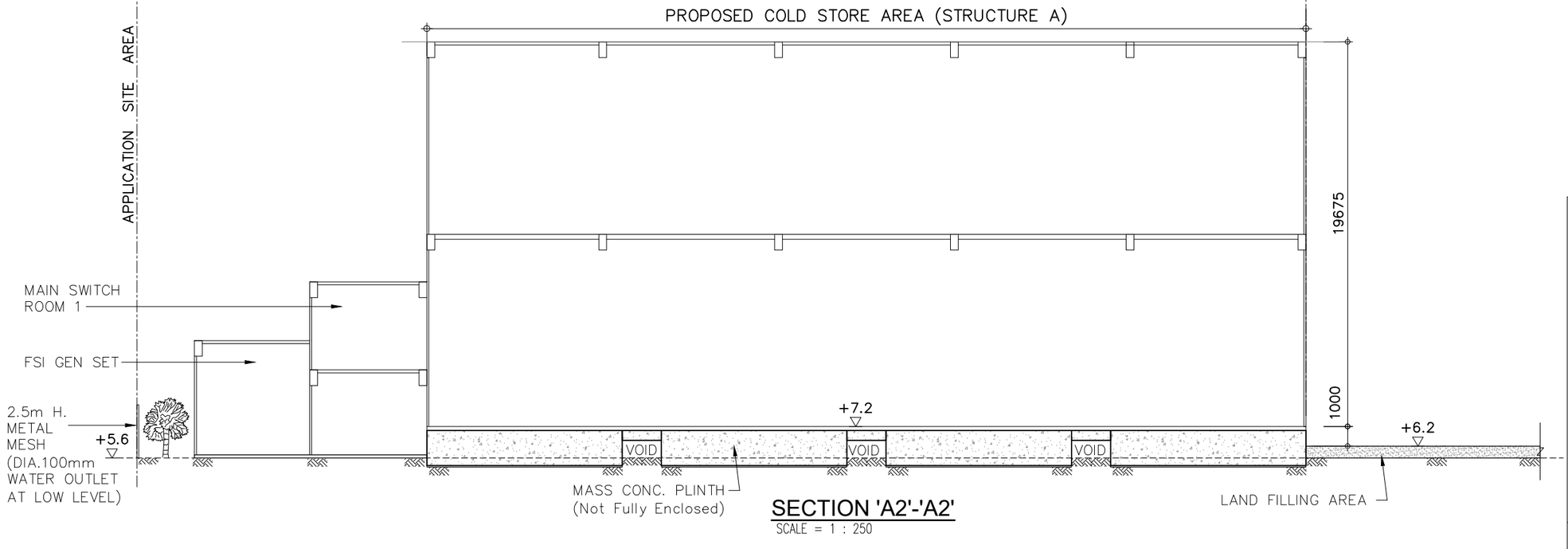
A1 841x594

Appendix G
Sectional Views of the Site



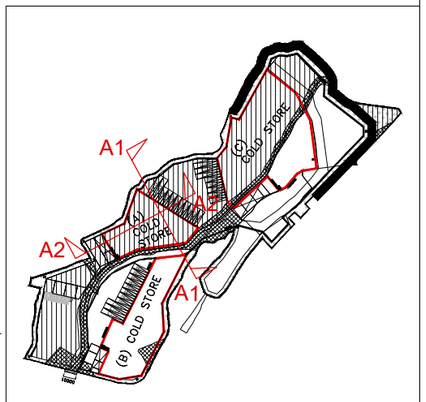
SECTION 'A1'-'A1'

SCALE = 1 : 250



SECTION 'A2'-'A2'

SCALE = 1 : 250



KEY PLAN

C&K Land Management Company Limited

Project 項目

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MA KAM TO ROAD, SHA LING, NEW TERRITORIES

Application 申請

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

C&K Land Management Company Limited

Drawing Title 標題: PROPOSED SITE 'A' SECTION

Scale 比例: As Shown (A3)

Revisions 修定: –

Drawn by 制圖人: Arthur

Designed by 設計者: –

Checked by 檢查: AY

Date 日期: 08–APR–2025

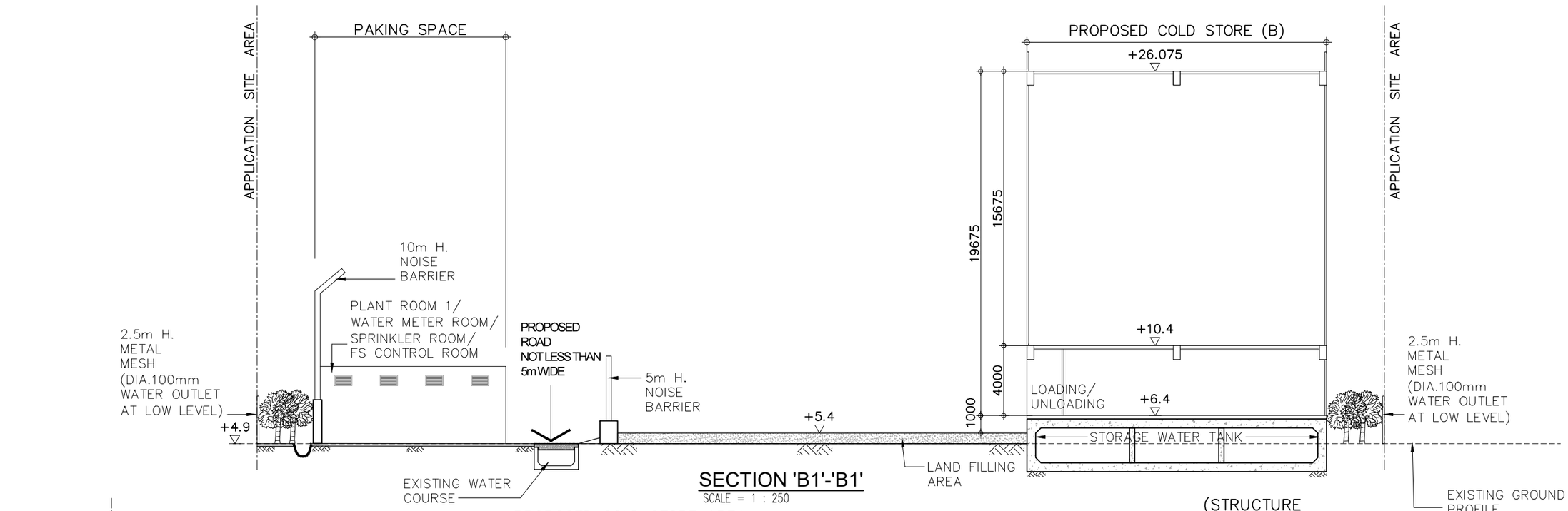
Job No. 工程項目: –

Drawing No. 圖號: LP–S01

Notes 注釋

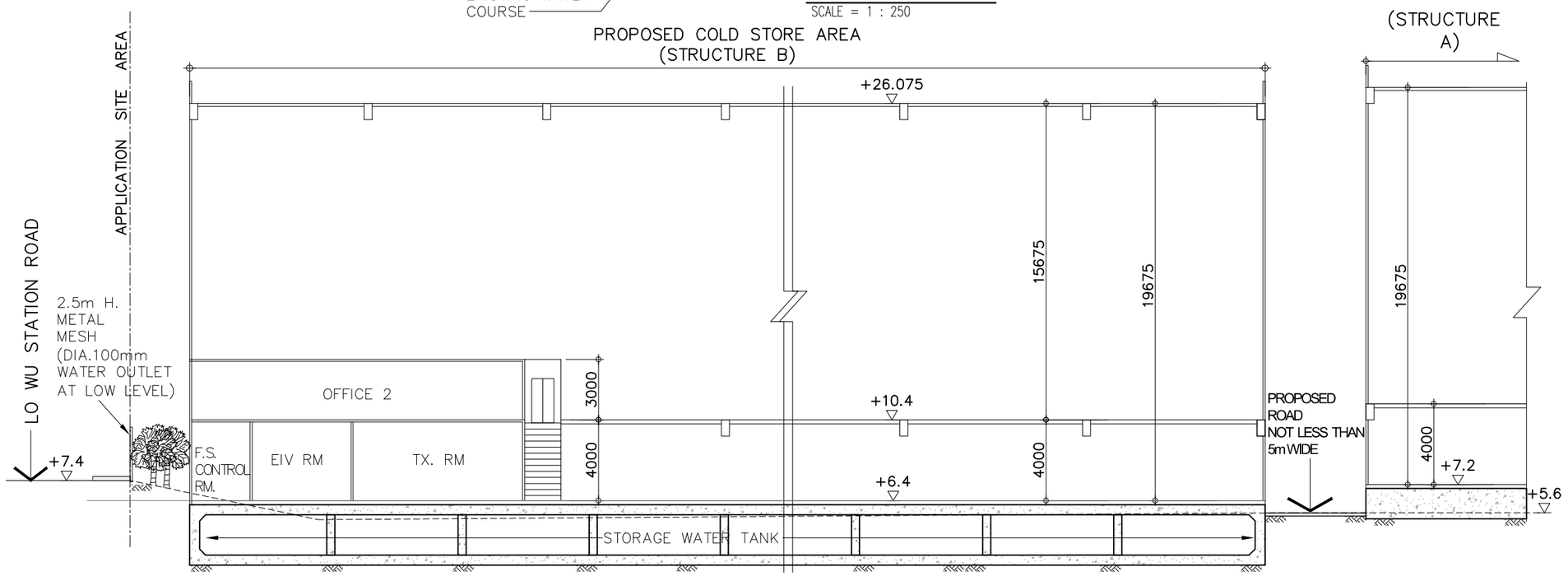
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Revisions 修定	Description 描述	Date 日期



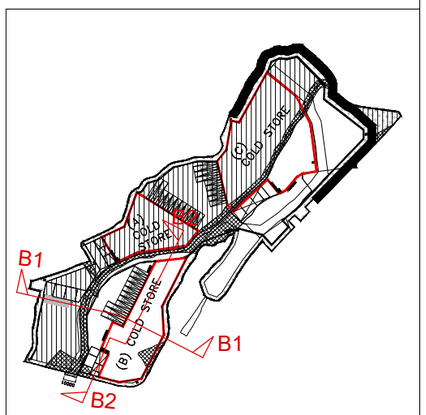
SECTION 'B1'-'B1'

SCALE = 1 : 250



SECTION 'B2'-'B2'

SCALE = 1 : 250



KEY PLAN

C&K Land Management Company Limited

Project: VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MA KAM TO ROAD, SHA LING, NEW TERRITORIES

Application: PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

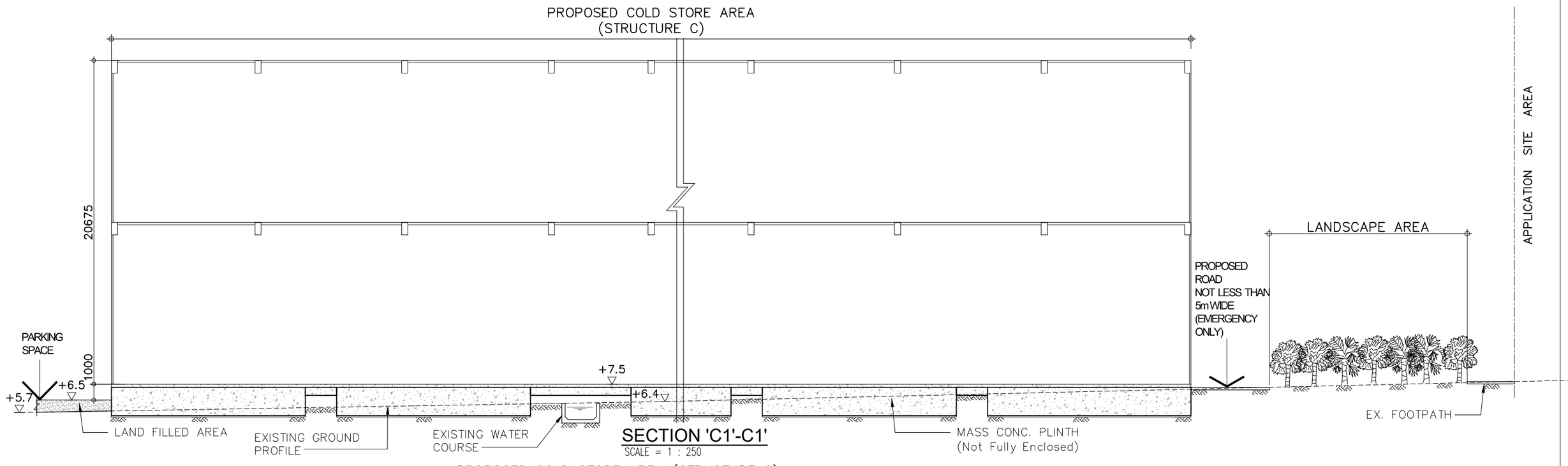
C&K Land Management Company Limited

Drawing Title	PROPOSED SITE 'B' SECTION
Scale	As Shown (A3)
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Drawn by	Arthur
Designed by	–
Checked by	LW
Date	08-APR-2025
Job No.	–
Drawing No.	LP-S02

Notes

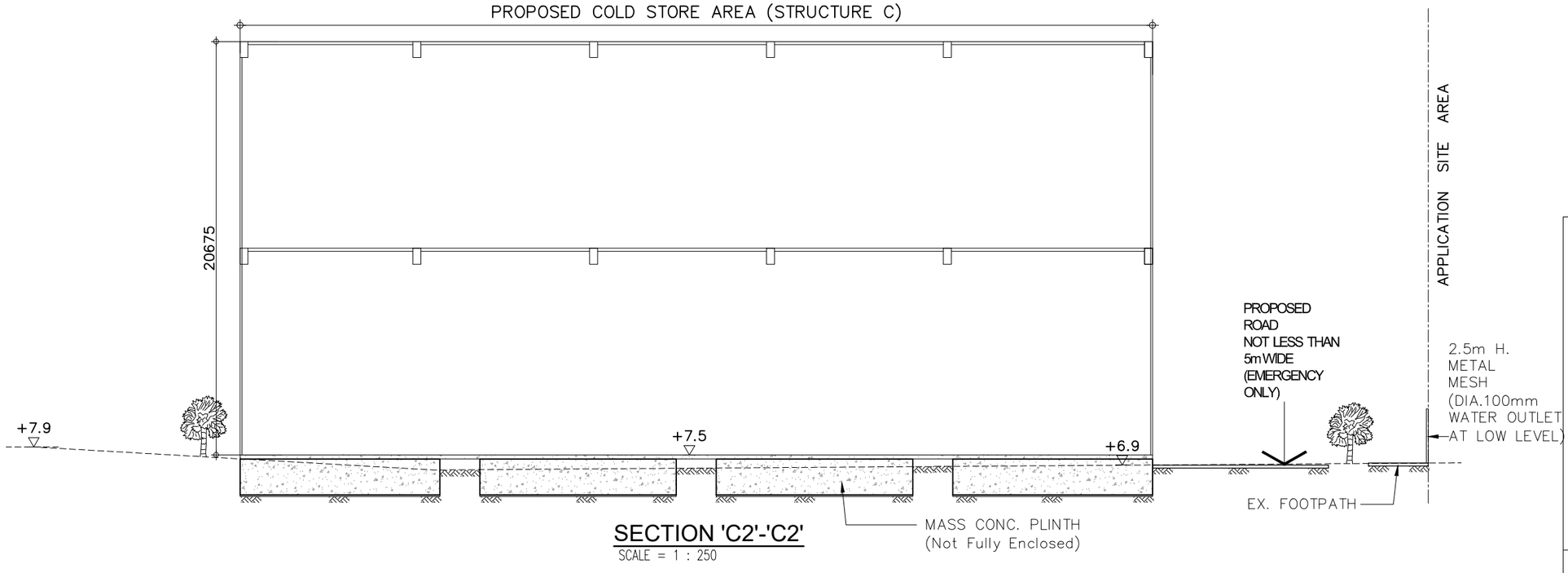
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Revisions	Description	Date



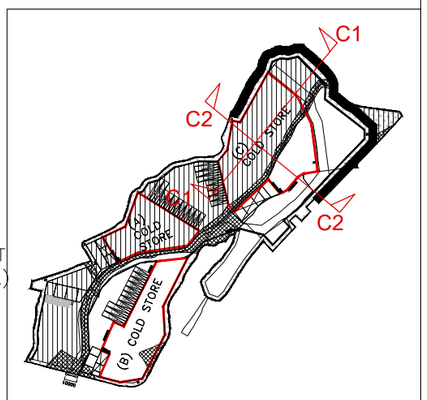
SECTION 'C1'-C1'

SCALE = 1 : 250



SECTION 'C2'-'C2'

SCALE = 1 : 250



KEY PLAN

C&K Land Management Company Limited

Project 項目

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MA KAM TO ROAD, SHA LING, NEW TERRITORIES

Application 申請

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

C&K Land Management Company Limited

Drawing Title 標題: PROPOSED SITE 'C' SECTION

Scale 比例: As Shown (A3)	Revisions 修定: –
Drawn by 制圖人: Arthur	Designed by 設計者: –
Checked by 檢查: AY	Date 日期: 08–APR–2025
Job No. 工程項目: –	Drawing No. 圖號: LP–S03

Notes 注釋

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Revisions 修定	Description 描述	Date 日期

Appendix H
Figures

N

Location



LEGEND

WATERCOURSE

POND

+X.X PROPOSED LEVEL

+7.5

+6.2

+7.2

+5.4

+6.4

MAN KAM TO ROAD

LO WU STATION ROAD

羅湖路

文錦渡路

Application Site

REV	DESCRIPTION	DATE

B.D. Reference 屋宇署檔案

M.W. Reference 小型工程檔案

L.D. Reference 地政署檔案

F.S.D. Reference 消防處檔案

Notes 注釋

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C&K Land Management Company Limited

Project 項目

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application 申請

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title 標題

FIGURE 1-1:
SITE LOCATION AND ITS ENVIRONS (DRAINAGE IMPACT ASSESSMENT REPORT)

Scale 比例	Revisions 修定
1:2000 (A3)	–
Designed by 設計者	Drawn by 制圖人
LW	Arthur
Checked by 檢查	Date 日期
LW	22-07-2025
Job No. 工程項目	Drawing No. 圖號
–	D02

Figure 3-1: Identification of Surrounding Catchments

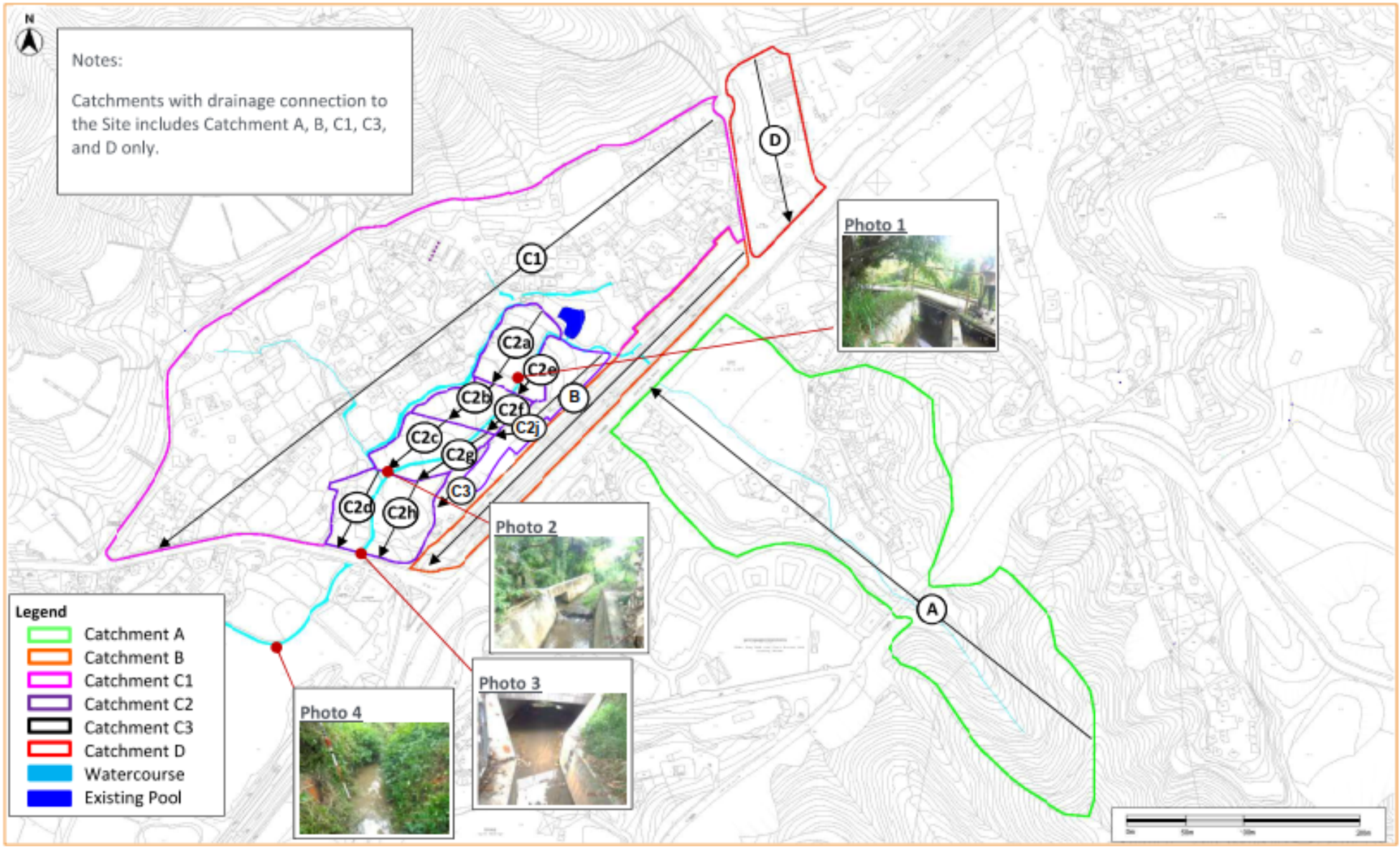
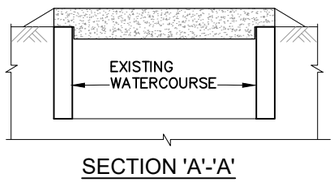


Figure 3.2 : Indicative Proposed Drainage Layout

LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED PERIPHERAL CHANNEL (U-SHAPE WITH GRATING COVER)
- SAND TRAP (ground level)
- CATCHPIT WITH COVER
- MANHOLE FOR WATERCOURSE MAINTENANCE
- RUNOFF FLOW DIRECTION
- INDICATIVE LOCATION OF STORAGE TANK (CAPACITY OF THE TANK = 2500m3)
- PIPE
- EXISTING WATERCOURSE
- SUMP PIT (MANHOLE)
- SUMP PIT WITH PUMP
- I.L. INVERT LEVEL
- GOVERNMENT LAND

CONCRETE COVER



SECTION 'A'-'A'

CP1 C.L. 7.40 I.L. 6.60
CP2 C.L. 7.40 I.L. 6.50
CP2a C.L. 6.90 I.L. 6.30
CP2b C.L. 6.90 I.L. 6.20
CP3 C.L. 6.70 I.L. 6.00
CP4 C.L. 6.30 I.L. 5.70
CP5 C.L. 6.10 I.L. 5.40
CP6 C.L. 6.00 I.L. 5.30
CP6a C.L. 5.90 I.L. 5.20
MANHOLE WITH SUMP PUMP | MH7 C.L. 5.90 I.L. 5.10
CP8 C.L. 5.60 I.L. 4.80
CATCHPIT WITH TRAP INSTEAD OF SAND TRAP | CP8a C.L. 5.60 I.L. 4.70
BOX CULVERT C.L. 5.60 I.L. 4.50
CP10 C.L. 7.40 I.L. 6.30
CP11 C.L. 6.40 I.L. 5.70
CP12 C.L. 6.30 I.L. 5.50
CP13 C.L. 6.00 I.L. 5.15
CP14 C.L. 5.7 I.L. 5.00
CP14a C.L. 5.60 I.L. 4.80 | CATCHPIT WITH TRAP INSTEAD OF SAND TRAP
MH15 C.L. 5.60 I.L. 4.70 | MANHOLE WITH SUMP PUMP

400 UC, 700 UC, 'A', 'A', EX. BOX CULVERT, MAN KAM TO ROAD, N

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REV	DESCRIPTION	DATE

C&K Land Management Company Limited

Project
VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application
PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title
DRAINAGE ANALYSIS

Scale	Revisions
1:1000 (A3)	–

Designed by	Drawn by
LW	Arthur

Checked by	Date
LW	18-07-2025

Job No.	Drawing No.
–	DR-01

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-07-18 星期五 17:04:57
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	FW: A/NE-FTA/258 - departmental comments
Attachment:	Comments from the Chief Engineer DSD.pdf

Dear Shirley – Plan d

Response the Comments from the Chief Engineer/Mainland North of Drainage Services Department (Contact Person: Mr. WANG Xing, Tel. 2300 1135)

- Section 3.3.2 of the Sewerage Assessment Report – Please provide the details of low flow toilet. Please also clarify if the generated sewage will be disposed by tanker-away or there will be an on-site septic tank and soakaway system. If affirmative, please provide the details and its location for clarity.

Regards
Leo Wong

Response the Comments from the Chief Engineer/Mainland North of Drainage Services Department (Contact Person: Mr. WANG Xing, Tel. 2300 1135)

- Section 3.3.2 of the Sewerage Assessment Report – Please provide the details of low flow toilet. Please also clarify if the generated sewage will be disposed by tanker-away or there will be an on-site septic tank and soakaway system. If affirmative, please provide the details and its location for clarity.

1. Details of Low-Flow Toilets

The project will install **dual-flush, high-efficiency toilets** compliant with Hong Kong's **Water Efficiency Labelling Scheme (WELS) 4-star** or higher rating. Key specifications:

- **Flush Volume:**
  - Full flush: **≤4.5 liters** (preferred models: **3.5L**).
  - Reduced flush: **≤3.0 liters** (water-saving models: **2.5L**).
- **Standards Met:**
  - Hong Kong **Building (Planning) Regulations** and **WSD WELS**.
  - Supplementary certifications: **ISO 14001**, China **GB/T 18870-2011**, or **U.S. EPA WaterSense**.
- **Scope:** Applied to all toilets (public/private) to minimize sewage generation.

2. Sewage Disposal Method

For areas not yet connected to public sewers, an **on-site septic tank with soakaway system** will be implemented:

- **Septic Tank:**
  - **Capacity:** ≥2,500 liters (per Hong Kong Building (Sewage Treatment) Regulations).
  - **Maintenance:** Licensed contractors will desludge **every 1–2 years** (EPD compliance).
- **Soakaway System:**
  - **Soil Permeability:** ≥10⁻⁵ m/s (GEO guidelines).
  - **Clearances:**
    - ≥1.5m vertical gap from groundwater.

        - ≥30m from water protection zones.
- **Effluent Standards:** Complies with **WPCO Technical Memorandum** (BOD≤20 mg/L, SS≤30 mg/L).

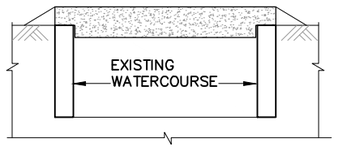
3. Location: Refer to **Appendix A-3**

LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED PERIPHERAL CHANNEL (U-SHAPE WITH GRATING COVER)
- SAND TRAP (ground level)
- CATCHPIT WITH COVER
- MANHOLE FOR WATERCOURSE MAINTENANCE
- RUNOFF FLOW DIRECTION
- INDICATIVE LOCATION OF STORAGE TANK (CAPACITY OF THE TANK = 2500m3)
- PIPE
- EXISTING WATERCOURSE
- SUMP PIT (MANHOLE)
- SUMP PIT WITH PUMP
- I.L. INVERT LEVEL

SEPTIC TANK
3.6 x 1.2 x 1mH.(ABOUT)
1.2 x 1.2 x 1mH.(ABOUT)

CONCRETE COVER



SECTION 'A'-'A'

CP1 C.L. 7.40 I.L. 6.60
CP2 C.L. 7.40 I.L. 6.50
CP2a C.L. 6.90 I.L. 6.30
CP2b C.L. 6.90 I.L. 6.20
CP3 C.L. 6.70 I.L. 6.00
CP4 C.L. 6.30 I.L. 5.70
CP5 C.L. 6.10 I.L. 5.40
CP6 C.L. 6.00 I.L. 5.30
CP6a C.L. 5.90 I.L. 5.20
MANHOLE WITH SUMP PUMP | MH7 C.L. 5.90 I.L. 5.10
CP8 C.L. 5.60 I.L. 4.80
CATCHPIT WITH TRAP INSTEAD OF SAND TRAP | CP8a C.L. 5.60 I.L. 4.70
BOX CULVERT C.L. 5.60 I.L. 4.50
CP10 C.L. 7.40 I.L. 6.30
CP11 C.L. 6.40 I.L. 5.70
CP12 C.L. 6.30 I.L. 5.50
CP13 C.L. 6.00 I.L. 5.15
CP14 C.L. 5.7 I.L. 5.00
CP14a C.L. 5.60 I.L. 4.80 | CATCHPIT WITH TRAP INSTEAD OF SAND TRAP
MH15 C.L. 5.60 I.L. 4.70 | MANHOLE WITH SUMP PUMP

SEPTIC TANK
SEPTIC TANK
SEPTIC TANK

400 UC
700 UC
'A'
'X'
'Y'
EX. BOX CULVERT
MAN KAM TO ROAD
N

REV	DESCRIPTION	DATE

B.D. Reference
M.W. Reference
L.D. Reference
F.S.D. Reference

Notes

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C&K Land Management Company Limited

Project
VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application
PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title
SEPTIC TANK LOACATION

Scale	Revisions
1:1000 (A3)	–

Designed by	Drawn by
LW	Arthur

Checked by	Date
LW	18-07-2025

Job No.	Drawing No.
–	ST-L01

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-04-11 星期五 17:05:03
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	Response the Comments from the Chief Town Planner/Urban Design and Landscape of the Planning Department
Attachment:	Proposed Tree Presentation and Landscaping Proposal 11-4-2025.pdf

Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P., 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

Application No. : A/NE-FTA/258

RE: Comments from the Chief Town Planner/Urban Design and Landscape of the Planning Department

Dear Ms. Shirley – Planning Dept.
CC: Ms. Catrina CHAN

Attached the revised Landscape proposal for your comment.(Supersedes the Email on submission on 10-4-2025)

Regards

Leo Wong

Tree Preservation and Landscaping Proposal

Lots 471 S.B RP (Part), 472, 473, 474, 475,
476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P.,
501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89
and adjoining Government Land, Man Kam To Road,
Sha Ling, New Territories

Mar 2025

Prepared by

C&K Land Management Company Limited

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1.0 Introduction
2.0 The Site and the Proposed Development
3.0 Existing Vegetation
4.0 Landscape Proposal
5.0 Landscape Design Concept
6.0 Planting Proposal
7.0 Proposal for Tree Preservation

APPENDICES

Appendix I Landscape Master Plan and Landscape Sections
Appendix II Planting Plans
Appendix Ill Maintenance Schedule of Soft Landscape Works
Appendix IV Common Greenery Provision

1.0 Introduction

1.1 The proposed Temporary Cold Storage for Poultry and Distribution Centre (the Proposed Development) for a period of 3 years is located at Lots 471 S.B RP (Part), 472, 473, 474, 475,476, 482Rp, 483, 484, 486, 487RP, 497S.A.R.P.in D.D.89 and adjoining Government Land, Man Kam Road, Sha Ling, N.T. This report is prepared as part of the planning application for the proposed development.

1.2 A previous S.16 planning application at the same Site (A/NE-FTA/201& A/NE-FTA/220) was approved by Town Planning Board on 28.05.2021 & 09.11.2023. As the Site area and development parameters of the Proposed Development has been amendment, a new S.16 planning application should be submitted.

1.3 This report describes the concepts and principles underlying the Master Landscape Plan of the proposed development. It describes the proposed temporary cold storage and distribution centre and landscape design of the associated open space and tree preservation strategies. A more comprehensive package of proposals will be formulated during the detailed design stage of the project

1.4 This landscape and tree preservation proposal present

- The existing tree vegetation;
- The Landscape Master Plan;
- Proposal for Tree Preservation and;
- Planting Proposal of the Development.

2.0 The Site and the Proposed Development

2.1 The Site is located at various lots in D.D. 89 and adjoining Government Land, Man Kam Road, Sandy Ridge, N.T.. To the north of the Site is Sandy Ridge Cemetery while Border District Police Headquarter is located on its west. It is bounded by pipelines of Dongjiang water along Man Kam To Road along the eastern boundary and Lo Wu Station Road along the southwest. The direct vehicular and pedestrian access is proposed via Lo Wu Station Road.

2.2 The Site itself is gentle flat land ranging from approx.+4.SmPD to +6.13mPD and comprises mostly of the abandoned agricultural fields, plantation clusters, weeds, temporary structures and disturbed areas. There are village houses and temporary structures located along the northern and northeast boundary of the Site. Trees were identified within the Site and majority of them are in semi-mature sizes. It is confirmed that no Old and Valuable Trees (OVT) and protected species were identified in accordance with the DEVB TWC No. 5/2020 - Registration and Preservation of Old and Valuable Trees and the Forests and Countryside Ordinance (Cap. 96) respectively.

2.3 The landscape character of the site is mixed ranging from villages, disturbed hillsides, i.e. Sandy Ridge, road corridors, i.e. Man Kam To Road and East Rail lines.

3.0 The Proposed Development

3.1 The development proposal comprises Three block of 2-storey cold store, E&M room, FS Facilities, Plant room, Guard house and Management Office, loading bays, parking lots, emergency vehicular access (EVA), access footpath and periphery planting areas. Drawings of proposed development could be referred to building plans in planning application and the development schedule is shown as follows:

Table 1.0 Development Schedule

Site Area	About 20,249 m2 (Including Government Land of about 1,882 m
No. of Structure(s)	17
Height of Structures	About 3m - Not more than 20.675m
Total Floor Area Main Block - Area for Cold Storage - E&M room, FS Facilities, Plant room, Guard house and Management Office	**About 15206.84 m2** About 13592 m2(Building Height: 20.675m) About 1614.84 m2 (Building Height: 3 - 20.675m)
Plot Ratio	0.75
Site Coverage	About 39.5%
No. of Loading/Unloading Bays Light Goods Vehicles (LGVs) Heavy Goods Vehicles (HGVs) Container Vehicles	**Total 30** 0 22 8
No. of Parking Spaces Private Car Parking Spaces Motorcycle Parking Spaces	**Total 9** 7 including 1 disabled carparking space) 2

3.2 The vehicular road and footpath connect from the Lo Wu Station Road at +6.20mPD to the central part of the proposed development at +6.0mPD. The formation level of the site follows the local topography in order to minimize the extent of site formation works. The ground floor level of the proposed structures are slightly elevated 1.2m from the proposed ground level in order to avoid flooding. As the ground level needs to be recontoured and some of the vegetation would be affected by the site formation work. The detailed tree assessment shall refer to the Para 4.0 below.

4.0 Existing Vegetation

4.1 The tree survey conducted on October 21, 2021, does not reflect the actual situation in 2024. There are 237 trees in the adjacent areas and within the application site boundary and/or outside the adjacent boundary. As the trees in the application site are in poor health, transplantation is difficult. The current trees are summarized as follows: (Red words have been felled)

Table 2.0 Composition of Surveyed Trees

Tree Species	Chinese Name	Quantity	Tree No.
Acacia confuse	台灣相思	1	T98
Artocarpus heterophyllus	菠蘿蜜	1	T256
Averrhoa carambola	楊桃	4	T133, T135, T143, T230
Callistemon viminalis	串錢柳	2	T09, T269
Celtis sinensis	朴樹	4	T15, T27, T107, T131
Cinnamomum burmanii	陰香	5	T08 , T10, T268, T270, T271
Citrus maxima	柚	1	T148
Clausena lansium	黃皮	11	T22, T150, T152, T222, T223, T224, T227, T276, T278, T281, T282
Cleistocalyx nervosum	水翁	2	T149, T266
Dead Tree	死樹	14	T42, T44, T46, T78, T88, T103, T119, T139, T207, T209, T211, T229, T246, T275
Dimocarpus longan	龍眼	48	TO7, T16, T17, T18, T30, T32, T35, T36, T50, T52, T53, T54, T55, T56, T60, T67, T69, T70, T77, T94, T99, T128, T129, T132, T145, T146, T169, T170, T171, T183, T210, T213, T215, T217, T228, T245, T248, T249, T250, T252, T253, T255, T263, T272, T273, T274, T280,
Ficus hispida	細葉榕	7	T24, T74, T82, T84, T105, T106, T241
Ligustrum liukiuense	臺灣女貞	1	T243

Litchi chinensis	荔枝	17	T01, T02, T03, T04, T05, T06, T76, T100, T101, T102, T104, T147, T153, T225, T226, T231, T232
Macaranga tanarius	血桐	29	T14, T23, T25, T28, T41, T45, T58, T59, T72, T79, T50, T81, T84, T85, T86, T172, T174, T176, T177, T179, T220, T235, T236, T237, T238, T239, T240, T242, T244
Mangifera indica	忙果	23	T21, T31, T34, T43, T47, T48, T49, T51, T57, T61, T68, T71, T73, T109, T110, T124, T125, T155, T168, T218, T219, T258, T277
Pongamia pinnata	水黃皮	10	T11, T12, T13, T259, T260, T261, T262, T264, T265, T267
Psidium guajava	番石榴	5	T130, T144, T156, T254, T257
Syzygium jambos	蒲桃	52	T89, T90, T91, T92, T93, T95, T113, T114, T115, T116, T117, T118, T120, T121, T122, T134, T136, T138, T157, T161, T162, T163, T164, T165, T166, T167, T180, T181, T182, T185, T186, T187, T188, T189, T190, T192, T193, T194, T195, T196, T197, T198, T199, T201, T202, T203, T204, T205, T206, T208, T214, T279
	Total:	**237**	

4.2 The Site is dominated by fruit tree species like Syzygium jambos 蒲桃 (52 nos.) and Dimocarpus longan 龍眼 (48 nos.), Clausena lansium 黃皮 (11 nos.), Litchi chinensis 荔枝 (17 nos.) and Mangifera indica 忙果 (23 nos.), which are probably planted by the local villagers. The remaining identified trees are also common rural species in Hong Kong.

4.3 The health condition of the bulk of these trees is generally in **Poor** condition (5%) and the remaining trees are in fail condition (50%) and Dead (45%)

4.4 For information, one Aquilaria sinensis (土沉香) was identified at the southwest part of the Application Site. Aquilaria sinensis is a protected species under Cap.586. As it is only in sapling size, i.e. DBH less than 95mm, it will not be included in the tree survey. It will be protected and maintained in proposed planting areas. Please refer to the **Location Plan of Aquilaria sinensis (DWG No. PP-02)** for reference.

Retention of Trees

4.5 Since the report was conducted in October 2021, it cannot reflect the health condition of the trees. Most of the trees on the site have dead and fail. Therefore, the arborist suggested planting new trees to avoid public safety caused by tree collapse and cancel retention of trees.

Felling and Transplantation of Trees

Trees within the application site will not be considered for transplantation as they do not meet the following criteria:

a. trees have high amenity value ;
b. trees with good form and health;
c. suitable access;
d. tree species able to be transplanted easily;
e. trees have suitable size and;
f. trees are young to semi-mature.

Table 3.0 Summary of Proposed Treatment to Existing Trees within Application Site

Proposed Treatment to Existing Trees	Number of Trees to be Retained	Number of Trees to be Felled	Number of Trees to be Transplanted	Sub-Total:
Application Site	11	180	0	191
Outside of Application Site	46	0	0	46
Total:	**57 (24%)**	**180 (76%)**	**0 (0%)**	**237 (100%)**

5.0 Landscape Proposal (Appendix I refers)

5.0.1 The aim of the landscape proposals is to respond to site conditions, building form and function of the proposed development and to provide a quality landscape scheme. The main factors to be taken into consideration are:

- Response to the site context, both in terms of landscape character;
- Response to the proposed building and its architectural style;
- Creation of a green setting by maximizing the opportunity for soft landscape;
- Establishment of pleasant landscape areas which meet the varying needs of users; and
- Minimization of future maintenance requirements.

5.0.2 Landscape drawings showing the proposed landscape treatment for the proposed development, and their underlying principles have been attached in Appendix I for ease of reference.

- Hong Kong Planning Standards and Guidelines.
- Technical Guidelines on Landscape Treatment for Slopes (GEO Publication No. 1/2011);
- Design Manual: Barrier Free Access 2008 (Building Department);
- DEVB TC W No. 6/2015 - Maintenance of Vegetation and Hard Landscape Features; and
- LAO Practice Note No. 6/2023 - Tree Preservation and Tree Removal Application for Building Development in Private Projects Compliance of Tree Preservation Clause under Lease

5.1 Landscape Design Concept

5.1.1 The landscape concept mentioned below describes considerations, which had been considered as being general to the whole landscape design.

Minimization of Extent of Site Formation Works

5.1.2 As the Site is generally flat with levels ranging from +4.5mPD to +6.13mPD, the proposed site formation levels of the building blocks are carefully designed to follow the natural topography of the site, so as to minimize the extent of site formation work and the landscape impact. Consequently, this has greatly reduced the amount of slope cutting/ filling required for the proposed development There is a level difference of 1.2m between the entrance at Lo Wu Station Road at south and the existing level within Site. It is intended to raise the level of the ground floor 1.2m above existing ground in order to minimize the gradient of the vehicular access and also to reduce the risk of flooding of the Site. Please refer to the Landscape Section, dwg. no. PP01 and PP03 in Appendix I.

5.1.3 As compared to the approved scheme (Application No. A/NE-FTA/201) , the EVA should be unchanged. The EVA at northern portion will no longer be used and these areas will be utilized for preservation of existing trees and new tree plantings. Besides, the noise barriers at this northern portion will also be omitted, this will help to minimize the formation works and visual intrusion of the noise barriers.

Integration of the Proposed Development with the Surrounding Landscape

5.1.4 The buildings and associated vehicular access are strategically located at central portion of the Site There are peripherical planting areas along the east, north and west boundary for new tree planting. This will help create a soft planted edge along the Site enhancing its interface with the surrounding natural context to blend more with the naturalistic vegetation.

5.1.5 The Site is surrounded by existing open storages, temporary structures, workshops, villages and road corridors which creates visual and noise impact to the Development. Metal mesh fence (2.5m high) and noise barriers (5.0m to 12.0m high) will compose of solid walls at base (2.5m high) and transparent panels on top are proposed along the Site boundary. The use of transparent panels on top is intended to alleviate the visual impact of the fence walls/ noise barriers. Besides, as the transparent panels may appear invisible to birds or mirrors the facing landscape, mitigation measures, such as using non-glaring and tinted materials, putting falcon stickers on the transparent panels to minimize bird collision due to fence walls/ noise barriers.

5.1.6 Landscape treatment is proposed on fence walls/ noise barriers in order to alleviate their visual intrusion. Screen planting beds ranging from 2.0m to7.0m wide are proposed at the outer sides of the fence walls and noise barriers. They will accommodate adequate growing medium for provision of ornamental trees, shrubs, groundcover and climbing plants and will provide a natural transition between the Development and its surrounding environment. Planting will be primary evergreen in nature. Access doors are proposed at regular intervals of the fence walls/ noise barriers as the maintenance access of these proposed planting. Besides, training system is proposed on the continuous solid wall (2.5m) along boundary wall and base of noise barriers for the climbing plants which vertical green wall will be established in order to soften the hard lines of these barriers. Please refer to the typical section of noise barrier and fence wall, dwg. No. PP01 in Appendix I.

5.1.7 It is important to mention that the layout of the proposed buildings and vehicular access via Lo Wu Station Road has been investigated. Therefore, 114 out of a total of 237 tress within application site were surveyed. Total of 166 new trees are proposed to be planted. The environmentally friendly design will provide greenery to further enhance the overall appearance and visual quality of the development. All proposed trees within the application site boundary will be maintained by the development applicant

Maximization of Greening Opportunities

5.1.8 Apart from the proposed building structures and vehicular access. Grass paver and tree planting are proposed at the reprovided footpath for the existing villagers which will fulfil the functional requirement, but also enhance the local greenery.

Planting Design

5.1.9 Majority of proposed plantings will be planted at the periphery of the Site. This will also help in promote a tranquil and harmonic environment to the users. The refined paving and selection of plant combination enrich the colour complexity and visual gradation of the development.

5.1.10 Where practicable, heavy standard trees, medium shrubs and foliage plants are proposed. These soft landscape measures will ensure that the hard lines of the built form to be visually softened. The use of planting in heavy standard size would provide a more instant greening effect. Drawings showing the soft landscape treatment such as trees, shrubs, groundcovers and climbing plants shall refer to planting plan in Appendix II.

5.2 Soil Depth and Drainage for Planting

The requirement of soil depth is directly related to the planting design and its associated loading requirement upon structure. In general, the soil depth provided, with all drainage layers, water- proofing and protective screening exclusive is listed below

Table 4.0 Planting Medium (Soil Depth)

Planting Type	Soil Depth (Minimum)
Tree/ Palm tree	1200mm
Shrub/ Climber	600mm
Groundcover/ Turf	300mm

All Planting areas on slab shall be provided with sub-soil drainage system with drainage cell with filter layer.

5.3 Common Greenery Provision

5.3.1 At Application Site, total **4785 m2** planting area will be provided at at-grade planting area at G/F within the Application Site Boundary (site area: **20249 m2** and the greening ratio of the Application Site is approx. **23.63%**.
Please refer to the Greenery Calculation in Appendix V.

5.3.2 The summary of common greenery within Application Site is shown as follows:

Table: 5.0 Comparison Table of Common Greenery between the Last Approved Application and the Current Application

Planning Application	A/NE-FTA/201	A/NE-FTA/220	Proposed Application
Application Site Area	20,506m2	16,060m2	20,249m2
Total Greenery	6,666m2	4,105.6m2	4,785m2
Greenery Ratio	32.51%	25.6%	23.63%

5.4 Irrigation

The proposed irrigation system will be by tap water pipe for manual operation. Lockable water points will be provided at 40m Centre covering the entire site. The proposed source of water supply is subject to final approval from the Water Services Department.

5.5 Future.Maintenance

Soft Landscape Element

5.5.1 For the development, the softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures are in a healthy condition prior to the finished scheme being handed back to the Applicant

5.5.2 Ultimately the management office will employ maintenance staff to take care of all landscape areas within the site.

5.5.3 The maintenance schedule for soft landscape works has been included in Appendix III. It is important to mention that tree risk assessment will be conducted at appropriate time to facilitate proper tree management and maintenance.

6.0 Planting Proposals (Appendix III refers)

6.1 In order to provide quality landscape for the proposed development, soft landscape works will be the major landscape element of the landscaping proposal and satisfy the following criteria

- To compensate the loss of affected trees;
- To enhance the ecological value of the existing plantation; and
- To screen the residential building and reduce the visual impact to the nearby residents.

6.2 The proposed planting species list is shown as follows and details shall refer to the Planting Plans in Appendix II.

Table 6.0 Planting Schedule of Ornamental Trees and Shrubs

Botanical Name	**Chinese Name**	**Size (mm)**	**Spacing (mm)**
TREES		**Height x Spread x DBH (mm)**	
Senna surattensis	**黃槐**	3500 x 150 x 100	4000
SHRUBS		**Height x Spread (mm)**	**Spacing (mm)**
Allamanda cathartica 'Allamanda'	軟枝黃蟬	400x400	300
Codiaeum variegatum 'Glorisa'	紅葉洒金榕	450x400	300
Duranta repens'Golden'	黃金金露花	300x250	250
Ixora chinensis	龍船花	500x450	300
Murraya paniculata	九里香	550x500	450
Philodendron selloum	春羽	500x500	500
Rhapis humilus	小葉棕竹	1000x400	400
Iris tectorum	篤尾	300x150	150
Scheff/era arboricola	鵝掌藤	450x300	250
Rhodomyrtus tomentosa	桃金娘	300x250	200
Rhapis excelsa	棕竹	900x450	400
Sanseveria spp	金邊虎尾蘭	500x450	400

GROUNDCOVERS		**Height x Spread (mm)**	**Spacing (mm)**
Dieffenbachia picta	白班萬年青	500x350	300
Hymenocallis americana	蜘蛛蘭	400x500	300
Nephrolepis auriculata	腎蕨	250x150	150
Nephrolepis exaltata 'Bostoniensis'	波士頓蕨	500x300	250
setcreasen purpurea	紫錦草	300x300	300
CLIMBING PLANT			
Bauhinia glauca	羊蹄甲藤	1500x300	300
Ficus pumila	薜蘿	1200x300	300
LAWN			
Axonopus compressus	大葉草	-	-

6.3 In this study area,166 nos. of trees are proposed to be felled within the proposed Application Site. No trees outside the Application site will be affected by proposed development.

6.4 **166** heavy standard trees with average DBH approx.80mm within the Application Site are proposed to be planted to compensate for the loss of existing trees. All the trees within the Application Site Boundary will all be maintained by the lot owner of the development.

6.5 The summary of tree compensation at Application Site is shown as follows

Table 7.0 Summary of Tree Compensation Proposal at Application Site

	Application Site
Quantity of Loss of Trees:	134 nos.
Quantity of Compensatory Trees:	166

7.0 Proposal for Tree Preservation

7.1 In this project, **237** nos. of trees were identified within Application Site, proposed total **11** existing trees within Application Site & 46 trees outside of Boundary. The following measures should be undertaken:

7.1.1 In order to determine the impact to the existing vegetation by the proposed development, a full Tree Felling Application in accordance with LAO Practice Note No. 6/2023 "Tree Preservation and Tree Removal Application for Building Development in Private Projects Compliance of Tree Preservation Clause under Lease" should be undertaken and submitted to the relevant Government departments for approval.

7.1.2 Retention of all trees where possible. It is proposed that unaffected trees are to be retained on site and conservation value. The contractor will need to be made aware of the need to minimize the encroachment of the construction works on the trees, so as to minimize the impact on them. The area under the drip line of the tree canopy will be fenced by 1.2m high temporary protective fencing during construction stage. Besides, all provisions for tree preservation and protection measures of retained trees should follow the details in Section 25 - Landscape Work in the General Specification for Building (2017).

7.1.3 The softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures within lot boundary and at open space are in a healthy condition prior to the finished scheme being handed back to the Applicant. The maintenance schedule for soft landscape works has been included in **Appendix III.**

7.1.4 During the construction and operation period, the Applicant should be responsible to undertake vegetation maintenance and tree risk assessment in accordance with the Handbook on Tree Management (HTM) by DEVB. Besides, the Applicant shall maintain all the preserved trees, proposed trees, shrubs, groundcovers and lawn in healthy conditions

Appendix I

Landscape Master Plan and Landscape Sections

LEGEND:

- APPLICATION SITE BOUNDARY
- T260 — TREE TO BE RETAINED (WITHIN APPLICATION SITE BOUNDARY)
- T100 — TREE TO BE RETAINED (OUTSIDE APPLICATION SITE BOUNDARY)
- PROPOSED HEAVY STANDARD TREE
- PROPOSED SHRUBS AND GROUNDCOVER
- PROPOSED LAWN
- EXISTING FOOTPATH TO BE MAINTAINED
- PROPOSED ROAD (NOT LESS THAN 5m WIDE)
- GREENERY AREA 4785m² (ABOUT)

N

(A) COLD STORE 1378m² (ABOUT)

(B) COLD STORE 2023m² (ABOUT)

(C) COLD STORE 3395m² (ABOUT)

(D) FSI GEN SET

(E)

(F)

Noise Barrier (12m H.)

Noise Barrier (5m H.)

Noise Barrier (10m H.)

10000 INGRESS/EGRESS

MAN KAM TO ROAD

LO WU STATION ROAD

GLA-TDN-67

Sha Ling Playground 沙嶺遊樂場

B.D. Reference	屋宇署檔案
M.W. Reference	小型工程檔案
L.D. Reference	地政署檔案
F.S.D. Reference	消防處檔案

Notes 注釋

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REV	DESCRIPTION	DATE

C&K Land Management Company Limited

Project 項目

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

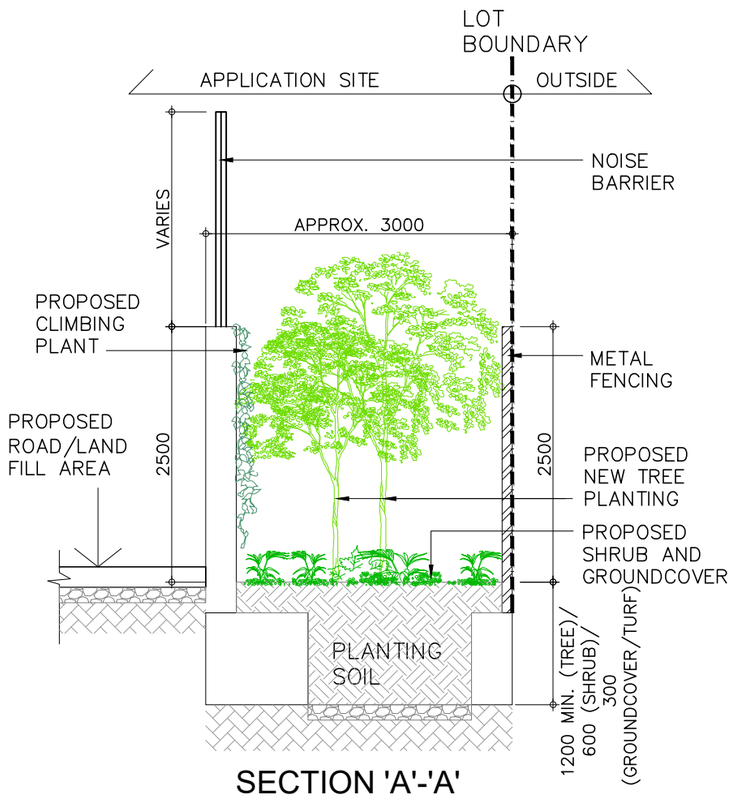
Application 申請

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

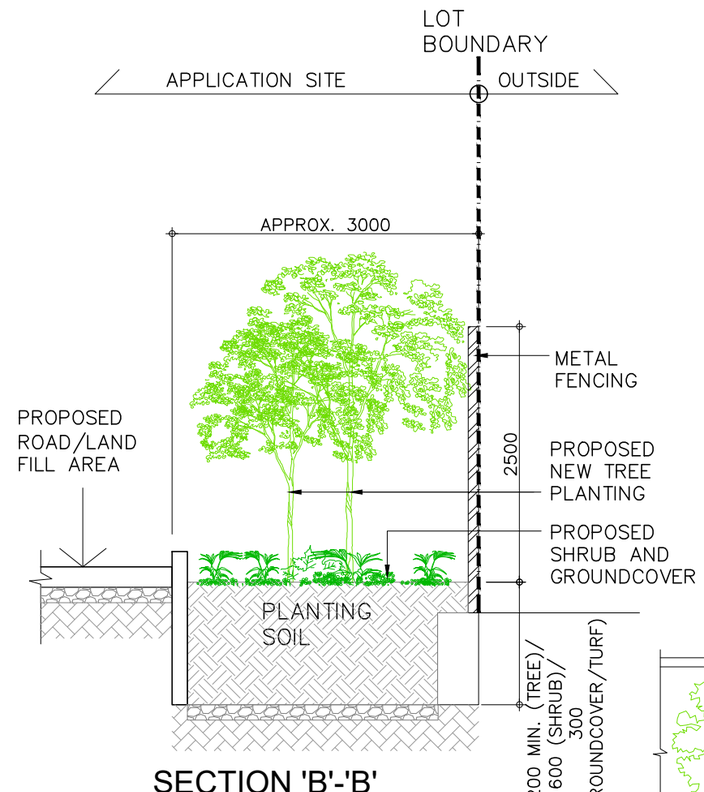
Drawing Title 標題

PLANTING PLAN–GF TREE

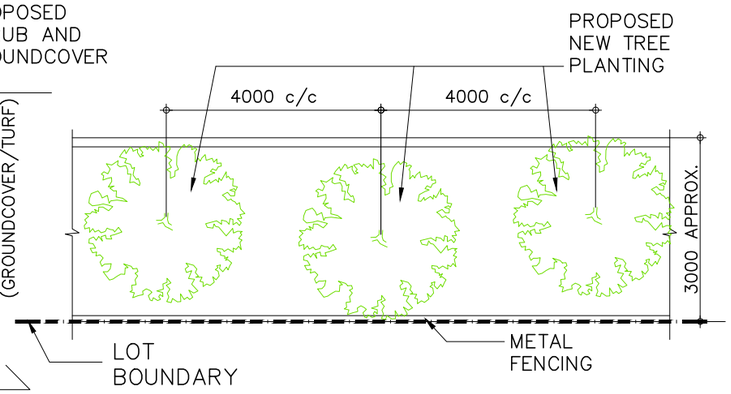
Scale 比例	Revisions 修訂
1:1000 (A3)	–
Designed by 設計者: LW	Drawn by 制圖人: Arthur
Checked by 檢查: LW	Date 日期: 25–MAR–2025
Job No. 工程項目: –	Drawing No. 圖號: PP–01



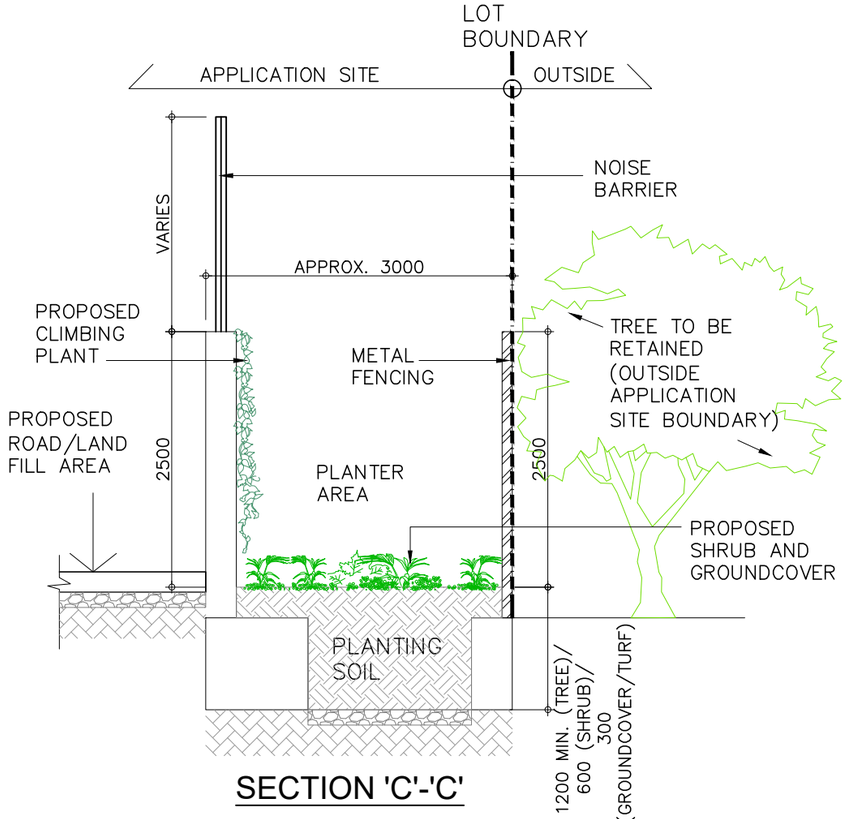
SECTION 'A'-'A'



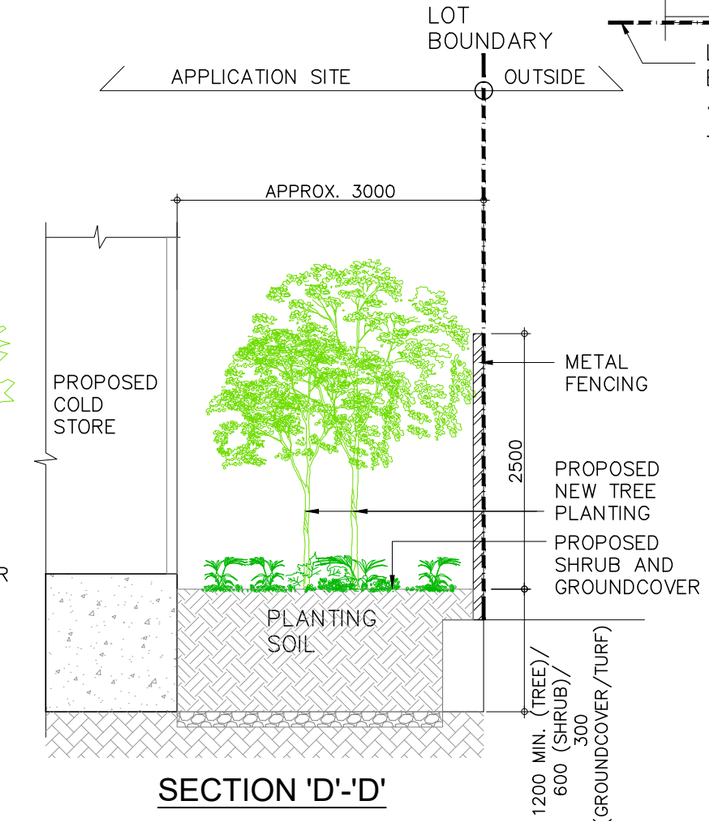
SECTION 'B'-'B'



TYPICAL PLAN OF TREE LAYOUT



SECTION 'C'-'C'



SECTION 'D'-'D'

B.D. Reference	屋宇署檔案
M.W. Reference	小型工程檔案
L.D. Reference	地政署檔案
F.S.D. Reference	消防處檔案

注釋

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REV	DESCRIPTION	DATE

C&K Land Management Company Limited

Project 項目

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application 申請

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title 圖題

TYPICAL PLAN OF TREE LAYOUT & SECTIONS SECTIONS

Scale 比例	Revisions 修定
NTS (A3)	–
Designed by 設計者	Drawn by 制圖人
LW	Arthur
Checked by 檢查	Date 日期
LW	25-MAR-2025
Job No. 工程項目	Drawing No. 圖號
–	PP-03

APPLICATION AREA

土沉香樹苗位置

LOCTION OF AQUILARIA SINENSIS IN SAPLING SIZE

N

B.D. Reference 屋宇署檔案

M.W. Reference 小型工程檔案

L.D. Reference 地政署檔案

F.S.D. Reference 消防處檔案

Notes 注釋

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REV	DESCRIPTION	DATE

C&K Land Management Company Limited

Project 項目

VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application 申請

PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title 標題

土沉香樹苗位置

Location Plan of Aquilaria sinensis

Scale 比例	Revisions 修定
1:1000 (A3)	–
Designed by 設計者 LW	Drawn by 制圖人 Arthur
Checked by 檢查 LW	Date 日期 28–MAR–2025
Job No. 工程項目 –	Drawing No. 圖號 PP–02

Appendix II
Planting Plans

Quantity	Botanical Name	Chinese Name	Size (mm)	Spacing (mm)
	TREES		**Height x Spread x DBH (mm)**	
	Senna surattensis	**黃槐**	3500 x 1500 x 80	4000
	SHRUBS		**Height x Spread (mm)**	**Spacing (mm)**
	Allamanda cathartica 'Allamanda'	軟枝黃蟬	400x400	300
	Codiaeum variegatum 'Glorisa'	紅葉洒金榕	450x400	300
	Duranta repens'Golden'	黃金金露花	300x250	250
	Ixora chinensis	龍船花	500x450	300
	Murraya paniculata	九里香	550x500	450
	Philodendron selloum	春羽	500x500	500
	Rhapis humilus	小葉棕竹	1000x400	400
	Iris tectorum	篤尾	300x150	150
	Scheff/era arboricola	鵝掌藤	450x300	250
	Rhodomyrtus tomentosa	桃金娘	300x250	200
	Rhapis excelsa	棕竹	900x450	400
	Sanseveria spp	金邊虎尾蘭	500x450	400
	GROUNDCOVERS		**Height x Spread (mm)**	**Spacing (mm)**
	Dieffenbachia picta	白班萬年青	500x350	300
	Hymenocallis americana	蜘蛛蘭	400x500	300
	Nephrolepis auriculata	腎蕨	250x150	150
	Nephrolepis exaltata 'Bostoniensis'	波士頓蕨	500x300	250
	setcreasen purpurea	紫錦草	300x300	300
	CLIMBING PLANT			
	Bauhinia glauca	羊蹄甲藤	1500x300	300
	Ficus pumila	薜蘿	1200x300	300
	LAWN			
	Axonopus compressus	大葉草	-	-

Appendix III
Maintenance Schedule Of Soft Landscape Works

OPERATIONS	SPRING			SUMMER			AUTUMN			WINTER			REMARKS
	March	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	
DISEASE CONTROL INSPECTION	O	O	O	O	O	O	O	O	O	O	O	O	Treatment immediately after detection
FERTILIZATION Applications			O						O				
GENERAL PLANT INSPECTION	O	O	O	O	O	O	O	O	O	O	O	O	Treatment immediately after detection
IRRIGATION Watering operation	D	D	D	D	D	D	D	D	D	D	D	D	Early morning / late afternoon, as appropriate
PROTECTION Inspection of fence, tree grates, guards, stakes & ties			O			O			O			O	Inspection also after heavy storms and adverse weather. Treatments immediately after detection
FIRMING UP of plants & supports			O			O			O			O	Inspection also after heavy storms and adverse weather. Firm-up operations immediately after detection
WEEDING Weeding operation & litter collection	O	O	O	O	O	O	O	O	O	O	O	O	Additional litter inspection & collection after heavy use
THINNING INSPECTION			O						O				Thinning operations in appropriate pruning season
MULCH Topping up			O						O				And following run off caused by rain / wind storm
PRUNING			O						O				As appropriate
FORKING OVER			O						O				As appropriate
TREE RISK ASSESSMENT						O							As appropriate

KEY:

D = once daily W = once weekly 2W = twice weekly

Bi-W = Bi-weekly O = once R = repeat if necessary

Appendix IV
Common Greenery Provision

LEGEND:

- APPLICATION SITE BOUNDARY
- UNCOVERED PLANTING AREA WITHIN APPLICATION SITE
- PROPOSED GRASS PAVER WITH APPLICATION SITE
- +7.5 PROPOSED LEVEL

SITE AREA OF APPLICATION SITE :	20249m²
PROVIDED COMMON GREENERY AT APPLICATION SITE :	4785m²
GREENERY RATIO OF APPLICATION SITE	23.6%

(A) COLD STORE
1378m² (ABOUT)

(B) COLD STORE
2023m² (ABOUT)

(C) COLD STORE
3395m² (ABOUT)

(D) FSI GEN SET

(E)

(F)

Noise Barrier (12m H.)

Noise Barrier (5m H.)

Noise Barrier (10m H.)

10000 INGRESS/ EGRESS

+5.4 +6.4 +7.2 +7.5 +6.2

HGV L/UL

N

MAN KAM TO ROAD

LO WU STATION ROAD

Sha Ling Playground 沙嶺遊樂場

GLA-TDN-67

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REV	DESCRIPTION	DATE

B.D. Reference
M.W. Reference
L.D. Reference
F.S.D. Reference
Notes

C&K Land Management Company Limited

Project
VARIOUS LOTS IN D.D.89 AND ADJOINING GOVERNMENT LAND, MAN KAM TO ROAD, SHA LING, NEW TERRITORIES

Application
PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title
GREENERY CALCULATION

Scale: 1:1000 (A3)	Revisions: –
Designed by: LW	Drawn by: Arthur
Checked by: LW	Date: 25-MAR-2025
Job No.: –	Drawing No.: PP-04

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-08-01 星期五 10:01:24
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	RE: Response the departmental comment (A/NE-FTA/258)
Attachment:	Response to the Comments from the Director of Agriculture.pdf

Dear Shirley

Attached the response to AFCD comment for your approval.

Regards

Leo

Response to the Comments from the Director of Agriculture, Fisheries and Conservation (Contact Person: Ms. Chole NG,Tel. 2150 6931)

Three watercourses are recorded within the application site, which is slightly different from the previous site condition.
See Attachment
W1 is the main water course in the Site
W2 is the water puddle in the south side of the site (Fig 6-9)
W3 is the water course outside the boundary of the site (Fig 10)

It is noted from S.4.14.11 of the Planning Statement that there is a significant reduction in the application site area. Please clarify whether the applicant site area has been reduced or increased compared with the previous scheme under the Application No. A/NE-FTA/220.
Verify the application site area has been increased compared with the previous scheme under the Application No. A/NE-FTA/220.

Please clarify if the ecological impact assessment has been conducted based on the latest development parameters of the current Application No. A/NE-FTA/258.
We have conducted an ecological impact assessment based on the latest development parameters for the current application number A/NE-FTA/258.

As *Somanniathelphusa zanklon* has once been recorded within the application site, should the application be approved, the applicant is required to conduct a pre-construction survey to check the presence of *Somanniathelphusa zanklon* and the survey should be conducted in all the three watercourses within the application site. The applicant should submit a pre-construction survey plan and translocation proposal for our further comment.
As pine caterpillars (Somanniathelphusa zanklon) have been recorded at the application site, the applicant engaged an ecological expert to conduct a pre-construction survey and translocation report, which was approved by the Agriculture, Fisheries and Conservation Department. The animals have been relocated to a suitable location and measures have been taken to prevent Somanniathelphusa zanklon from entering the application area. Please refer to the ecological impact assessment for details.

4.14.8 The above mitigation measures proposed would avoid direct impact on the crab *S. zanklon* and to minimize the potential indirect impacts on adjacent habitats/wildlife and water quality during the construction phase.

4.14.9 Flight path surveys were conducted in March, April and May 2023. According to the survey, flight routes of the waterbird were studied and the results indicated that most of the birds flew toward the southeast area of the Subject Site and to Man Kam To. Most of the bird species were urban and common in Hong Kong. In addition, most of them were recorded flew with a short distance within or near the subject site. The proposed 20.675m height building will not be an obstacle for waterbirds or Ardeidae as only two Chinese Pond Herons were recorded to fly low, within the Subject Site. The Subject Site is not attractive to bird species and not a major flight line of Ardeidae. Therefore, the impact on the bird flight line is considered insignificant.

4.14.10 While the impact on avifauna is considered insignificant, the applicant is willing to undertake mitigation measures to create a bird-friendly environment. The proposed green roof could serve as a resting stop for avifauna. During the detailed design stage, the applicant will explore the use of minimal glass and screening to reduce reflections. Furthermore, the incorporation of extensive vertical green will be considered to mitigate possible visual impact.

4.14.11 Following the result from the previous EcoIA which concludes the Application Site is of low ecological value, the latest ecological surveys have supplemented the impacts on avifauna and impact on the crab *S. zanklon,* which concludes the impact on the bird flight line and remaining birds species would be insignificant, and the impact on the crab *S. zanklon* would be reduced to insignificant after the mitigation measures. It is also noteworthy that the current application involves no increase but a significant increase in Application Site area (+26.1%), it is anticipated that the overall impact as investigated in the previously conducted EcoIA would remain unchanged, and the overall impact severity would be remained as low. The Applicant is well prepared and committed to implementing the mitigation measures, if and when required by relevant departments in accordance with the requirements of relevant Technical Memorandums of the Environmental Impact Assessment Ordinances should the current application be approved.

Location Plan (watercourses)

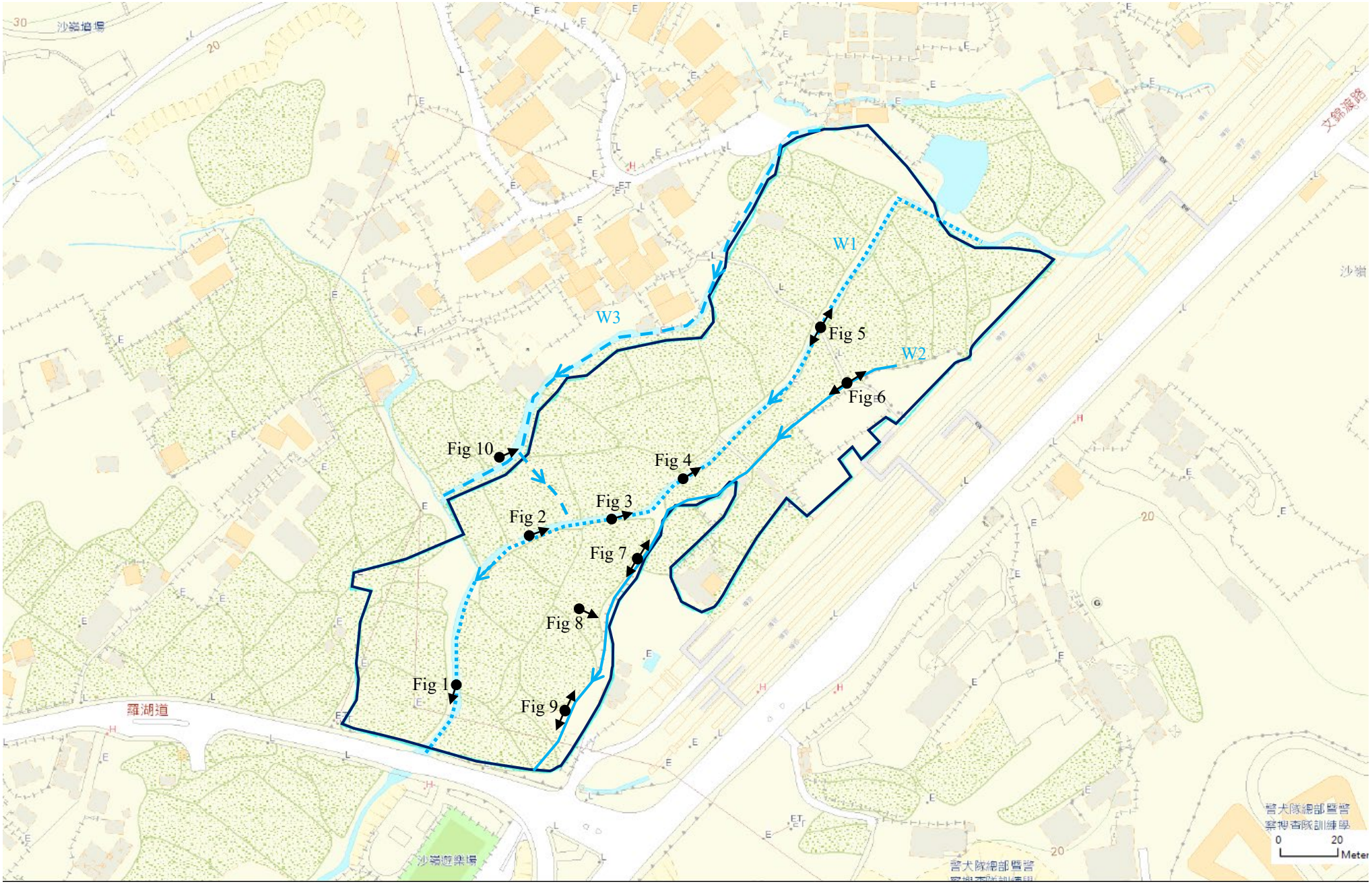


Fig 1



Fig 2



Fig 3



Fig 4



Fig 5





Fig 6





Fig 7





Fig 8







Fig 9





Fig 10







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From:	[redacted]
Sent:	2025-08-06 星期三 10:02:38
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	RE: Response the departmental comment (A/NE-FTA/258)
Attachment:	Revised Section 4.14.11.pdf; Response to the Comments from DAFC 6-8-2025.pdf

Dear Shirley

Attached the response to department comment for your record.

Regards

Leo

Response to the Comments from DAFC (Contact Person: Mr. LAU Yun-kwan, Tel. 2150 6931)

- Regarding S.4.14.11 of the Planning Statement, the applicant should review and revise the sentence as appropriate - "It is also noteworthy that the current application involves no increase but a significant increase in Application Site area (+26.1%), it is anticipated that the overall impact as investigated in the previously conducted EcoIA would remain unchanged, and the overall impact severity would be remained as low.".
- Revised

- While a pre-construction survey and translocation exercise was carried out for *Somanniathelphusa zanklon* in April 2025, the applicant should be aware that if *S. zanklon* occurs within the application site again during the construction phase, the individuals should be translocated as appropriate.
  The applicant is aware of and complies with the above opinions

- The applicant should carry out good site practice and establish pollution control measures during the construction phase as appropriate to avoid and minimise impacts to watercourses to be retained and in the vicinity of the application site.
  The applicant is aware of and complies with the above opinions

4.14.8 The above mitigation measures proposed would avoid direct impact on the crab *S. zanklon* and to minimize the potential indirect impacts on adjacent habitats/wildlife and water quality during the construction phase.

4.14.9 Flight path surveys were conducted in March, April and May 2023. According to the survey, flight routes of the waterbird were studied and the results indicated that most of the birds flew toward the southeast area of the Subject Site and to Man Kam To. Most of the bird species were urban and common in Hong Kong. In addition, most of them were recorded flew with a short distance within or near the subject site. The proposed 20.675m height building will not be an obstacle for waterbirds or Ardeidae as only two Chinese Pond Herons were recorded to fly low, within the Subject Site. The Subject Site is not attractive to bird species and not a major flight line of Ardeidae. Therefore, the impact on the bird flight line is considered insignificant.

4.14.10 While the impact on avifauna is considered insignificant, the applicant is willing to undertake mitigation measures to create a bird-friendly environment. The proposed green roof could serve as a resting stop for avifauna. During the detailed design stage, the applicant will explore the use of minimal glass and screening to reduce reflections. Furthermore, the incorporation of extensive vertical green will be considered to mitigate possible visual impact.

4.14.11 Following the result from the previous EcoIA which concludes the Application Site is of low ecological value, the latest ecological surveys have supplemented the impacts on avifauna and impact on the crab *S. zanklon,* which concludes the impact on the bird flight line and remaining birds species would be insignificant, and the impact on the crab *S. zanklon* would be reduced to insignificant after the mitigation measures. It is worth noting that the current application site area has increased (+26.1%), it is anticipated that the overall impact as investigated in the previously conducted EcoIA would remain unchanged, and the overall impact severity would be remained as low. The Applicant is well prepared and committed to implem enting the mitigation measures, if and when required by relevant departments in accordance with the requirements of relevant Technical Memorandums of the Environmental Impact Assessment Ordinances should the current application be approved.

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From:	[redacted]
Sent:	2025-07-23 星期三 10:25:19
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	Response the departmental comment (A/NE-FTA/258)
Attachment:	DIA_Report (FTA258) 22-07-2025.pdf; EIA Report (FTA-258) 23-7-2025.pdf

Dear Ms. Shirley – Plan D

Attached the EIA Report and Drainage Impact Assessment (DIA) (Supersede 18/7 13:49pm email) in response the departmental comment.

Regards

Leo Wong

Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period 3 Years and Land Filling for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

Ecological Impact Assessment Report

-Impact on avifauna

-Impact on Somanniathelphusa zanklon

Date: July 2025

Prepared by: China Hong Kong Ecological Consultants Limited.

1. Background

1.1 China Hong Kong Ecological Consultants Limited has been invited by C&K Land Management Co., Ltd . to carry out the ecological survey and respond to Agriculture, Fisheries and Conservation Department comments for the planning application (A/NE-FTA/258).

1.2 The comments were received from preious submission comments as follow:

- It is noted that the response from the applicant is based on the previous ecological impact assessment (EcoIA) conducted and no recent ecological survey, flight path survey and EcoIA have been conducted for the revised layout under the current application No.(A/NE-FTA/258). Based on this understanding, we have two major comments on the RtoC:
- Impact on avifauna

  - It is noted from the RtoC that the EcoIA for the revised layout, is based on previous EcoIA conducted, which no flight path survey has been conducted. Please ask the applicant to justify their conclusion of no adverse ecological impact of avifauna is anticipated with the proposed building height doubled to 20.675m.
- Impact on *Somanniathelphusa zanklon*

  - We considered the capture survey done in March 2022 is irrelevant to address our concern on the potential impact on *Somanniathelphusa zanklon*. As the water channel within the subject site is not filled after the capture survey, *Somanniathelphusa zanklon* and other freshwater species could be recorded within the subject site again. The potential impact on *Somanniathelphusa zanklon* (and other fauna species, if any) could not be evaluated without a proper and recent survey to confirm the presence of *Somanniathelphusa zanklon* (and other fauna species, if any) in the subject site. If *Somanniathelphusa zanklon* is recorded within the site, mitigation measures such as translocation of the species, etc. should be proposed.

1.3 This report is to provide supplementary surveys and information for the *Somanniathelphusa zanklon* and flight path. Recommendations on ecological mitigation measures to reduce and minimize adverse impacts are also provided in the report where necessary.

2. Methodology

2.1 Survey Area and Programme

2.1.1 The survey area for *Somanniathelphusa zanklon* and flight path survey is provided in **Figure 1.** The ecological surveys were conducted according to the schedule given in **Table 2.1** below.

Table 2.1: Proposed Ecological Survey Schedule

Proposed Survey	2023		
	March	April	May
Freshwater communities survey	27 March	04 April	11 May
Flight path survey	27 March	04 April	11 May

2.2 Freshwater Communities and *Somanniathelphusa zanklon* Survey

2.2.1 The methods of Freshwater communities and Somanniathelphusa zanklon were followed the previous survey method from EcoIA. *Somanniathelphusa zanklon* was surveyed through active searching and/or direct observation at watercourses and adjacent habitats within the subject site (refer to Figure 1). To avoid driving organisms (e.g. fish and crab) away, and avoid disturbing the bottom substrate, direct observation from a suitable distance was conducted before active searching and kick sampling. Boulders within the watercourses were conducted to collect organisms along the watercourse. Organisms encountered were recorded and identified to the lowest possible taxon level. All organisms collected were released to the point of collection after identification. Nomenclature of freshwater fish and invertebrate communities follows Lee et al. (2004) and Dudgeon (2003), respectively.

2.3 Flight Path Survey

2.3.1 Flight Line surveys have been undertaken to assess if proposed project would block the flight path of the avifauna within the subject site. Surveys have been conducted at the early morning from 6:45am to 8:45am. All birds observed within the subject from the fixed survey point in 10-minutes period were recorded. Species, abundance, flight direction and height have been recorded. The vantage point for the flight line survey is shown in **Figure 2**.

3. Survey Results

3.1 Freshwater Communities and *Somanniathelphusa zanklon*

3.1.1 Freshwater Communities and *Somanniathelphusa zanklon* survey were conducted at watercourses and adjacent habitats within the subject site, two *Somanniathelphusa zanklon* individuals were recorded within the watercourse during the survey which is listed as "Endangered" on the IUCN Red List. Besides the *Somanniathelphusa zanklon*, *Gambusia affinis* and *Channa gachua* were also recorded within the subject site. The location of the *Somanniathelphusa zanklon* is provided in **Figure 1**.

3.2 *Flight Path Survey*

3.2.1 The flight line surveys were conducted at the vantage point where is adjacent to the Subject Site, shown in Figure 2. A total of 109 individuals of avifauna species were recorded at the point count location. The species were mainly common urban species and some wetland dependent species such as heron. Survey data were summarised in **Table 3.1** and **Table 3.2.** Flight line A direction to southeast of subject site was the major flight line for most of the bird, particularly Red-whiskered Bulbul, Chinese Bulbul, most of them were flight within the subject site with short distances. While flight lines B, C were in direction to southwest and northeast respectively, where birds recorded in these flight lines were mostly urban birds. Most of the birds were recorded at 0-10m height from the ground which usually flight within subject site. Birds at flight heights from 10m to over 10m were rarely recorded.

Table 3.1 Number of bird individuals recorded at different flight heights from point count

Species	Number of bird individuals recorded at different flight heights				
	0-10m	10-20m	20-30m	30-40m	>40m
Black-necked Starling	18	7			
Chinese Pond Heron	2				
Crested Myna	12				
Common Tailorbird	6				
Yellow-bellied Prinia	5				
Chinese Bulbul	10	4			
Red-whiskered Bulbul	23	6			
Spotted Dove	6	2	4		
White Wagtail	1	1			

Greater Coucal	1				
Crested serpent eagle					1
Total number of birds at each flight heights (Relative percentage)	84 (77%)	20 (18%)	4 (4%)	0 (0%)	1 (1%)

Table 3.2 Relative percentage of bird usage in each Flight Line

	Bird usage	Flight heights					Species
		0-10m	10-20m	20-30m	30-40m	>40m	
Flight lines	Number of birds (relative percentage)	Number of birds (relative percentage)	Number of birds (relative percentage)	Number of birds (relative percentage)	Number of birds (relative percentage)	Number of birds (relative percentage)	
A	79 (72%)	67 (85%)	9 (11%)	2 (3%)	0 (0%)	1 (1%)	Chinese Pond Heron, Greater Coucal, Black-necked Starling, Red-whiskered Bulbul, Spotted Dove, Crested serpent eagle, White Wagtail, Yellow-bellied Prinia, Common Tailorbird
B	12 (11%)	8 (67%)	4 (33%)	0 (0%)	0 (0%)	0 (0%)	Black-necked Starling, Spotted Dove, Red-whiskered Bulbul, Crested Myna
C	18 (17%)	9(50%)	7 (39%)	2 (11%)	0 (0%)	0 (0%)	Black-necked Starling, Red-whiskered Bulbul, Spotted Dove, Yellow-bellied Prinia, Common Tailorbird, Chinese Pond Heron, White Wagtail

4. Potential Impact

4.1 Potential Habitat Loss of *Somanniathelphusa zanklon*

Two individuals of *Somanniathelphusa zanklon* were recorded within the watercourse. The watercourse will be retained in the construction design which may be disturbed during the construction phase indirectly. Therefore, the impact to the *Somanniathelphusa zanklon* is considered to be Low to Moderate.

4.2 Barrier Effect of Flight Path

4.2.1 Flight routes of the waterbird were studied and the results indicated that most of the birds flew toward the southeast area of the Subject Site and to Man Kam To. Most of the bird species were urban and common in Hong Kong. In addition, most of them were recorded flew with a short distance within or near the subject site. The proposed 20.675m height building will not be an obstacle for waterbirds or Ardeidae as only two Chinese Pond Herons were recorded to fly low, within the Subject Site. The Subject Site is not attractive to bird species and not a major flight line of Ardeidae. Therefore, the impact on the bird flight line is considered to insignificant.

4.3 Potential Impact of bird species

4.3.1 Only 11 avifauna species were recorded during the survey. Most of the species were common species and widely distributed in Hong Kong. Among of them, two species were species of conservation interest. Agricultural land was recorded adjacent to the project site, there is the same habitat for the remaining birds. The bird species were also adapted to other habitat (e.g. village area, plantation, developed area). Therefore, the impact on the remaining birds species is considered to insignificant.

5. Mitigation Measures

Capture-and-translocation of *Somanniathelphusa zanklon*

5.1 *Somanniathelphusa zanklon* were recorded within the Subject Site during the additional survey. Capture-and-translocation of *Somanniathelphusa zanklon* in these areas with sightings prior to site formation was recommended to minimize the impacts on these fauna species of conservation importance. The impact on the *Somanniathelphusa zanklon* would be reduced to insignificant after the mitigation measures.

6. References

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- Lee, V.L.F., Lam, S.K.S., NG, F.K.Y., Chan, T.K.T. and Young, M.L.C. (2004). Field Guide to the Freshwater Fish of Hong Kong, Friends of the Country Parks and Cosmos Books Ltd, Hong Kong.

Figure

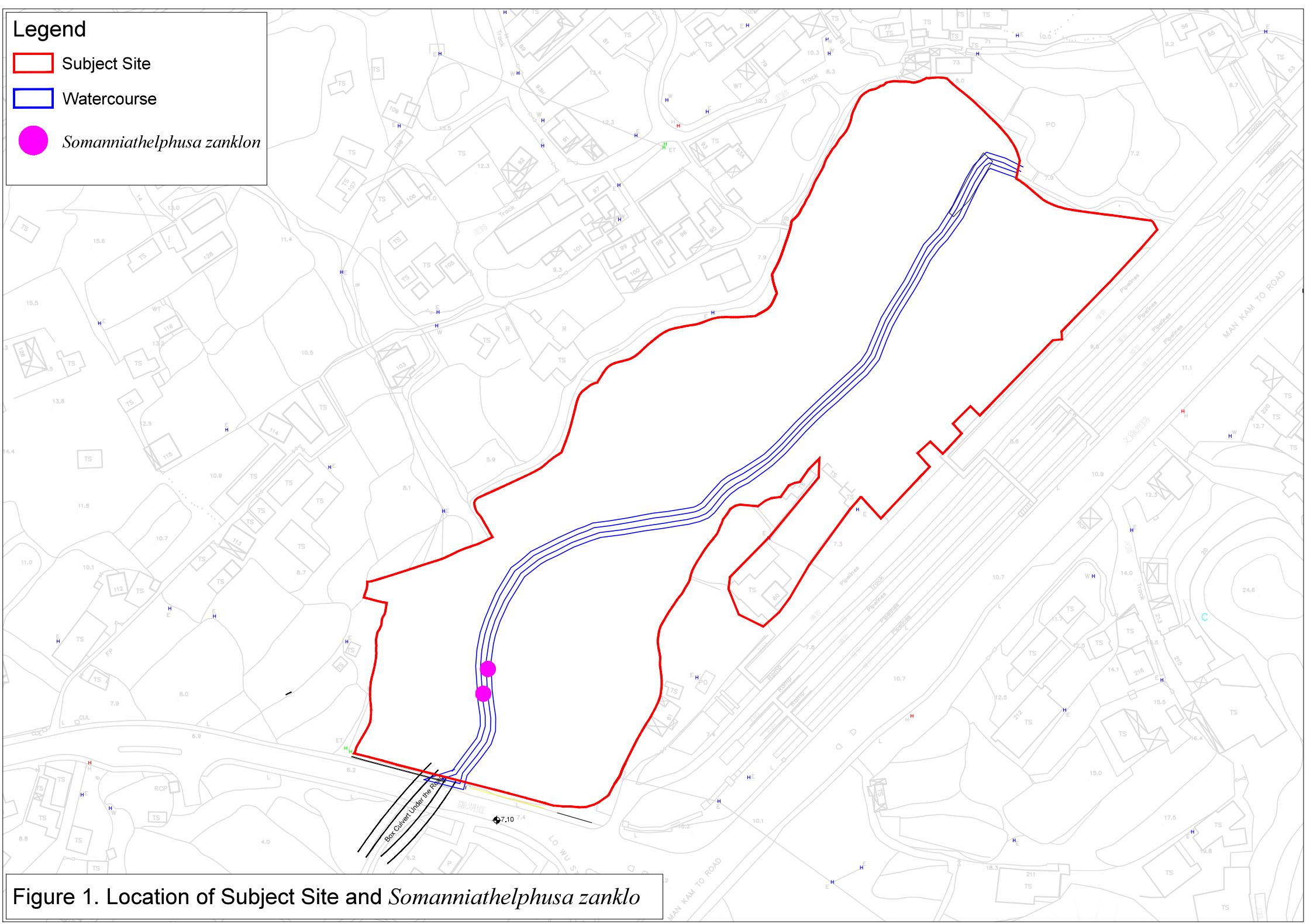


Figure 1. Location of Subject Site and *Somanniathelphusa zanklo*

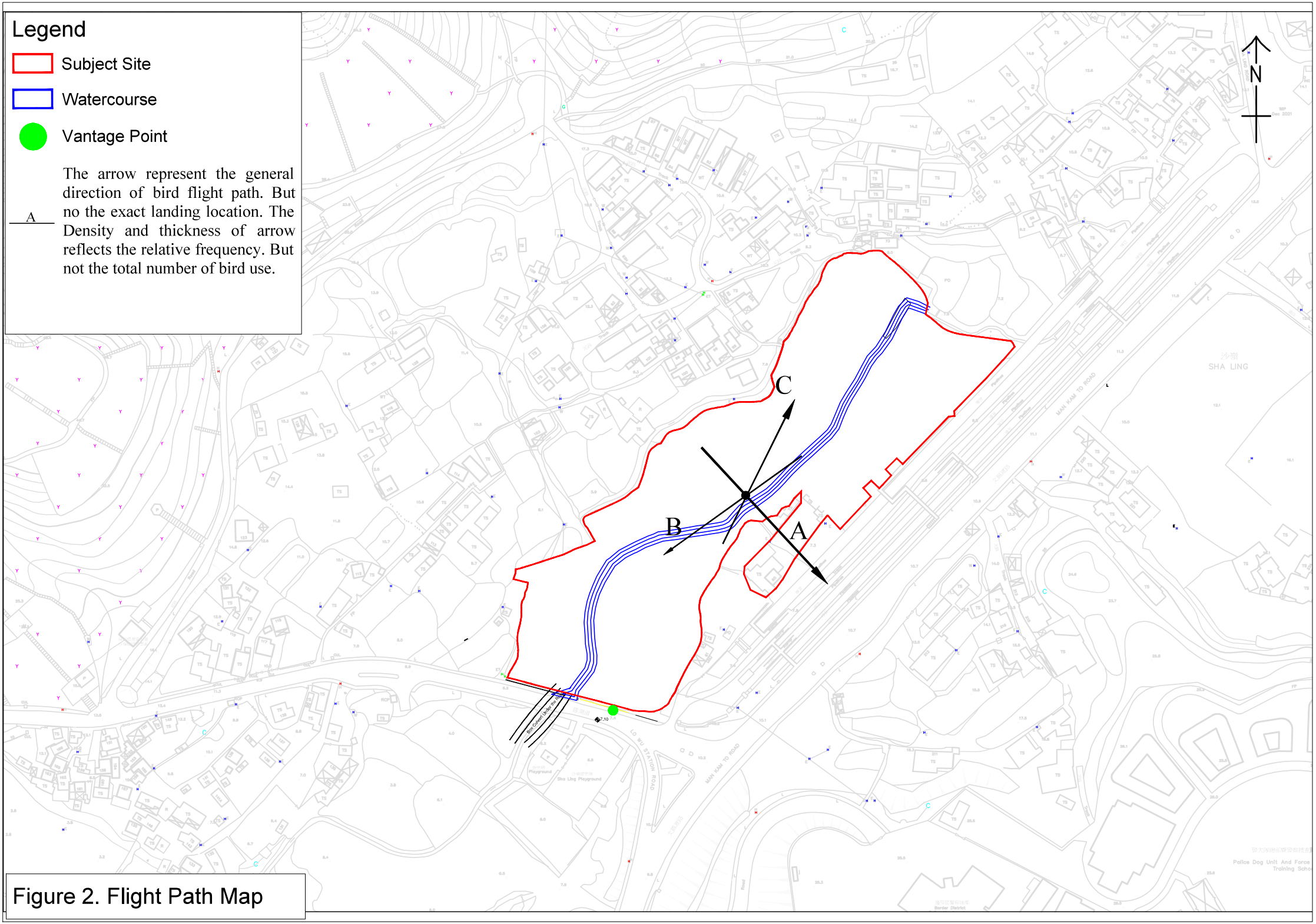


Figure 2. Flight Path Map

Ecological Mitigation

For Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period 3 Years and Land Filling for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

(Section 16 Application No. A/NE-FTA/258)

Capture Survey and Translocation of Freshwater Crab (*Somanniathelphusa zankion*)

Final Report

Certified by Ecologist	Dr. Mark Shea / China Hong Kong Ecology Consultants Ltd.		Prepared: Apr.14, 2025 Updated: July 12, 2025

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Appendix D. Emails with AFCD and AFCD issued no comments on Fauna Translocation Proposal
Appendix E. AFCD issued permit for use of hand nets for fauna translocation

1 Objective and Introduction

1.1 To comply with the approval condition for Section 16 Application No. A/NE-FTA/258, the applicant should perform an ecological mitigation, i.e. to translocation of a freshwater carb species *Somanniathelphusa zanklon* 鐮刀束腰蟹 with conservation importance, was identified during previous ecological impact assessment.

1.2 A pre-construction survey plan and translocation proposal for the crab, was submitted to AFCD for comments in March 2025. The plan and proposal were revised in accordance with AFCD's comments, re-submitted, and AFCD confirmed that there was no further comment on the revised plan and proposal in early April 2025 (refer to **Appendix B, C, and D**). A permit to use of hand nets to capture and survey aquatic fauna was applied and obtained from AFCD (refer to **Appendix E**).

1.3 This Fauna Survey and Translocation Report included details of the capture survey and fauna translocation methodology, and results of fauna survey and translocation conducted on the 10-11th of April 2025.

2 Staffing

The fauna translocation works and surveys were conducted by experienced ecologist, Dr. Mark Shea, who is the Ph.D. holders of Ecology/ Environmental Science, and he has practical experience related to freshwater fauna communities, and he led a team to conduct the translocation operation. The workers were well-trained in handling the captured species before the translocation exercise by the ecologist.

3 Scope of fauna translocation

3.1 A survey on target crab species *S. zanklon* 鐮刀束腰蟹 and other aquatic fauna with conservation importance was conducted in the watercourses within the application site (**Figures 1 & 2** , **Photos 1-4**).

3.2 A selected receptor site is outside of the application site and located at a nearby stream near Lo Wu Station Road, where it is approx. 0.7km from the application site. The habitat at the receptor site is comprised of stream pool and riffle with stony and muddy substratum， and as well as with organic detritus, trees, grasses and herbs growing on water margin (**Figure 2**). As habitat at the receptor site is similar to that at the application site and belongs to the same water catchment, and it is short distanced. It is considered that the translocated crab be able to adopt to the receptor site.

4 Method of crab translocation

4.1 Fauna caption survey

4.1.1 In order to mitigate ecological impact induced by construction works. A caption survey and translocation of species with conservation interest was scheduled and conducted on the 11th of April 2025. A Work Programme is given in **Appendix A**.

4.1.2 The collection sites are either concrete water courses or muddy water ditches. The water depth within the water course is shallow, less than 20cm mostly during try season. The locations of water courses and photo records of habitat are given in **Photos 1-4**. Aquatic fauna was visually searched with the assistance of hand netting, to catch the crab species and any other aquatic species with conservation importance.

4.1.3 The captured fauna species with conservation importance were identified and their abundance recorded.

4.2 Method of fauna translocation

4.2.1 The crabs with conservation importance were searched along all three watercourses (W1, W2 and W3, **Figure 1, Photos 1-4**) and all other localities with water within the application site (**Photo 11**).

4.2.2 Direct visual search with assistance of hand-net sampling (mesh size <3mm diameter) was used to collect aquatic animals including crab with conservation importance. The collected animals were put into an aerated container for temporary storage and released to the receptor site (**Photo 5**).

4.2.3 Two screening nets in watercourse W1 were installed with one at upper end of the watercourse and one at the end of lower watercourse to prevent fauna re-entry to the construction site after fauna translocation operation (**Figure 2**). Only stagnant water is presented in water courses W2 and W3, and no fauna with conservation importance were found, no screening nets setting was needed after translation operation.

5 Results of crab translocation

5.1 Two screening nets were prepared and installed in watercourse W1 with one at upper end of the water course and one at the end of lower watercourse to prevent fauna re-entry to the construction site after fauna translocation operation (**Photos 6-8** and **Figure 2**).

5.2 A capture survey performed in all three watercourses and localities with water by direct active searching and assisted with hand net (**Photos 9-11**).

5.3 Two target crab specimen *S. zanklon* 鐮刀束腰蟹 were captured within the watercourse W1, and no other aquatic species with conservation importance was observed. The captured carb specimens were released to the receptor site (**Photos 12 -14**, **Figure 2**).

6 Summery

6.1 To comply with the approval condition for Section 16 Application No. A/NE-FTA/258, an ecological capture survey was performed within the application site, and two crab specimens of *Somanniathelphusa zanklon* 鐮刀束腰蟹 with conservation importance were captured and translocated/released to the receptor site on the 11th of April 2025. No other fauna with conservation importance was found within the application site.

6.2 The required fauna translocation operation as an ecological mitigation measure for the application site is completed.

Photos



Photo 1. Watercourse W1



Photo 2. Watercourse W2



Photo 3. Watercourse W2



Photo 4. Watercourse W3

	
Photo 5. Container for temporally keep the captured aquatic animals	**Photo 6.** Preparing screen net
	
Photo 7. Installed screen net at lower end watercourse W1	**Photo 8.** Installed screen net at upper end watercourse W1
	
Photo 9. Capture tool: Hand net	**Photo 10.** Capture sampling by hand net

	
Photo 11. Capture sampling at stagnant water habitat	**Photo 12.** Receptor / releasing site
	
Photo 13. Releasing crab to receptor site	**Photo 14. R**eleased crabs to the receptor site

Figures

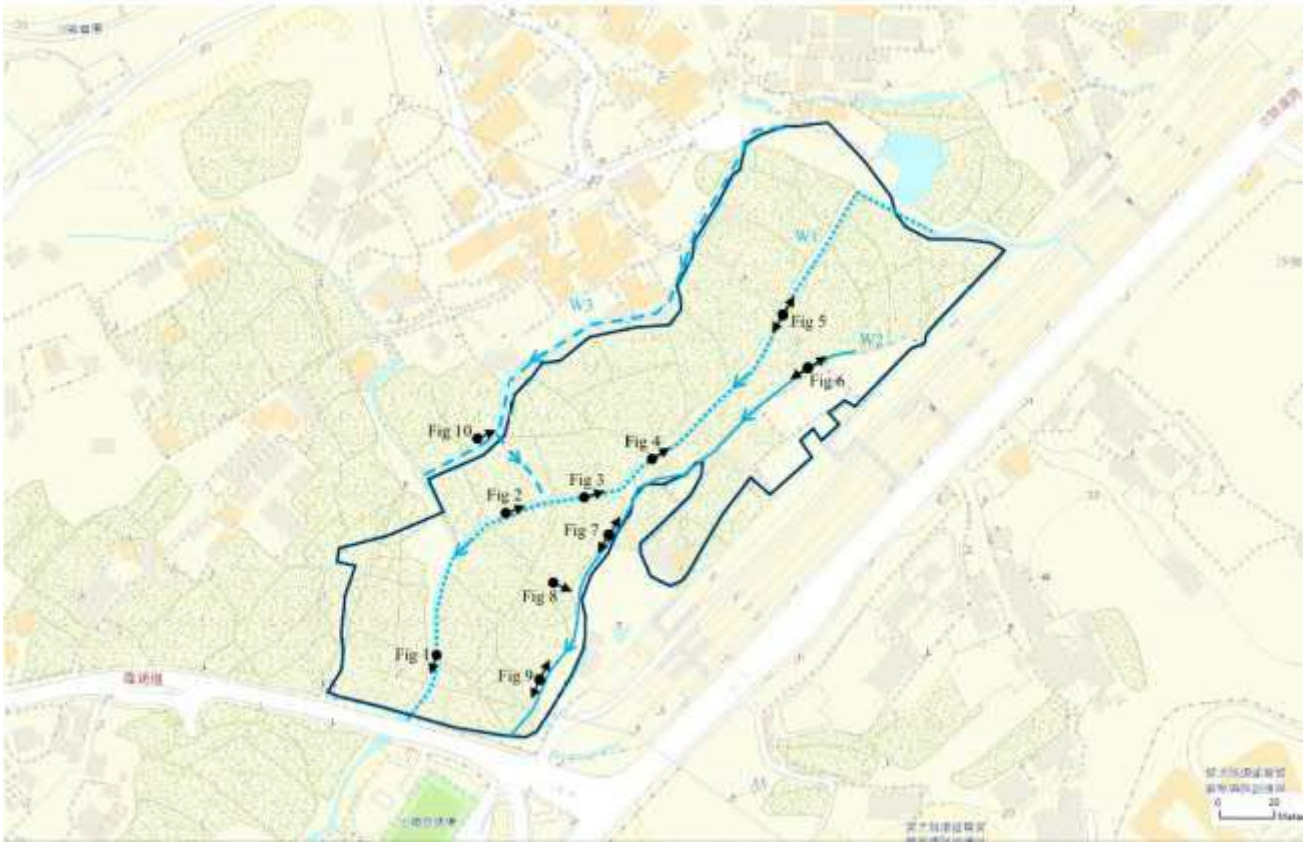


Figure1. Location Plan and Watercourses (W1, W2 and W3)



Figure 2 Crab collection and releasing sites

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Appendix A. Works Programme of Crab Capture Survey and Translocation

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Appendix C. Response to Comments from AFCD on Fauna Translocation Proposal

Appendix D. Emails with AFCD and AFCD issued no comments on Fauna Translocation Proposal

Appendix E. AFCD issued permit for use of hand nets for fauna translocation

Appendix A. Works Programme of Crab Capture Survey and Translocation (Section 16 Application No. A/NE-FTA/258)

No.	Task	Mar. 2025	Apr. 2025	May-June 2025
1.0	**Crab Capture Survey and Translocation Proposal**			
1.1	Draft proposal and follow up			
1.2	Final proposal			
2.0	**Crab Capture Survey and Translocation**			
2.1	Setting up screen nets at upper and lower water coarse within application site			
2.2	Carry out crab capture survey and translocation operations including but not limited to *Somanniathelphusa zanklon* 鐮刀束腰蟹 no more than one week before works commerce			
2.3	Submission of Crab Survey and Translocation Report			
2.4	Follow up, response to inquiries or comments			

Ecological Mitigation

For Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period 3 Years and Land Filling for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

(Section 16 Application No. A/NE-FTA/258)

Capture Survey and Translocation Proposal for Freshwater Crab (*Somanniathelphusa zanklon*), an Aquatic Species with Conservation Importance

Certified by Ecologist	Dr. Mark Shea / China Hong Kong Ecology Consultants Ltd		Prepared: Mar. 5, 2025 Version r1: Mar. 29, 2025

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Appendix A. Works Programme of Crab Capture Survey and Translocation
Appendix B. CV of Dr. Mark Shea (separate file)
Appendix C. Location Plan of Watercourses and Photos

1 Objective

To comply with the approval condition for Section 16 Application No. A/NE-FTA/258, the applicant should submit a pre-construction survey plan and translocation proposal for a freshwater crab with conservation importance, i.e. *Somanniathelphusa zanklon* 鐮刀束腰蟹, for AFCD' comments. The pre-construction survey and translocation will be performed after AFCD agreed the plan and proposal.

2 Staffing

The fauna translocation works and surveys will be conducted by experienced ecologist, Dr. Mark Shea, who is the Ph.D. holders of Ecology/ Environmental Science, and he has practical experience related to freshwater fauna communities, and he will lead a team to conduct the translocation operation. The workers will be well-trained in handling the captured species before the translocation exercise by the ecologist.

3 Scope of fauna translocation

3.1 Before construction, the crab and other aquatic fauna survey will be conducted at the water courses within the application site (**Figure 1**, **Photo 1**).

3.2 Ecological site surveys were performed on the 21st and 24th February 2025. A target crab specimen *S. zanklon* 鐮刀束腰蟹 (**Photo 2**) was recorded within the project site on 24th February, and no other aquatic species with conservation importance was observed. Potential crab receptor sites/release sites were checked, and one of the sites will be proposed for crab release.

3.3 Any aquatic species of conservation interest, including but not limited to *S. zanklon* 鐮刀束腰蟹 **(Photo 2)** identified during the pre-construction survey at the application site will be translocated to a selected receptor site.

3.4 The fauna translocation operation will be done as soon as possible when this proposal is agreed by AFCD.

3.5 The proposed and selected receptor site is outside of the application site and located at a nearby stream near Lo Wu Station Road, where it is approx. 0.7km from the application site. The habitat at the receptor site is comprised of stream pool and riffle with stony and muddy substratum，and as well as with organic detritus, trees, grasses and herbs growing on water margin (**Figure 2**). As habitat at the receptor site is similar to that at the application site and belongs to the same water catchment, and it is short distanced. It is considered that the translocated crab be able to adopt to the receptor site.

4 Method of crab translocation

4.1 Fauna caption survey

4.1.1 In order to mitigate ecological impact induced by construction works. A caption survey and translocation of species with conservation interest will be scheduled and conducted tentatively in April 2025. A Work Programme is given in Appendix A.

4.1.2 The collection sites are either concrete water courses or muddy water ditches. The water depth within the water course is shallow, less than 20cm mostly during try season. The locations of water courses and photo records of habitat are given in Appendix C. Aquatic fauna will be visually searched with the assistance of hand netting, to catch the crab species and any other aquatic species with conservation importance.

4.1.3 All captured fauna species with conservation importance will be identified and their abundance will be recorded.

4.1.4 Suitable receptor sites were surveyed surrounding the application site and one of the sites **(Figure 2)** is proposed as receptor site, which is located at a stream section at Lo Wu Station Road, outside the application site.

4.2 Method of fauna translocation

4.2.1 The crabs and other aquatic animals with conservation importance will be searched along all three water courses (W1, W2 and W3, Figure 1) and all other localities with water within the application site.

4.2.2 Direct visual search with hand-net sampling (mesh size <3mm diameter) will be used to collect aquatic animals including crab with conservation importance. The collected animals will be put into an aerated container for temporary storage and released to the receptor site (**Photo 3**).

4.2.3 It is proposed to install 2 screening nets in water course W1 with one at upper end of the water course and one at the end of lower water course to prevent fauna re-entry to the construction site after fauna translocation operation (refer to sample photo with screening net **Photos 4-5** and **Figure 2**). Only stagnant water is presented in water courses W2 and W3, and no screening nets needed after translation operation.

4.2.4 Proposed survey, collection and translocation exercise schedule is shown in Appendix A.

Photos



Photo 1. A view of lower stream section



Photo 2. A view of the target crab species



Photo 3. Example photo of the container for temporary storage.



Photo 4. Screen net.



Photo 5. Sample photo of stream screen net set to prevent animal re-entry to the works site after fauna relocation.

Figures

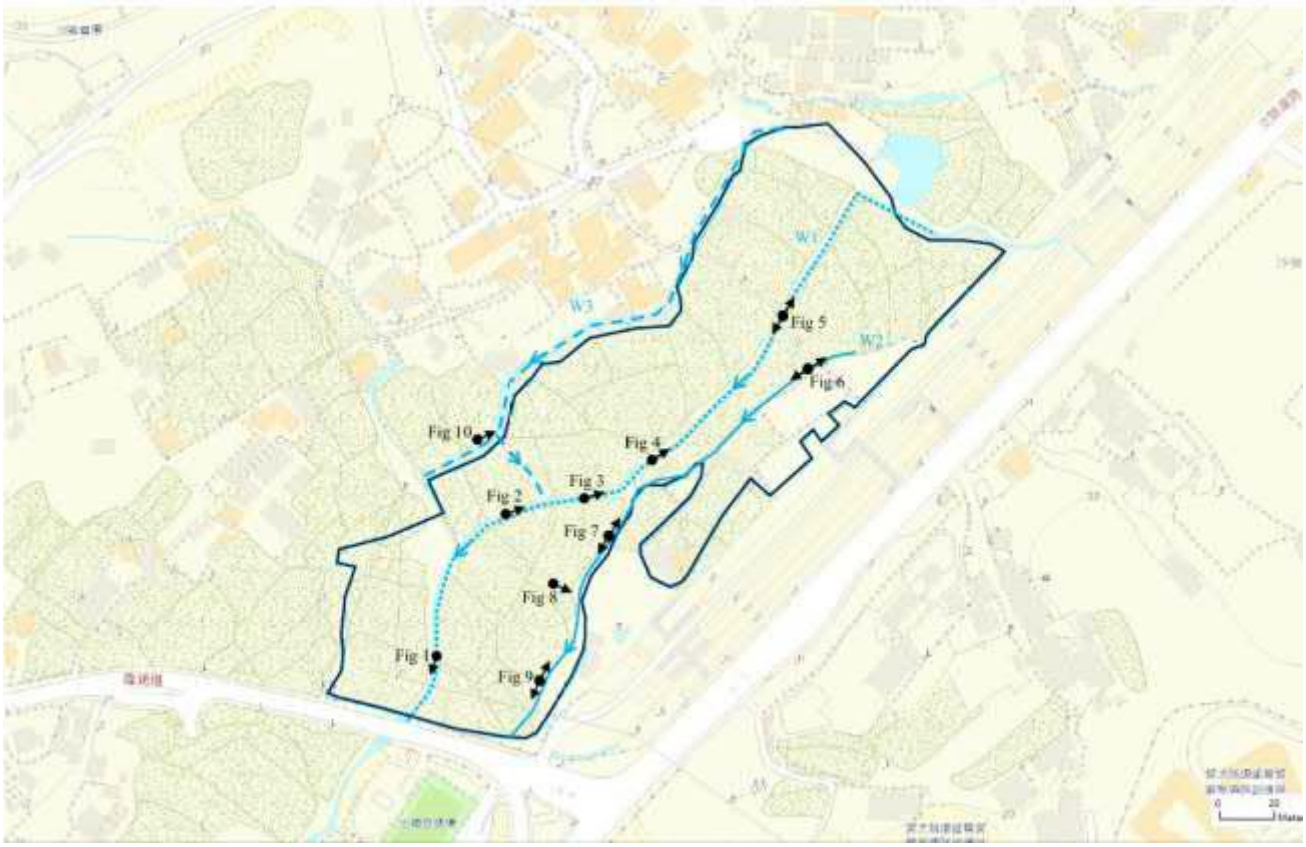


Figure1. Location Plan and Watercourses (W1, W2 and W3)



Figure 2 Crab collection and releasing sites

Appendix A. Works Programme of Crab Capture Survey and Translocation (Section 16 Application No. A/NE-FTA/258)

No.	Task	Mar. 2025	Apr. 2025	May-June 2025
1.0	**Crab Capture Survey and Translocation Proposal**			
1.1	Draft proposal and follow up			
1.2	Final proposal			
2.0	**Crab Capture Survey and Translocation**			
2.1	Setting up screen nets at upper and lower water coarse within application site			
2.2	Carry out crab capture survey and translocation operations including but not limited to *Somanniathelphusa zanklon* 鐮刀束腰蟹 no more than one week before works commerce			
2.3	Submission of Crab Survey and Translocation Report			
2.4	Follow up, response to inquiries or comments			

Section 16 Application No. A/NE-FTA/258 : Ecological Mitigation - Capture Survey Plan and Translocation Proposal for Freshwater Crab (*Somanniathelphusa zanklon*)

Capture Survey Plan and Translocation Proposal for Freshwater Crab (Somanniathelphusa zanklon), an Aquatic Species with Conservation Importance

(Draft)

Responses to Comments from AFCD, received on 23 March 2025

By Dr. Mark Shea

29 March 2025

	Comments provided by AFCD	**Responses**
1	I refer to your preceding email dated 13 March 2025. Please find our comments as follows: 1. Based on our site inspection in January 2025, three watercourses are found within the subject site. Please clarify if all these watercourses have been identified and revise Figure 1 and provide relevant site photos as appropriate.	Three watercourses (W1, W2 and W3) are found on the subject site. Figure 1 shows the location of the subject site and locations of three watercourses. Site photos were presented in Appendix C.
2	Please review if the receptor site proposed in the previous planning application is more appropriate as the previous receptor site and the watercourses in the subject site fall within the same catchment.	Agreed. One of the previous receptors is selected to release the translocated crab. Figure 2 showed the location of the receptor site.
3	In order to minimize the disturbance to species of conservation importance at the subject site, the capture survey should be conducted in period close to the actual commencement of works that affect the subject site, e.g. the last day of the capture survey should be no earlier than one week before the construction works commenced as far as practicable. Please provide	Agreed. The capture survey will be conducted in a period close to the actual commencement of works within one week before the construction works.

	the actual commencement of the proposed works. Works programme in Appendix A and relevant text in the report should be updated as appropriate.	
4	Please advise if post-translocation monitoring will be conducted.	Based on data collected from a few surveys in the last five years (2021-2025), only a few crab specimens of Somanniathelphusa zanklon were recorded which indicated an insignificant habitat for the species. It is not proposed to conduct post-translocation monitoring.
5	Permit from AFCD is required if hand net is used.	Will apply for a permit from AFCD to use of hand net for collecting aquatic fauna for the project.
6	Please mark the location of screen net in Figure 2.	Locations of screen net will be marked in Figure 2.

(end)


Legend
Crab collection site
Crab releasing site
Locations of screen nets
Lo Wu Station Rd
Fan Kwai Sui
Man Kam To Rd
Google

Field Report

Project Title:	DVL - Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Associated Filling of Land in "Agriculture" Zone (Application No. A/NE-FTA/258)
Location:	Lots 471 S.B RP (Part), 472 - 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 & 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, N

Appendix C. Location Plan of Watercourses and Photos

Location Plan (watercourses)

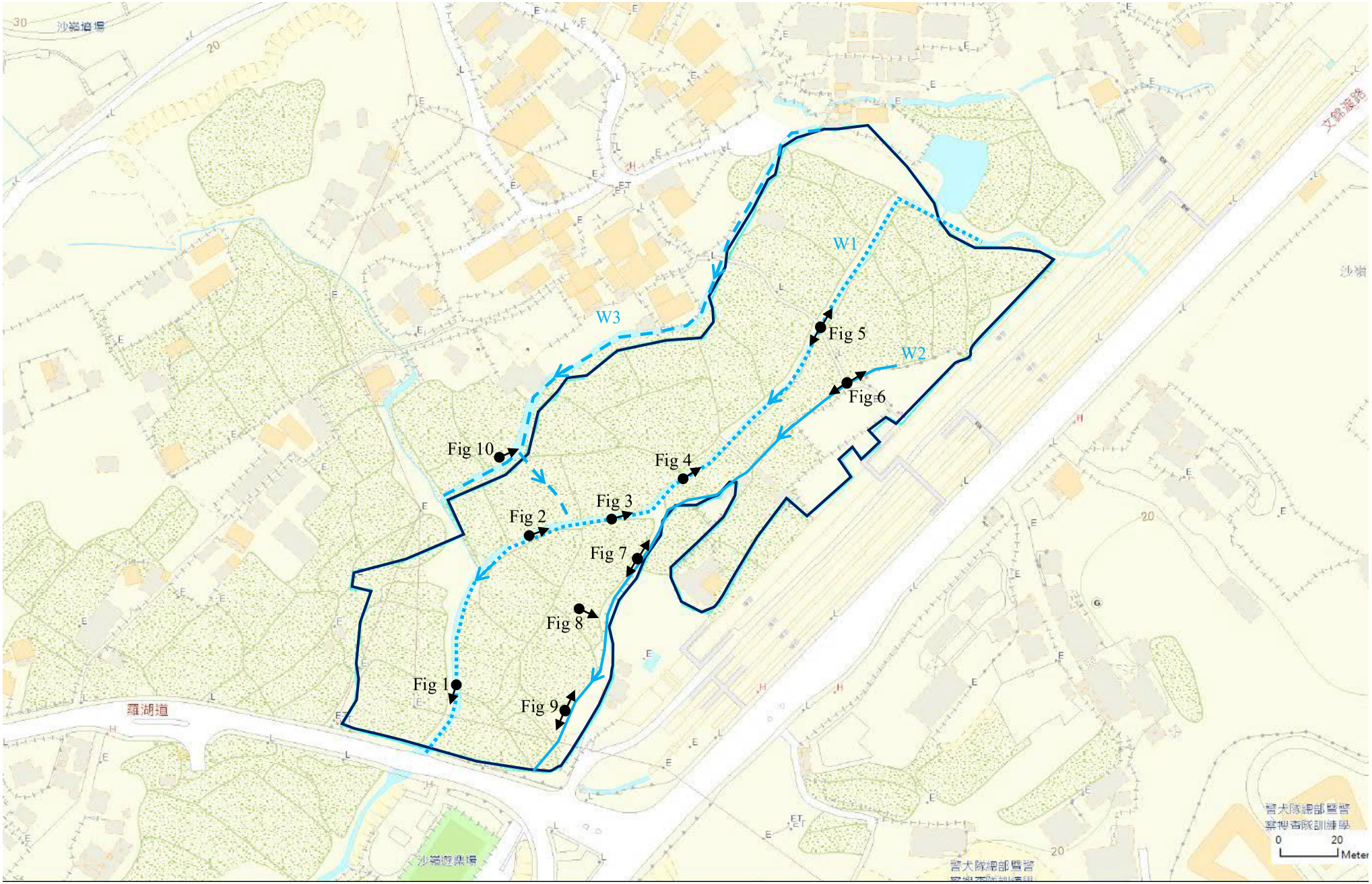


Fig 1



Fig 2



Fig 3



Fig 4



Fig 5





Fig 6





Fig 7





Fig 8







Fig 9





Fig 10







Outlook

Re: Re: Section 16 Application No. A/NE-FTA/258 : Ecological Mitigation - Capture Survey Plan and Translocation Proposal for Freshwater Crab (Somanniathelphusa zanklon)

From [redacted]
Date Wed 2025-04-09 2:13 AM
To chole_cu_ng@afcd.gov.hk <chole_cu_ng@afcd.gov.hk>
Cc [redacted]

Dear Chole,
Thanks. We will organize the translocation shortly and send you a report after complete capture and translocation works.
Regards,
Dr. Mark Shea

From: chole_cu_ng@afcd.gov.hk <chole_cu_ng@afcd.gov.hk>
Sent: Wednesday, April 9, 2025 1:36 AM
To: [redacted]
Subject: Re: Re: Section 16 Application No. A/NE-FTA/258 : Ecological Mitigation - Capture Survey Plan and Translocation Proposal for Freshwater Crab (Somanniathelphusa zanklon)

Dear Mark,

I refer to your preceding email dated 29 March 2025.

The RtC is noted and I have no further comment on the subject proposal.

Regards,
NG Chiu Ue, Chole
NC/N, AFCD
Tel: 2150 6931

From: [redacted]
To: "chole_cu_ng@afcd.gov.hk" <chole_cu_ng@afcd.gov.hk>
Cc: [redacted]
Date: 2025/03/29 下午 11:51
Subject: Re: Re: Section 16 Application No. A/NE-FTA/258 : Ecological Mitigation - Capture Survey Plan and Translocation Proposal for Freshwater Crab (Somanniathelphusa zanklon)

Dear Chole,

I have attached the revised captioned proposal with R to C for your review and comment.
Your earlier response is appreciated, as the project client wishes to start the fauna translocation ASAP to complete the site works earlier.
Regards,
Dr. Mark Shea

From: chole_cu_ng@afcd.gov.hk
Sent: Sunday, March 23, 2025 7:56 PM
To: [redacted]
Subject: Re: Section 16 Application No. A/NE-FTA/258 : Ecological Mitigation - Capture Survey Plan and Translocation Proposal for Freshwater Crab (Somanniathelphusa zanklon)

Dear Mark,

I refer to your preceding email dated 13 March 2025. Please find our comments as follows:

1. Based on our site inspection in January 2025, three watercourses are found within the subject site. Please clarify if all these watercourses have been identified and revise Figure 1 and provide relevant site photos as appropriate.

2. Please review if the receptor site proposed in the previous planning application is more appropriate as the previous receptor site and the watercourses in the subject site fall within the same catchment.

3. In order to minimize the disturbance to species of conservation importance at the subject site, the capture survey should be conducted in period close to the actual commencement of works that affect the subject site, e.g. the last day of the capture survey should be no earlier than one week before the construction works commenced as far as practicable. Please provide the actual commencement of the proposed works. Works programme in Appendix A and relevant text in the report should be updated as appropriate.

4. Please advise if post-translocation monitoring will be conducted.

5. Permit from AFCD is required if hand net is used.

6. Please mark the location of screen net in Figure 2.

Regards,
NG Chiu Ue, Chole

NC/N, AFCD
Tel: 2150 6931

From: [redacted]
To: "chole_cu_ng@afcd.gov.hk" <chole_cu_ng@afcd.gov.hk>
Cc: [redacted]
Date: 2025/03/13 下午 02:24
Subject: Section 16 Application No. A/NE-FTA/258 : Ecological Mitigation - Capture Survey Plan and Translocation Proposal for Freshwater Crab (Somanniathelphusa zanklon)

To: AFCD
Atten: Ms. Chole Ng

Dear Madam/Sir,
I was employed by the captioned applicator to deal with ecological mitigation for the captioned project.
Please find the attached Proposal for your review, comment, and consent.

Regards,
Dr. Mark Shea
Senior Ecology Consultant
China Hong Kong Ecology Consultants Limited [attachment "202503 Append B Mark Shea-CV-fauna-flora relocation.pdf" deleted by Chole CU NG/AFCD/HKSARG] [attachment "2379 -250313 -Fauna Transl Prop of Aquatic Species of C.pdf" deleted by Chole CU NG/AFCD/HKSARG]
[attachment "2379 -250329 r to c of AFCD -Fauna Transl Prop.docx" deleted by Chole CU NG/AFCD/HKSARG] [attachment "2379 -250329- r1 Fauna Transl Prop of Aquatic Species of C.pdf" deleted by Chole CU NG/AFCD/HKSARG]

Appendix E. AFCD issued permit for use of hand nets for fauna translocation

漁農自然護理署
長沙灣道 303 號
長沙灣政府合署 7 樓

AGRICULTURE, FISHERIES AND CONSERVATION DEPARTMENT
Cheung Sha Wan Government Offices
303 Cheung Sha Wan Road, 7th Floor
Kowloon, Hong Kong.

By registered mail

本處檔號 OUR REF.: (40) in AF GR CON 09/50 pt. 46
來函檔號 YOUR REF.:
電　　話 TEL NO.: 2150 6921
電郵地址 E-mail Address: tony_kt_chan@afcd.gov.hk
圖文傳真 Faxline No.: 2377 4427

3 April 2025

SHEA She Sang
China Hong Kong Ecology Consultants Ltd.
[redacted]

Dear Dr. Shea,

Permission to Possess Hand Nets for the Surveys and Translocation Aquatic Fauna

Thank you for your emails of 31 March 2025.

I enclose a permit for your retention. You are requested to observe the conditions of the permit. Please contact the undersigned should you have any queries.

Yours sincerely,

(K. T. CHAN)
for Director of Agriculture, Fisheries and Conservation

Encl.

漁農自然護理署
九龍長沙灣道三〇三號
長沙灣政府合署五樓

覆函請寄交
「漁農自然護理署署長」
Please address all replies to
Director of Agriculture, Fisheries and Conservation

AGRICULTURE, FISHERIES AND CONSERVATION DEPARTMENT
Cheung Sha Wan Government Offices
5th floor, 303 Cheung Sha Wan Road
Kowloon, Hong Kong

本署檔號 Our Ref. : (90) in AF GR CON 09/51 Pt.10
來函檔號 Your Ref. :
電　話 Tel. No. : / For enquiries: 2150 6921
電郵地址 E-mail Address : mailbox@afcd.gov.hk
圖文傳真 Faxline No. : (852) 2311 3731

3 April 2025

Permission to Possess Nets for the Surveys and Translocation of Aquatic Fauna

I hereby give permission to:

> **SHEA, She Sang of China Hong Kong Ecology Consultants Ltd.** and his accredited assistants to possess nets and to capture and translocate freshwater macro-invertebrates subject to the conditions on the reverse side of this permit.

The term "accredited assistant" is defined as *bona fide* worker of China Hong Kong Ecology Consultants Ltd., who carries an identification document issued by China Hong Kong Ecology Consultants Ltd. and a copy of this Permit.

The Special Permit is given in accordance with Section 15 of the Wild Animals Protection Ordinance (Cap.170).

This permit expires on **31 May 2025**.

(Chan Kin Fung)
for Director of Agriculture, Fisheries and Conservation

SHEA She Sang
China Hong Kong Ecology Consultants Ltd.
[redacted]

Permission to Possess Nets for the Surveys and Translocation of Aquatic Fauna

1. This permission is limited to the possession of hand nets and the collection and translocation of freshwater macroinvertebrates by SHEA, She Sang of China Hong Kong Ecology Consultants Ltd. and his accredited assistants at Man Kam To Road near Sha Ling under a planning application "*Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Associated Filling of Land*" (Section 16 Application No. A/NE-FTA/258) as proposed to this Department on 31 March 2025.
2. This permission does not exempt the permit holders from having to acquire any other necessary permission under the Laws of Hong Kong.
3. This permission does not authorise the entry to any leased land or licensed area or the collection or disturbance of the flora or fauna therein, in which case the prior approval of the lessees or the licence holders would be necessary.
4. The permit holders shall release all captured animals to the receptor sites immediately after sampling.
5. The permit holders shall handle animals humanely and in a manner that will avoid their suffering.
6. The permit holders shall release all accidentally collected animals other than the target species on site immediately. The permit holder shall hand over any protected wild animals listed under Schedule 2 to the Wild Animals Protection Ordinance or scheduled species under the Protection of Endangered Species of Animals and Plants Ordinance accidentally hurt by the nets and deemed unsuitable for immediate release to this Department as soon as possible.
7. The permit holders shall produce a copy of this permit for inspection on demand by any officer of this Department or police officers.
8. The permit holders shall provide a report on the quantity and location of the specimens collected to this Department upon request.
9. The Director of Agriculture, Fisheries and Conservation reserves the right to recall or cancel this permission at any time.

* End of Conditions *

April 2025
Agriculture, Fisheries and Conservation Department

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-07-22 星期二 16:39:31
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	RE: A/NE-FTA/258 - public comments
Attachment:	回覆城市規劃委員會意見- YUN HOK CHAU TSO.pdf; 回覆城市規劃委員會意見-袁煥宇祖及袁超凡祖.pdf

致: Shirley 規劃署

附上回應有關袁氏反對規劃申請之意見:

根據袁氏合法後人釐清, 投訴人等並非認可的袁氏祖堂後人, 估計應該是附近地段寮屋的佔用人, 懷疑有人假冒祖堂成員身份作出反對規劃申請，原因是擔心是次發展成功後，已佔用的土地需交還業權人; 此外，不排除意圖向申請人索取利益(因雙方曾經協商,但賠償金額申請人無法接受而談判失敗)。
最後，袁氏祖堂的持份者均支持上述項目的發展，目的能夠協助香港的冷凍倉的需求及兼容鄉郊發展積極配合社會的需要。

另附上 袁煥宇祖, 袁超凡祖 及 YUN HOK CHAU TSO 後人提供之佐證, 以供參考!

C&K Land Management Co., Ltd.
代行

城市規劃委員會
香港北角渣華道 333 號
北角政府合署

敬啟者:

支持規劃許可申請編號: A/NE-FTA/258
擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程

申請位置: 新界沙嶺文錦渡路丈量約份第 89 約地段第 471 號 B 分段餘段(部分)、第 472 號、第 473 號、第 474 號、第 475 號、第 476 號、第 482 號餘段、第 483 號、第 484 號、第 486 號、第 487 號餘段、第 497 號 A 分段餘段、第 501 號、第 502 號、第 504 號 B 分段、第 505 號及第 506 號 B 分段餘段和毗連政府土地

我們是上述規劃許可申請部分地段之土地管理人 YUN HOK CHAU TSO 之合法後人, 謹代表 YUN HOK CHAU TSO 全力支持上述規劃許可申請, 鑒於祖堂註冊司理人 YUN TAK FUK 先生已離世, 有關冒認祖堂反對申請之虛假聲明, 我們將保留法律追討權利, 懇請城市規劃委員會可批准是次規劃許可申請, 善用土地資源。

特此通知!

YUN HOK CHAU TSO 全體後人

日期: 2025 年 7 月 22 日

YUN HOK CHAU TSO 的合法後人聯署確認書：

姓名	確認及簽署
袁龍穩	袁龍穩
[redacted]	

聲　明

本人 袁龍穩、　　香港身分證號碼 [redacted]

現居於 [redacted]

謹以至誠鄭重聲明：

茲證明本人是羅湖袁氏大祖堂
袁學洲祖尺名下袁光宗祖後
人，有最大祖堂袁皓公祖家譜
寄載及在北區民政處資料
保存。（見附件1）

本人謹憑藉《宣誓及聲明條例》衷誠作出此項鄭重聲明，並確信其為真確無訛。

此項聲明於 二〇一七年 叁月 廿 九日 在香港特別行政區 北區民政事務處 作出，是經由 ，現於 任職作出傳譯者，而此傳譯員亦已先行聲明，他已將本文件內容向聲明人作出真實明確及清晰可聞的傳譯，並會將本人即將為聲明人主持的聲明忠實向其傳譯。

二〇一七年 叁月 廿 九日

袁龍穩

（聲明人簽署）

在本人面前作出：

監誓員：吳卿君

本人 現於 謹以至誠鄭重聲明，本人諳熟本文件所採用的法定語文及 文，本人已將本文件內容向聲明人 作真實明確及清晰可聞的傳譯，並會將即將為其主持的聲明忠實向其傳譯。

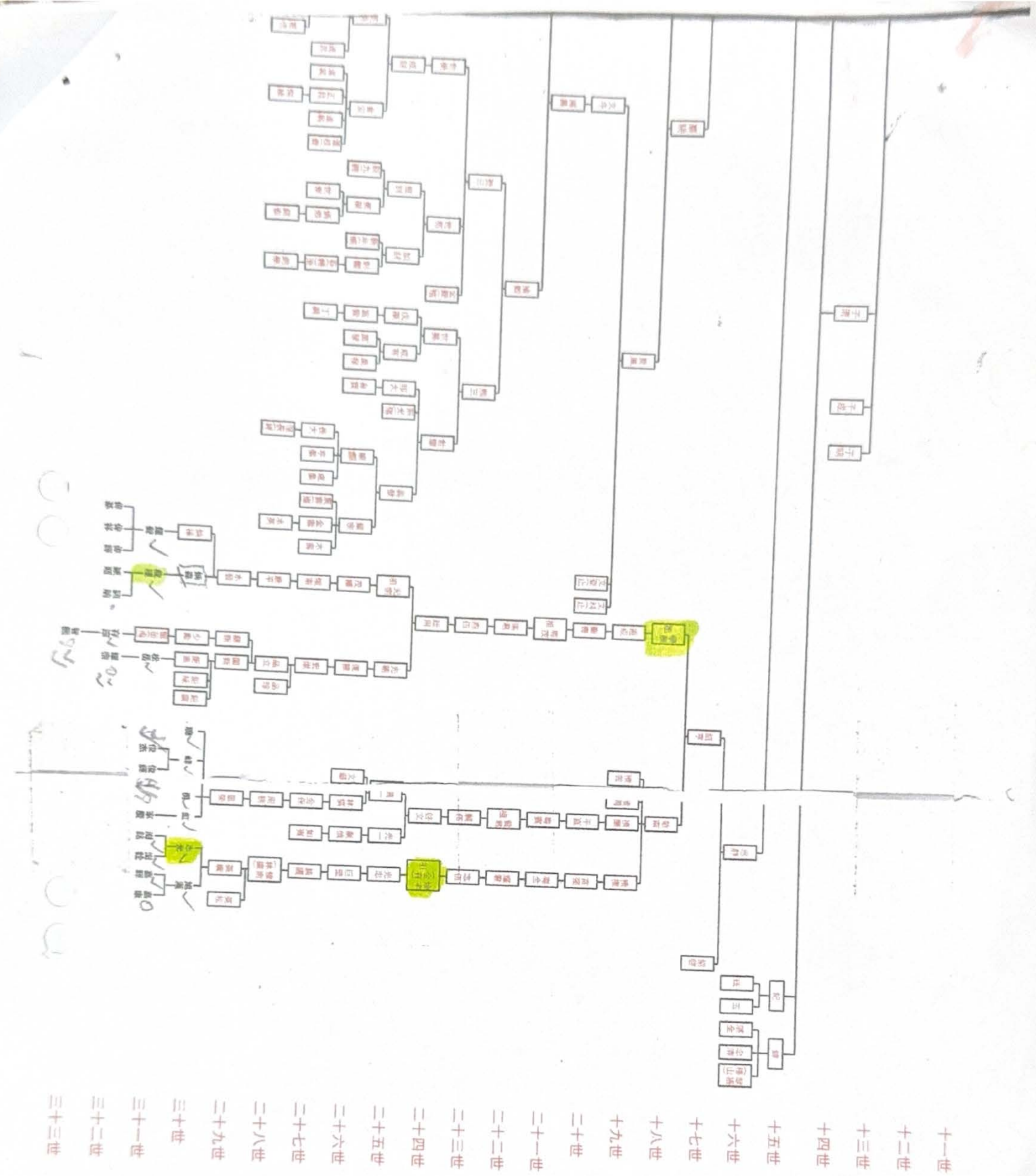
（傳譯者簽署）

此項聲明是於 年 月 日 在香港特別行政區 作出。

在本人面前作出：

監誓員：

HAD 5(S) Rev. 1/2002



這份文件是宣誓者／確認者／聲明人 袁龍穩
於 二〇一七年 叁月 廿 九日 在本人面前
宣誓／確認／聲明時，其誓章／確認書／聲明書內所指明及
的證物編號"

監誓人 吳佩君

城市規劃委員會
香港北角渣華道 333 號
北角政府合署

敬啟者:

支持規劃許可申請編號: A/NE-FTA/258
擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程

申請位置: 新界沙嶺文錦渡路丈量約份第 89 約地段第 471 號 B 分段餘段(部分)、第 472 號、第 473 號、第 474 號、第 475 號、第 476 號、第 482 號餘段、第 483 號、第 484 號、第 486 號、第 487 號餘段、第 497 號 A 分段餘段、第 501 號、第 502 號、第 504 號 B 分段、第 505 號及第 506 號 B 分段餘段和毗連政府土地

我們是上述規劃許可申請部分地段之土地管理人袁煥宇祖及袁超凡祖之合法後人,謹代表袁煥宇祖及袁超凡祖全力支持上述規劃許可申請,鑿於兩個祖堂註冊司理人袁國仁先生已離世,有關冒認祖堂反對申請之虛假聲明,我們將保留法律追討權利,懇請城市規劃委員會可批准是次規劃許可申請,善用土地資源。

另附上: 死亡證明書/ 聯署確認書/ 法庭證明文件/ 祖堂架構圖 供貴署核實本堂為合法管理人的身份。

特此通知!

袁煥宇祖及袁超凡祖全體後人

日期: 2025 年 7 月 22 日

城市規劃委員會
香港北角渣華道 333 號
北角政府合署

敬啟者:

支持規劃許可申請編號: A/NE-FTA/258
擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程

申請位置: 新界沙嶺文錦渡路丈量約份第 89 約地段第 471 號 B 分段餘段(部分)、第 472 號、第 473 號、第 474 號、第 475 號、第 476 號、第 482 號餘段、第 483 號、第 484 號、第 486 號、第 487 號餘段、第 497 號 A 分段餘段、第 501 號、第 502 號、第 504 號 B 分段、第 505 號及第 506 號 B 分段餘段和毗連政府土地

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另附上: 死亡證明書/ 聯署確認書/ 法庭證明文件/ 祖堂架構圖 供貴署核實本堂為合法管理人的身份。

特此通知!

袁煥宇祖及袁超凡祖全體後人

日期: 2025 年 7 月 22 日

袁煥宇祖及袁超凡祖的合法後人聯署確認書：全有祖及煥宇祖

姓名	確認及簽署
袁國強 [redacted]	
袁偉豪 [redacted]	
袁志光 [redacted]	
袁旭漢 [redacted]	袁旭漢
袁嘉暉 [redacted]	
袁嘉康 [redacted]	
袁愷恒 [redacted]	
袁翊軒 [redacted]	
袁麒竣 [redacted]	
袁麟傑 [redacted]	

袁煥宇祖及袁超凡祖的合法後人聯署確認書：袁超凡祖

姓名	確認及簽署
袁英有 [redacted]	袁英有
袁柱華 [redacted]	袁柱華
袁家寧 [redacted]	袁家寧

有关袁全有祖及袁焕宇祖.

高院申请事宜.

请见案号 HCMP 163/2024.

聲 明

本人 張漢松 身份証 [redacted]

現居於 [redacted]

謹以至誠鄭重聲明：並確信其為真確無誤

本人生於：羅湖村多年在沙嶺羅湖村生活、現為打鼓嶺羅湖村村代表任期由2011年4月至2019年3月真誠地相信及認知袁全有祖袁煥宇祖後人、現為以下十二人。

袁志光、袁烟漢、袁澍銘、袁嘉暉、袁嘉康、袁志明、袁偉豪、袁國強、袁憲恒、袁翊軒、袁麒竣、袁麒傑。

詳情見袁全有祖、袁煥宇祖族譜。

本人謹憑藉《宣誓及聲明條例》衷誠作出此項鄭重聲明，並確信其為真確無訛。

二〇一九年 弐月 廿日

此項聲明是於二零 年 月 日在香港特別行政區

✓ 北區民政事務處 作出✓#是經由 ，

現居於

及任職 作出傳譯者，而此傳譯員亦已先行聲明/宣誓/確認*~~他已將本文件內容向聲明人作出真實明確及清晰可聞的傳譯，並會將本人即將為聲明人主持的聲明忠實向其傳譯。~~#✓

張漢松

（聲明人簽署）

在本人面前作出，

監誓員：何達文

✓✓#本人 ，現居於

，謹以至誠鄭重聲明，本人諳熟本文件所採用的法定語文及

文，本人已將本文件內容向聲明人

作真實明確及清晰可聞的傳譯，並會將即將為其主持的聲明忠實向其傳譯。

此項聲明/宣誓/確認*是於二零 年 月 日在香港特別行政區

作出。

（傳譯員簽署）

在本人面前作出，

監誓員：#

如毋須作出傳譯，請刪去有關段落

* 請刪去不適用的文字

袁氏全有（煥宇）祖有份人

2018 至 2019 年度會議紀錄

日期： 二零一九年八月十八日
時間： 下午六時正
地點： 上水新建路 15 號 2 樓羅湖袁氏宗親會

出席：	旁聽者：
袁志光 （司理申請人） 袁國強 （羅湖袁氏宗親會/有份人主席） 袁憶恆 （羅湖袁氏宗親會首席招集人） 袁翊軒 袁旭漢 袁澍銘 袁嘉暉 袁嘉康 袁志明	袁麒竣 袁麒傑 缺席： 袁偉豪（授權袁翊軒） 主席： 袁國強 秘書： 袁憶恆

1.）通過本次會議議程
由袁志光及袁憶恆確定祖堂有份人有十一人出席，袁偉豪則授權袁翊軒投票。

2.）討論事項
一致贊成由袁志光及袁憶恆出任袁氏全有（煥宇）祖司理人。

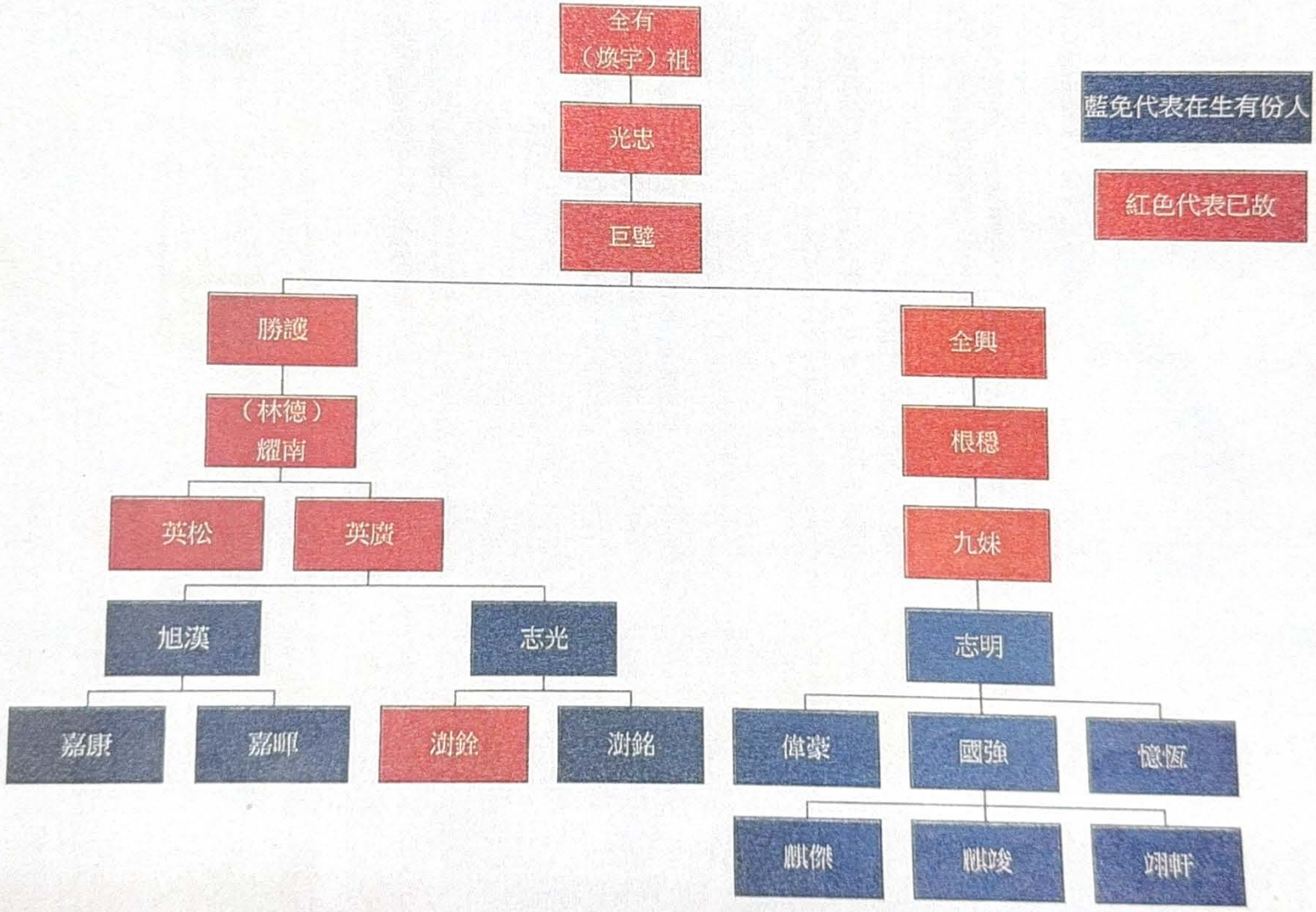
3.）其他事項
下次開會日期有待袁憶恆先生就相關事務招集所有有份人。

4.）散會時間
下午七時正

袁明輝 主席(簽署)
秘書(簽署)

本會議紀錄於二零一九年八月十八日正式通過

袁氏全有煥字祖族譜


全有
（煥字）祖
光忠
巨壁
勝護
（林德）
耀南
英松
英廣
旭漢
志光
嘉康
嘉暉
澍銓
澍銘
全興
根穩
九妹
志明
偉豪
國強
憶恆
麒傑
麒俊
翊軒
藍色代表在生有份人
紅色代表已故

公 证 书

NOTARIAL CERTIFICATE

中华人民共和国广东省深圳市罗湖区公证处

Luohu District Notary Public Office Shenzhen City Guangdong Province P.R.C.

城市規劃委員會
香港北角渣華道 333 號
北角政府合署

敬啟者:

支持規劃許可申請編號: A/NE-FTA/258
擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程

申請位置: 新界沙嶺文錦渡路丈量約份第 89 約地段第 471 號 B 分段餘段(部分)、第 472 號、第 473 號、第 474 號、第 475 號、第 476 號、第 482 號餘段、第 483 號、第 484 號、第 486 號、第 487 號餘段、第 497 號 A 分段餘段、第 501 號、第 502 號、第 504 號 B 分段、第 505 號及第 506 號 B 分段餘段和毗連政府土地

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另附上: 死亡證明書/ 聯署確認書/ 法庭證明文件/ 祖堂架構圖 供貴署核實本堂為合法管理人的身份。

特此通知!

袁煥宇祖及袁超凡祖全體後人

日期: 2025 年 7 月 22 日

袁煥宇祖及袁超凡祖的合法後人聯署確認書：全有祖及煥宇祖

姓名	確認及簽署
袁國強 [redacted]	
袁偉豪 [redacted]	
袁志光 [redacted]	
袁旭漢 [redacted]	袁旭漢
袁嘉暉 [redacted]	
袁嘉康 [redacted]	
袁愷恒 [redacted]	
袁翊軒 [redacted]	
袁麒竣 [redacted]	
袁麒傑 [redacted]	

袁煥宇祖及袁超凡祖的合法後人聯署確認書：袁超凡祖

姓名	確認及簽署
袁英有 [redacted]	袁英有
袁柱華 [redacted]	袁柱華
袁家寧 [redacted]	袁家寧

聲 明

本人 張漢松 身份証 [redacted]

現居於 [redacted]

謹以至誠鄭重聲明：並確信其為真確無誤

本人生於：羅湖村多年在沙嶺羅湖村生活、現為打鼓嶺羅湖村村代表任期由2011年4月至2019年3月真誠地相信及認知袁全有祖袁煥宇祖後人、現為以下十二人。

袁志光、袁旭漢、袁澍銘、袁嘉暉、袁嘉康、袁宏明、袁偉豪、袁國強、袁曉恒、袁翊軒、袁麒竣、袁麒傑。

詳情見袁全有祖、袁煥宇祖族譜。

本人謹憑藉《宣誓及聲明條例》衷誠作出此項鄭重聲明，並確信其為真確無訛。

二〇一九年 弍月 廿日

此項聲明是於二零 年 月 日在香港特別行政區

✓ 北區民政事務處 作出✓#是經由 ，

現居於

及任職 作出傳譯者，而此傳譯員亦已先行聲明/宣誓/確認*~~他已將本文件內容向聲明人作出真實明確及清晰可聞的傳譯，並會將本人即將為聲明人主持的聲明忠實向其傳譯。~~#✓

張漢松

（聲明人簽署）

在本人面前作出，

監誓員：何達文

✓✓#本人 ，現居於

，謹以至誠鄭重聲明，本人諳熟本文件所採用的法定語文及

文，本人已將本文件內容向聲明人

作真實明確及清晰可聞的傳譯，並會將即將為其主持的聲明忠實向其傳譯。

（傳譯員簽署）

此項聲明/宣誓/確認*是於二零 年 月 日在香港特別行政區

作出。

在本人面前作出，

監誓員：#✓

#.....# 如毋須作出傳譯，請刪去有關段落

* 請刪去不適用的文字

袁氏全有（煥宇）祖有份人

2018 至 2019 年度會議紀錄

日期： 二零一九年八月十八日
時間： 下午六時正
地點： 上水新建路 15 號 2 樓羅湖袁氏宗親會

出席：	旁聽者：
袁志光 （司理申請人） 袁國強 （羅湖袁氏宗親會/有份人主席） 袁憶恆 （羅湖袁氏宗親會首席招集人） 袁翊軒 袁旭漢 袁澍銘 袁嘉暉 袁嘉康 袁志明	袁麒竣 袁麒傑 缺席： 袁偉豪（授權袁翊軒） 主席： 袁國強 秘書： 袁憶恆

1.）通過本次會議議程
由袁志光及袁憶恆確定祖堂有份人有十一人出席，袁偉豪則授權袁翊軒投票。

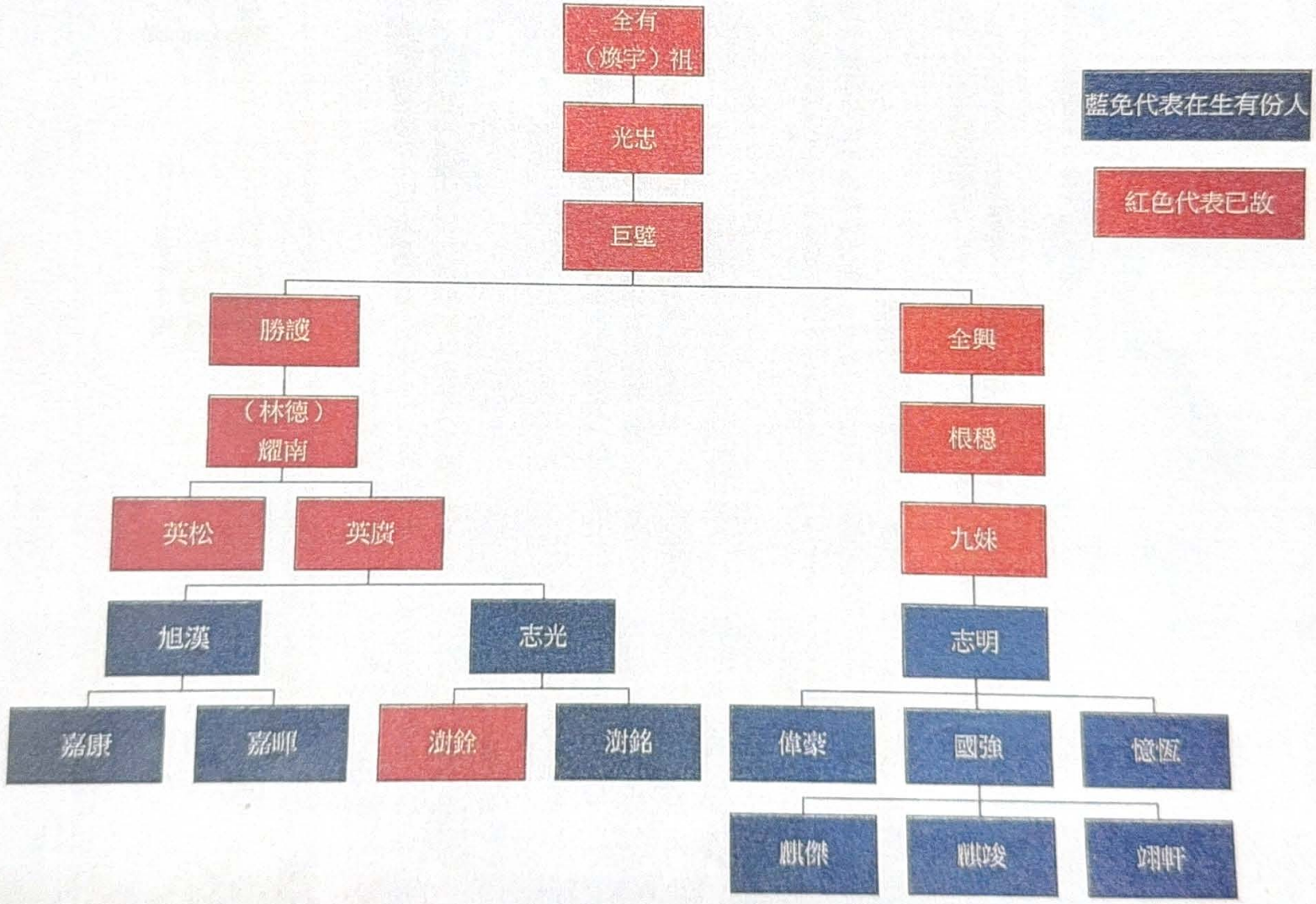
2.）討論事項
一致贊成由袁志光及袁憶恆出任袁氏全有（煥宇）祖司理人。

3.）其他事項
下次開會日期有待袁憶恆先生就相關事務招集所有有份人。

4.）散會時間
下午七時正

袁明輝 主席(簽署)
秘書(簽署)
本會議紀錄於二零一九年八月十八日正式通過

袁氏全有煥字祖族譜


全有
（煥字）祖
光忠
巨璧
勝證
（林德）
耀南
英松
英賢
旭漢
志光
嘉康
嘉順
澍銓
澍銘
全興
根穩
九妹
志明
偉豪
國強
憶恆
麒傑
麒俊
翊軒
藍免代表在生有份人
紅色代表已故

公 证 书

NOTARIAL CERTIFICATE

中华人民共和国广东省深圳市罗湖区公证处

Luohu District Notary Public Office Shenzhen City Guangdong Province P.R.C.

公 证 书

(2009)深罗证字第 11532 号

兹证明袁国仁（男，[redacted]出生，生前住[redacted]）于[redacted]在[redacted]死亡。

中华人民共和国广东省深圳市罗湖区公证处

公 证 员：金强宇

深圳市罗湖区公证处

二〇〇九年九月七日

公　证　书

中华人民共和国广东省深圳市公证处

声　　明　　书

声明人：袁国仁，男，[redacted]年出生，现住[redacted]。

我是深圳市罗湖村袁超凡祖、袁礼君祖、袁全有祖、袁焕宇祖土地的司理人。现因年老，身体欠佳，行动不便，不能长久担任司理人。我声明由我的儿子袁英有继任上述土地司理人。今后，一切有关上述四个祖的土地管理权等事宜均由袁英有全权处理。

声明人：袁国仁

一九八六年十一月五日

公　　证　　书

（86）深证字第173号

兹证明袁国仁于一九八六年十一月五日来到我处，在我的面前，在前面的声明书上签名。

中华人民共和国广东省深圳市公证处

公证员：邓映云

一九八六年十一月五日

檔號 ：HAD N TT 19/15/49/81

北區民政事務處公告

申請出任祖堂司理事宜

打鼓嶺羅湖的袁柱華先生、袁家寧先生、袁英有先生及袁啓新先生向本處報稱，袁超凡祖的司理袁國仁先生已於 1987 年 12 月 31 日去世，其遺下的司理職位空缺，應由他們接任。 任何人士如認爲不合理而反對這項申請，必須在本公告的日期起計三十天向本處提出。本處地址是新界粉嶺璧峰路 3 號北區政府合署 4 樓 401 室北區民政事務處。

該祖之物業詳情載於北區地政處糧冊第 74 卷第 173 頁。

如有查詢，請致電 2675 1590 與本處祖堂事務組聯絡。

北區民政事務專員

HOME AFFAIRS DEPARTMENT - NORTH DISTRICT OFFICE -

*該祖之有份人名單詳見另頁。

2010 年 5 月 12 日

File Ref : HAD N TT 19/15/49/81

NOTICE FROM NORTH DISTRICT OFFICE
APPLICATION FOR APPOINTMENT OF TSO/TONG MANAGER

An application for appointment of the position of manager of **Un Chiu Fan Tso** of Lo Wu, Ta Kwu Ling has been made by Messrs. YUEN Chu Wah, YUEN Ka Ning, YUEN Ying Yau and YUEN Kai Sun Eric, who intended to fill the above position that fell vacant following the death of Mr UN Kwok Yan on 31.12.1987. Any person who considers that this arrangement is unreasonable and wishes to lodge an objection with this office should do so within 30 days from the date of this notice. The address of this office is Room 401, 4th Floor, North District Government Offices, 3 Pik Fung Road, Fanling, New Territories.

The properties of the Tso are set out in Volume 74 Page 173 of the "A" Rent Roll of the District Lands Office (North).

For enquiries, please contact the Tso Tong Registry of this office at 2675 1590.

District Officer (North)

*Membership list (Chinese version only) of the Tso is attached.

HOME AFFAIRS DEPARTMENT - NORTH DISTRICT OFFICE

Date : 12 MAY 2010

有关袁全有祖及袁焕宇祖，

高院申请事宜。

请见案号 HCMP 163/2024。

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From: [redacted]
Sent: 2025-07-29 星期二 18:15:59
To: Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject: RE: A/NE-FTA/258 - departmental comments
Attachment: Comments from the Planning Department 29-7-2025.pdf

Dear Shirley

Attached to response the comment of planning department.

Regards

Leo

It is noted that application No. A/NE-FTA/258 involves two previously revoked planning permissions (No. A/NE-FTA/201 and 220) for the same use. Please provide full justifications for non-compliance with the relevant approval conditions in the previous approved applications.

回應規劃署以上的提問:

關於早前被撤銷的兩份規劃許可申請（編號：A/NE-FTA/201 及 A/NE-FTA/220）之說明:

一、撤銷原因
該兩宗申請案之撤銷，主因在於原申請人聘任之規劃顧問未妥善處理土地業權問題。具體而言，涉及以下關鍵疏失：
祖堂土地業權考量不足：未充分評估相關土地包含祖堂物業之特殊性，致未能協調所有業權人權益；
設計與業權衝突：原規劃方案之上蓋分佈及建築設計，因未獲部分業權人同意而須大幅修改，導致申請需撤回並重新遞交。
二、後續處理措施
申請人已採取以下改正行動：
更換規劃顧問團隊：終止與原顧問之合作，改聘新專業團隊負責；
完善業權文件：已取得擬興建上蓋範圍內全部土地業權人（含祖堂土地合法代表）之簽署同意，確保新申請符合法定要求。
三、法例依據與審批條件
依據現行地政署規例，<**豁免書**>申請須滿足以下核心條件：
豁免書申請前置要求：
須提交全體業權人（包括祖堂土地司理或受託人）簽署之同意文件；
未獲完整共識者，豁免書申請將不予受理，進而導致規劃許可程序終止。
申請可行性關鍵：業權文件完整性為審批之必要基礎，缺漏任一業權人同意均構成法定駁回理由。

四、總結
本次重新遞交之規劃申請，將興建上蓋的全部土地業權人已簽署授權書/同意書，已補正前案缺失。

Previous s.16 Applications

Approved Applications

Application No.	Uses/Developments	Date of Consideration
A/NE-FTA/201	Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of Three Years with Filling of Land	28.5.2021 (Revoked on 28.12.2023)
A/NE-FTA/220	Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of Three Years with Filling of Land for Site Formation Works	10.11.2023 (Revoked on 10.5.2025)

Similar s.16 Applications for Temporary Warehouse
in the vicinity of the Site within/partly within the "Agriculture" zone
in the Fu Tei Au and Sha Ling Area

Approved Applications

Application No.	Uses/Developments	Date of Consideration
A/NE-FTA/238	Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of Three Years and Associated Filling of Land	21.6.2024
A/NE-FTA/247	Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of Three Years and Associated Filling of Land	6.12.2024

Government Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

- no objection to the application;
- the application site (the Site) comprises Government land (GL) and Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. The proposed ingress/egress of the Site is required to pass through GL but no right of access via GL is granted to the Site;
- no consent is given for inclusion of GL (about 1,882m^2) mentioned in the application. Any occupation of GL without Government's prior approval is not allowed. For direct grant of Short Term Tenancy (STT) of the adjoining GL to the applicant for temporary uses, prior policy support from the relevant government bureau has to be obtained;
- the following irregularity covered by the subject planning application has been detected by his office:

  Unauthorised structures within Lot 486 in D.D. 89 covered by the planning application

  there are unauthorised structures within Lot 486 in D.D. 89. The lot owners should immediately rectify the lease breaches or advise any toleration has been given by competent authority. His office reserves the rights to take necessary lease enforcement action against the breaches without further notice;
- if the planning application is approved and subject to the availability of policy support as mentioned above, the lot owners shall apply to his office for Short Term Waiver (STW) and STT to permit the structures erected/to be erected within the said private lots and the occupation of the GL. The applications for STW and STT will be considered by the Government in its capacity as a landlord and there is no guarantee that they will be approved. The STW and STT, if approved, will be on the whole lot basis and subject to such terms and conditions including the payment of waiver fee from the first date the unauthorized structures were erected, rent and administrative fee as considered appropriate to be imposed by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structures will be considered; and
- his advisory comments are at **Appendix V**.

2. Traffic

Comments of the Commissioner for Transport (C for T):

- no comment on the application from traffic engineering perspective;
- should the application be approved, approval conditions should be included to request the applicant to submit detailed traffic management measures and the traffic management measures should be implemented and maintained at all times during the planning approval

period; and

- her advisory comments are at **Appendix V**.

Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- the proposed access arrangement and the traffic impact assessment for the run-in/out at Lo Wu Station Road should be commented and approved by the Transport Department (TD);

- if the proposed run-in/out is approved by TD, the applicant is required to construct the run-in/out in accordance with prevailing HyD Standard Drawings to the satisfaction of HyD and TD; and

- his advisory comments are at **Appendix V**.

3. <u>Environment</u>

Comments of the Director of Environmental Protection (DEP):

- no in-principle objection from environmental planning perspective, as no insurmountable environmental problem arising from the proposed use is envisaged;

- should the application be approved, the following approval conditions should be imposed:

  (a) submission of a revised Environmental Assessment (EA) and Sewerage Impact Assessment (SIA) to rectify the technical issues not properly addressed by the applicant;

  (b) implementation of the environmental mitigation measures as identified in the accepted EA and SIA to the satisfaction of DEP;

  (c) no heavy goods vehicle or container vehicle exceeding 24 tonnes is allowed to access the Site between 7:00 p.m. and 7:00 a.m. during the planning approval period;

  (d) no queuing of vehicle onto public road is allowed at all times during the planning approval period; and

  (e) no public announcement system and loud speaker are allowed to be used on the Site at all times during the planning approval period;

- two substantiated environmental complaints were received in the past three year, which were related to potential adverse drainage impact due to site formation works in the adjacent areas of the Site in 2023 and 2024. Site inspections and investigations revealed that neither construction work nor illegal discharge of wastewater was observed on site. No violation of the Environmental Ordinances was observed. No enforcement action was taken by his office;

- 15 unsubstantiated environmental complaints were received in the past three year, which were related to suspected illegal fly-tipping/land-filling, construction dust and construction work in restricted hours. During site inspections, signs of paving work and drainage work being conducted were noted. However, no on-going fly-tipping/land-filling of construction waste were witnessed. All complaints were found unsubstantiated; and

- his advisory comments are at **Appendix V**.

4. Drainage

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- despite her comments on the drainage impact assessment (DIA) have not been fully addressed, the applicant is committed to carry out further analysis in the next stage. With the aim of streamlining the process and acting as facilitator, she has no objection in principle to the application provided that a revised DIA would be submitted in due course;

- should the application be approved, approval conditions should be included to request the applicant to submit a revised DIA, and flood mitigation measures and any other stormwater drainage facilities proposed in the DIA should be implemented and maintained at all times during the planning approval period; and

- her advisory comments are at **Appendix V**.

5. Agriculture and Nature Conservation

Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

Agriculture

- the Site possesses potential for agricultural rehabilitation, though whether there will be agricultural activities on a specific site will hinge on a lot of factors;

Nature Conservation

- no comment on the application from nature conservation perspective;

- while a pre-construction survey and translocation exercise was carried out for *Somanniathelphusa zanklon* (*S. zanklon*) in April 2025, the applicant should be aware that if *S. zanklon* occurs within the Site again during the construction phase, the individuals should be translocated as appropriate; and

- his advisory comments are at **Appendix V**.

6. Landscape

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- no adverse comment on the application from landscape planning perspective;

- based on aerial photo of 2023, the Site is located in an area of rural inland plains landscape character comprising temporary structures, vegetated areas and scattered tree groups. Based on the site photos taken on 17.1.2025, the Site is partly hard paved. Existing trees including 1 no. of undersized tree of conservation importance, i.e. *Aquilaria sinensis* (土沉香) was observed within the Site. According to the Tree Preservation and Landscaping Proposal, the 1 no. of undersized tree of conservation importance is proposed to be protected and

maintained. Peripheral planting is proposed along the site boundary and landscape treatment with trees, shrubs, groundcover and climbing plants are proposed on fence walls/noise barrier. Significant adverse impact on existing landscape resources within the Site arising from the proposed use is not anticipated; and

- her advisory comments are at **Appendix V**.

7. Fire Safety

Comments of the Director of Fire Services (D of FS):

- no objection in principle to the proposal subject to fire service installations being provided to his satisfaction; and

- his advisory comments are at **Appendix V**.

8. Food and Environmental Hygiene

Comments of the Director of Food and Environmental Hygiene (DFEH):

- no adverse comment on the application; and

- his advisory comments are at **Appendix V**.

9. Railway Development

Comments of the Chief Engineer/Railway Development, Railway Development Office, Highways Department (CE/RD, HyD):

- no comment on the application, considering the temporary use of cold storage for poultry and distribution centre for a period of 3 years and associated filling of land at the Site; and

- the Site would encroach into the preliminary alignment of Northern Link Eastern Extension which is now under planning as mentioned in the Hong Kong Major Transport Infrastructure Development Blueprint which was promulgated by the Government in December 2023.

10. Building Matters

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- no objection to the application;

- as there is no record of approval granted by the Building Authority (BA) for the existing structures at the Site, he is not in a position to offer comments on their suitability for the proposed use;

- it is noted that 17 structures are proposed in the application. Before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on site, prior approval and consent of the BA should be obtained, otherwise they are unauthorized building works (UBW) under the Buildings Ordinance

(BO). An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;

- site formation works, i.e. land filling works, are building works under the control of the BO. Before the proposed filling of land is to be carried out on site, the prior approval and consent of the BA should be obtained, otherwise they are UBW. An Authorized Person should be appointed as the co-ordinator for the proposed site formation works in accordance with the BO; and

- his advisory comments under the BO are appended at **Appendix V**.

11. Other Departments

The following government departments have no objection to/no comment on the application:

- Commissioner for Police (C for P);

- Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);

- Project Manager (North), North Development Office, Civil Engineering and Development Department (PM(N), CEDD); and

- District Officer (North), Home Affairs Department (DO(N), HAD).

Recommended Advisory Clauses

(a) to resolve any land issues relating to the development with the concerned owner(s) of the application site (the Site);

(b) to liaise with the locals to explain the details of the proposed use;

(c) failure to reinstate the Site as required under the relevant approval condition upon expiry of the planning permission might constitute an unauthorized development under the Town Planning Ordinance and be subject to enforcement and prosecution actions;

(d) should the applicant fail to comply with any of the approval conditions again resulting in the revocation of the planning permission, sympathetic consideration will not be given to any further application;

(e) to note the comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD) that:

(i) the Site comprises Government land (GL) and Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. The proposed ingress/egress of the Site is required to pass through GL but no right of access via GL is granted to the Site;

(ii) no consent is given for inclusion of GL (about 1,882m^2) mentioned in the application. Any occupation of GL without Government's prior approval is not allowed. For direct grant of Short Term Tenancy (STT) of the adjoining GL to the applicant for temporary uses, prior policy support from the relevant government bureau has to be obtained;

(iii) the following irregularity covered by the subject planning application has been detected by his office:

- Unauthorised structures within Lot 486 in D.D. 89 covered by the planning application

  there are unauthorised structures within Lot 486 in D.D. 89. The lot owners should immediately rectify the lease breaches or advise any toleration has been given by competent authority. His office reserves the rights to take necessary lease enforcement action against the breaches without further notice;

(iv) if the planning application is approved and subject to the availability of policy support as mentioned above, the lot owners shall apply to his office for Short Term Waiver (STW) and STT to permit the structures erected/to be erected within the said private lots and the occupation of the GL. The applications for STW and STT will be considered by the Government in its capacity as a landlord and there is no guarantee that they will be approved. The STW and STT, if approved, will be on the whole lot basis and subject to such terms and conditions including the payment of waiver fee from the first date the unauthorized structures were erected, rent and administrative fee as considered appropriate to be imposed by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structures will be considered;

(v) as land excavation for underground stormwater tank and land filling works for site formation are proposed, the applicant should comply with all land excavation and filling requirements imposed by relevant government departments, if any and in no event cause any disturbance to GL without prior approval;

(vi) an elevated platform decking over the existing watercourse within the Site is proposed, the applicant may wish to seek comment from the Drainage Services Department according to the Schedule of Responsibilities of ETWB TC(W) No. 14/2024; and

(vii) regarding the tree felling and transplanting proposal under the application, comment/prior approval from the Agriculture, Fisheries and Conservation Department and Leisure and Cultural Services Department for the trees on GL should be sought;

(f) to note the comments of the Commissioner for Transport (C for T) that the no vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period;

(g) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD) that adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public road and drains;

(h) to note the comments of the Director of Environmental Protection (DEP) that:

(i) the applicant shall incorporate his comments on the submitted Environmental Assessment (EA) and Sewerage Impact Assessment, and review thoroughly before the next submission;

(ii) should there be any change in the design layout of the proposal, the applicant is advised to submit a revised EA to demonstrate the environmental acceptability of the revised proposal to the satisfaction of DEP;

(iii) the applicant is reminded of his obligation to strictly comply with all environmental protection/pollution control ordinances, in particular Water Pollution Control Ordinance and Noise Control Ordinance, and to follow the requirements of the "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" issued by the Environmental Protection Department, the Professional Persons Environmental Consultative Committee (ProPECC) Practice Note (PN) 2/24 "Construction Site Drainage", ProPECC PN 1/23 "Drainage Plans subject to Comment by the Environmental Protection Department – Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations (Cap. 123I) Section 40(1), 40(2), 41(1) and 90" and ETWB Technical Circular (Works) No. 5/2005 "Protection of Natural Streams/Rivers from Adverse Impacts Arising from Construction Works" during construction and operation stages of the proposed use; and

(iv) necessary precautionary/pollution control measures should be put in place to prevent any pollution of nearby watercourse during construction and operation phases;

(i) to note the comments of the Director of Agriculture, Fisheries and Conservation (DAFC) that:

(i) while a pre-construction survey and translocation exercise was carried out for *Somanniathelphusa zanklon* (*S. zanklon*) in April 2025, the applicant should be aware that if *S. zanklon* occurs within the Site again during the construction phase, the individuals should be translocated as appropriate; and

(ii) to carry out good site practice and establish pollution control measures during the construction phase as appropriate to avoid and minimise impacts to watercourses to be retained and in the vicinity of the Site;

(j) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. The applicant should seek approval for any proposed tree works from relevant authority prior to commencement of the works;

(k) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:

(i) the applicant should be required to maintain the existing drainage channel within the Site unaffected at all times;

(ii) the applicant shall be required to place all the proposed works at least 3m away from existing watercourse to the north of the Site;

(iii) all proposed works in the vicinity of the drainage channel and streamcourse should not create any adverse drainage impacts, both during and after construction; and

(iv) proposed flooding mitigation measures if necessary shall be provided at the resources of the applicant to her satisfaction;

(l) to note the comments of the Director of Fire Services (D of FS) that:

(i) in consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be required. The applicant should submit relevant layout plans incorporated with the proposed FSIs to his satisfaction. In addition, the applicant should note that the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy; the location of the proposed FSIs to be installed should be clearly marked on the layout plans; and

(ii) if the proposed structures are required to comply with the Buildings Ordinance (BO) (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans;

(m) to note the following comments of the Director of Food and Environmental Hygiene (DFEH) that:

(i) pursuant to the Food Business Regulation, Cap. 132X, a food business licence is required for the operation of the relevant type of food business listed in the Regulation. Depending on the actual mode of operation in the proposed use, the following licences may be involved:

- Cold Store Licence for storage of poultry under refrigeration before delivery to other outlets;

- Fresh Provision Shop Licence in case sale of poultry (including wholesale and retail) is involved; and

- Food Factory Licence if processing of poultry products (such as cutting, repackaging, etc) will be carried on;

(ii) if only storage of poultry under refrigeration in the proposed temporary cold storage for poultry and distribution centre without involving any sale of fresh commodities nor processing of food, a Cold Store Licence is sufficient;

(iii) for application for the above licences, among other licensing requirements, sufficient sanitary fitment must be provided and the installation of sanitary fitments requires approval of the Building Authority (BA). Also, all sanitary fitment must be connected to public mains water supply and fitted with a waste pipe connected to a proper drainage system. The applicant shall comply with all stipulated requirements before the license is issued;

(iv) besides the above comments on the proposed operation mode and the licences to be required, his comments from environmental hygiene point of view are also provided:

- there should be no encroachment on the public place and no environmental nuisance should be generated to the surroundings. Its state should not be a nuisance or injurious or dangerous to health and surrounding environment. Also, for any waste generated from such activities/operation, the applicant should arrange disposal properly at their own expenses; and

- the associated works and operations shall not cause any environmental nuisance, pest infestation and obstruction to the surrounding;

(n) to note the comments of the Chief Engineer/Railway Development, Railway Development Office, Highways Department (CE/RD, HyD) that the Site would encroach into the preliminary alignment of Northern Link Eastern Extension which is now under planning as mentioned in the Hong Kong Major Transport Infrastructure Development Blueprint which was promulgated by the Government in December 2023;

(o) to note the comments of the Project Manager (North), North Development Office, Civil Engineering and Development Department (PM(N), CEDD) that the proposed temporary cold storage for poultry and distribution centre for a period of three years and associated filling of land is located within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&E) Study for NTN New Town and Man Kam To. The preliminary development proposal for NTN New Town was released in December 2024. While the implementation programme of NTN New Town is being formulated under the P&E Study, the site formation works will likely commence soon after the completion of detailed design in next stage. Hence, the applicant is reminded that subject to the land use planning in the P&E Study, the proposed use, if approved, may need to be vacated for the site formation works; and

(p) to note the following comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

(i) it is noted that 17 structures are proposed in the application. Before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on site, prior approval and consent of the BA should be obtained, otherwise they are unauthorized building works (UBW) under the BO. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;

(ii) site formation works, i.e. land filling works, are building works under the control of the BO. Before the proposed filling of land is to be carried out on site, the prior approval and consent of the BA should be obtained, otherwise they are UBW. An Authorized Person

should be appointed as the co-ordinator for the proposed site formation works in accordance with the BO;

(iii) the Site shall be provided with means of obtaining access thereto from a street under the regulation 5 of the Building (Planning) Regulation (B(P)R) and emergency vehicular access shall be provided under the regulation 41D of B(P)R;

(iv) if the Site does not abut on a specified street having a width not less than 4.5m, the permitted development intensity shall be determined by the BA under regulation 19(3) of the B(P)R at building plan submission stage;

(v) if the existing structures (not being a New Territories Exempted House) are erected on leased land without the approval of the BA, they are UBW under the BO and should not be designated for any proposed use under the planning application;

(vi) for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBWs on the Site under the BO;

(vii) any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R;

(viii) the applicant's attention is drawn to the provision under regulations 40 and 41 of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations in respect of disposal of foul water and surface water respectively;

(ix) the headroom of the two-storey structures (i.e. offices of 9m (H) and cold stores of 20.675m (H) and those single storey plant rooms over 3m (H) are considered excessive. It should be justified upon formal plan submission to BD; and

(x) detailed checking under the BO will be carried out at building plan submission stage.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2025-01-22 星期三 10:35:38
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc:
Subject: 反對 項目 A/NE-FTA/258 申請 （2025 年 2 月 1 日前回覆)
Attachment: Screenshot_20250122_100320_com_hihonor_photos_SlotAlbumActivity_edit_114834574747963.jpg; IMG-20250122-WA0004_edit_114808322412556.jpg; IMG-20250122-WA0005_edit_114721597754047.jpg; Screenshot_20250122_100949_com_hihonor_photos_SlotAlbumActivity.jpg

致：城市規劃委員會

有關項目 A/NE-FTA /258 申請，本人及本村居民均堅決反對！！因此項目帶會帶來滋擾，會影響村民民生和健康。另外，村民們對於是次之申請要申訴，原因是這項目之通告我們估計可能是於 1 月 10 日這樣張貼出來，但是於行人天橋這一邊，於 1 月 13 日已被人撕掉，連屍首都找不到，另外在球場那一張於 1 月 11 日已經被掉在地上（如圖示）,後來亦找不到了，如果一不留神或早出晚歸的，跟本沒机會可以知悉是項申請，所以就相關申請有所擔憂，如日後再有相關申請，貴部門會有方法可以保障本村村民能收到這通告嗎!?我們都是弱勢村民，好被動，不求什麼，只求安穩生活!!

祝
愉快

沙嶺村村民上

--
发自我的网易邮箱手机智能版

-------- 转发邮件信息 --------
发件人：
发送日期：2025-01-06 10:13:27
收件人：tpbpd@pland.gov.hk
抄送人：
主题：Fw:Re: 反對 項目 A/NE-FTA/220 申請 （2024 年 1 月 19 日前回覆)
致：城市規劃委員會

有關 A/NE-FTA/220 之申請本村村民一直堅決保持反對，但現在在不知情的情況下已經在偷偷地挖地，做工程，而且有時是在晚間進行，這種行為確實是滋擾及無奈。不知道他們下一步會怎樣將土地改变，結果造成怎樣的民生影響!?

有勞參考附圖情況！
圖片顯示由原本長滿草的已挖成坑坑洼洼的!!
本村居民想了解，這事情是怎樣的？是在貴處投訴嗎!?
求賜教!!

沙嶺村村民上

-------- 转发邮件信息 --------
发件人：
发送日期：2024-01-11 20:10:22
收件人：tpbpd@pland.gov.hk
抄送人：
主題：Re: 反對 項目 A/NE-FTA/220 申請 （2024 年 1 月 19 日前回覆)
致: 城市規劃委員會

有關 A/NE-FTA/220 申請

本人及本村村民均極力與持續反對有關項目之申請，究其因由：-

此項目會直接影響本村村民之民生及个人安全、以及生態、健康與衛生隱患等等……

PS**其實有些地方都已經暗地裡偷步開發咗，之前政府做的街燈都已被圍起，等如癈掉！！村民亦享受不到！！

請知悉

祝
　愉快!!

沙嶺村村民上

-------- 转发邮件信息 --------
发件人：tpbpd@pland.gov.hk
发送日期：2023-10-11 14:22:23
收件人：
主題：Re: 反對 項目 A/NE-FTA/220 申請 （10 月 17 日前回覆)

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

先生/女士:

你於 2023 年 10 月 11 日致城市規劃委員會的電郵已收悉。

城市規劃委員會秘書處

From:
Sent: Wednesday, October 11, 2023 12:53 PM
To: tpbpd@pland.gov.hk <tpbpd@pland.gov.hk>
Cc:
Subject: 反對 項目 A/NE-FTA/220 申請（10 月 17 日前回覆)

致： 城市規劃委員會

有關 A/NE-FTA/220 申請

本人及村民均極力與持續反對有關項目之申請，究其因由：-

此項目會直接影響本村村民之民生及个安全、以及生態、健康與衛生隱患等等……

PS**其實有些地方都已經暗地裡偷步開發咗，之前政府做的街燈都被圍起，等如癈掉！！村民亦享受不到！！

請知悉！！

祝

愉快

沙嶺村村民上

--
发自我的网易邮箱手机智能版

在 2023-08-18 19:39:41，　　写道：

> 致： 城市規劃委員會
>
> 有關 A/NE-FTA/220 申請
>
> 本人及村民均極力反對有關項目之申請，究其因由：-
>
> 此項目會直接影響本村村民之民生及个安全與及生態隱患等等
>
> PS**其實有些地方都已經暗地裡偷步開發咗，之前政府做的街燈都被圍起，等如癈掉！！
>
> 請知悉！！
>
> 祝
>
> 愉快
>
> 沙嶺村村民上
>
> --
> 发自我的网易邮箱手机智能版
>
> -------- 转发邮件信息 --------
> 发件人：
> 发送日期：2023-07-15 19:59:41
> 收件人："tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
> 抄送人：
> 主题：反對 項目 A/NE-FTA/220 申請
>
> 致： 城市規劃委員會

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

有關 A/NE-FTA/220 申請

本人及村民均極力反對有關項目之申請，究其因由：-

此項目會直接影響本村民民生及个安全與及生態隱患

請知悉！！

祝

愉快

沙嶺村民上

-------- 转发邮件信息 --------
发件人：
发送日期：2023-03-24 10:39:55
收件人："tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
主题： 反對 申請項目 A/NE-FTA/220

致：城市規委員會

有關 A/NE-FTA/220 申請

基於安全及環境污染問題，請知悉本人及家人堅決及對相關申請。

祝

愉快

反對人：陸愛金

2025年1月13日
20:50



同村兄弟
+852

2025年1月13日



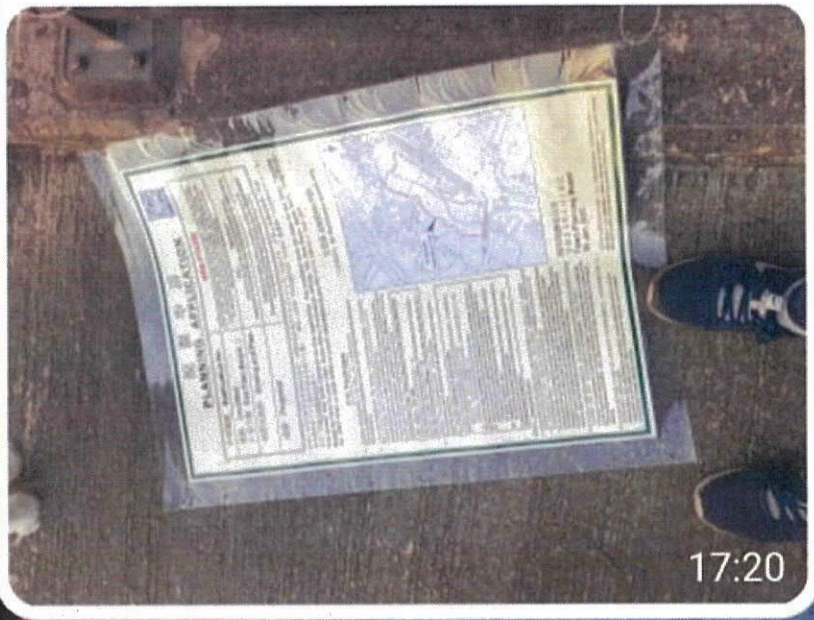
我這裡的通告剛剛回家經過睇到是這樣情景😰被衰人撕走，連屍骸都看不見，我一定會跟地政申報這情況，不知您們那裡的，有沒有這情況出現，如果是這樣，很容易我們在不知情的情況下被壞人轉空子，到時就想反對都未及時做動作了😭

22:07

同村兄弟
+852

2025年1月11日

~ Chau Hung +8[redacted]



~ Chau Hung +8[redacted]



👍👍我昨天在李輝對出行人天橋都有
貼上

17:48 ✓✓

2025年1月10日
17:52

規劃申請
PLANNING APPLICATION

申請編號 Application No.	A/NE-FTA/258
地點 Location （見下圖 See Plan Below）	新界沙嶺文錦渡路丈量約份第89約地段第471號分段餘段(部分)、第472號、第473號、第474號、第475號、第476號、第482號餘段、第483號、第484號、第486號、第487號餘段、第497號A分段餘段、第501號、第502號、第503號、第504號B分段、第505號及第506號分段餘段和毗連政府土地 Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories
地帶及圖則 Zoning and Plan	「農業」 "Agriculture" 虎地坳及沙嶺分區計劃大綱核准圖編號S/NE-FTA/18 Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18
建議 Proposal	擬議臨時家禽冷藏庫及分銷中心(為期3年)及相關的填土工程 Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Associated Filling of Land

任何人士均可就這宗申請提出意見，有關意見必須於２０２５年２月１日或之前，以專人送遞或郵遞（香港北角渣華道３３３號北角政府合署１５樓）、傳真（2877 0245或2522 8426）或電郵（tpbpd@pland.gov.hk）方式，向城市規劃委員會提出。

Any person may make comment on this application. The comment must be made to the Town Planning Board by hand or post (15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) on or before 1 Feb 2025.

詳情 Particulars

1. 這是根據《城市規劃條例》（下稱「條例」）第１６條提出的申請。
This is an application made under section 16 of the Town Planning Ordinance (the Ordinance).

2. 公眾可在城市規劃委員會（下稱「委員會」）就這宗申請作出考慮前，登入委員會的網頁（https://www.tpb.gov.hk/tc/plan_application/A_NE-FTA_258.html 或掃描本通告的二維碼）及到下列地點查閱這宗申請。
Until the application has been considered by the Town Planning Board (the Board), the application is available for public inspection on the Board's website (https://www.tpb.gov.hk/en/plan_application/A_NE-FTA_258.html or scanning the QR code in this Notice) and at the following locations.

規劃署規劃資料查詢處 Planning Enquiry Counters, Planning Department
（熱線 Hotline：2231 5000）
香港北角渣華道３３３號北角政府合署１７樓
17/F, North Point Government Offices, 333 Java Road, North Point, H.K.
新界沙田上禾輋路１號沙田政府合署１４樓
14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, N.T.

3. 根據條例，所有向委員會提出的意見，均會供公眾查閱。
All comments made to the Board will be available for public inspection under the Ordinance.

個人資料聲明 Statement on Personal Data
委員會就任何意見所收到的個人資料會交給委員會秘書及政府部門，以根據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) 處理這宗申請，包括公布有關意見供公眾查閱，同時公布提出意見人士（下稱「提意見人」）的姓名供公眾查閱；以及
(b) 方便提意見人與委員會秘書及政府部門之間進行聯絡。
The personal data submitted to the Board in any comment will be used by the Secretary of the Board and Government departments for the following purposes:
(a) the processing of this application which includes making available the name of the person making the comment (hereafter known as "commenter") for public inspection when making available the comment for public inspection; and
(b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments
in accordance with the provisions of the Ordinance and the relevant Town Planning Board Guidelines.

重要提示 Important Notes：
(1) 委員會考慮申請的暫定會議日期已上載於委員會的網頁（www.tpb.gov.hk/），考慮規劃申請而舉行的會議（進行商議的部分除外），會向公眾開放。如欲觀看會議，請最遲在會議日期的一天前以電話（2231 5061）、傳真（2877 0245或2522 8426）或電郵（tpbpd@pland.gov.hk）向委員會秘書處預留座位，座位會按先到先得的原則分配。
The tentative date of the Board to consider the application has been uploaded to the Board's website (www.tpb.gov.hk/). The meeting for considering planning applications, except the deliberation parts, will be open to the public. For observation of the meeting, reservation of seat can be made with the Secretariat of the Board by telephone (2231 5061), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) at least one day before the meeting. Seats will be allocated on a first-come-first-served basis.
(2) 供委員會在考慮申請時參閱的文件，會在發送給委員會委員後存放於規劃署的規劃資料查詢處（查詢熱線：2231 5000），以及在會議當日存放於會議轄下室，以供公眾查閱。
The paper for consideration of the Board in relation to the application will be available for public inspection after issue to the Board Members at the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) and at the Public Viewing Room on the day of meeting.
(3) 在委員會考慮申請後，可致電2231 4810或2231 4835查詢有關決定，或是在會議結束後，在委員會的網頁上查閱決定摘要。
After the Board has considered the application, enquiry about the decision may be made at tel. no. 2231 4810 or 2231 4835 or the gist of the decision can be viewed at the Board's website after the meeting.

位置圖 Location Plan
（只作識別用 for identification purpose only）



城市規劃委員會
２０２５年１月１０日
Town Planning Board
10 Jan 2025

（任何人在未經委員會許可而擅去、塗改、毀壞或移除本通告，均可能構成刑事罪行。）
(Any person who obliterates, defaces, destroys or removes this notice without the authorization of the Board may commit a criminal offence.)

2

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250125-205858-94282
提交限期 **Deadline for submission:**	01/02/2025
提交日期及時間 **Date and time of submission:**	25/01/2025 20:58:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 袁澍求

意見詳情
Details of the Comment :

尊敬的香港政府:

本人袁澍求為 居民，近日發現城市規劃申請，申請編號 A/NE-FTA/258 內容為擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程。

本人反對此規劃申請, 理由如下：
1.本人居住房屋為申請範圍的鄰近地方，家禽冷藏庫及分銷中心不論在興建還是營運時，所產生的噪音、異味及交通問題均會影響日常生活。

2.本人及亡父多年耕種的農地（已被填平）被納入規劃範圍內。

3.家禽冷藏庫及分銷中心所產生的噪音和異味均為環境帶來負面的影響。此外，因設施的衛生和食品安全措施發生意外批漏或其他問題會增加污染和疾病傳播的風險，對我們的健康構成威脅。

4.家禽冷藏庫及分銷中心會吸引一引小動物（如老鼠、蟑螂、蒼蠅等.....），這些動用都是常見的帶菌源，如動物走進民居，可能增大疾病傳播的風險，對健康構成更大威脅。

最後，我們認為政府應該重視居民的意見和關切。如果這項計劃引起居民的普遍反對，我們認為政府應該重新考慮這個決定，並尋找更好的解決方案，以確保社區的利益得到保護。

我希望政府能夠嚴肅對待我們的擔憂，並重新評估這項計劃的可行性。請孝考慮我們的理由，並保護我們的環境健康和社區價值。謝謝您對我們的關注。

3

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250127-205547-13825
提交限期 **Deadline for submission:**	01/02/2025
提交日期及時間 **Date and time of submission:**	27/01/2025 20:55:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. LAI

意見詳情
Details of the Comment :

本人就香港冰鮮禽畜物流中心計劃可行性批判分析如下：
整體可行性挑戰：
臨時用地與長遠需求之間的矛盾： 雖然此計劃強調是一個為期三年的臨時方案，但文件亦承認香港冰鮮禽畜業商會（HKCMA）尋找永久用地已超過十年。這反映政府在長遠規劃方面可能存在不足，未能及時提供合適的永久用地，而 這種臨時性的解決方案可能會導致資源浪費，並不能從根本上解決問題。
鄰避效應（NIMBY）與選址的爭議： 計劃選址在遠離市區的地方，雖然這可以減少對居民的直接影響，但也可能導致交通壓力增加 ，並對偏遠地區的環境造成潛在的負面影響。此外，這種選址策略可能加劇地區發展的不平衡。
交通和環境影響的潛在問題： 儘管文件聲稱已進行相關評估並提出緩解措施，但大量貨車進出仍然可能對周邊道路造成交通擠塞，以及對當地居民造成噪音滋擾。文件對潛在的生態影響，例如水質和生物多樣性，亦未有充分的探討。
對比舊申請，實際效益成疑：即使此申請聲稱與先前批准的申請相比，地盤面積有所增加 [19, 20]，綠化覆蓋率亦有所提升，但文件一 (ADCL/PLG-10225/R001) 的數據存在矛盾。文件二 (MDPC/PS/408/001) 亦未能清晰展示實際的綠化面積增長， 這些都令人質疑此計劃能否真正提升整體效益。
與現有規劃的衝突: 此計劃位於 "農業" (AGR) 用地。儘管文件辯稱此為臨時用途，但仍然與該區域的規劃意圖相違背，並且需要申請城市規劃委員會 (城規會) 的許可。這種做法可能會引起公眾對土地使用和規劃一致性的擔憂。
現代物流和技術的可行性：
現代物流的必要性： 文件二 (MDPC/PS/408/001) 強調採用現代物流技術以提高效率和解決勞動力短缺，並提到因此需要增加建築高度。然而，文件 未能充分論證傳統冷藏設施如何不能滿足需求，以及現代物流技術是否真的必須要這麼高的建築高度才能實現。
自動化系統的實施風險： 文件提及將採用 AI 建模技術和端到端機器人自動化。這些新技術在實際應用中可能存在風險和挑戰，如系統故障、維護問題和適應性問題等。文件需要提供更詳細的技術可行性評估和風險管理計劃。
高樓層設計的必要性： 為了容納自動化系統，建築高度增加到 20.675 米。但文件未能清晰展示此高度的必要性，以及是否可以通過其他設計方案來達到同樣的效率提升，而減少建築高度。

具體文件差異帶來的挑戰：
水箱容量的矛盾： 文件一 (ADCL/PLG-10225/R001) 和文件二 (MDPC/PS/408/001) 在雨水儲水箱的容量和設計上存在差異。文件一聲稱容量為 2,190 立方米，而文件二聲稱總容量為 2,070 立方米，但又聲稱可提供 15% 的緩衝儲存量。這種矛盾的說法降低了計劃的透明度。
綠化空間的爭議： 兩份文件在綠化覆蓋率的數字上存在明顯差異，文件一聲稱32.51%，文件二聲稱 25.6% 或 27.8%。這種不一致可能反映計劃在實際執行過程中存在不確定性，並可能影響綠化空間的質量。
挖掘深度和範圍的不確定性： 文件一 (ADCL/PLG-10225/R001) 提出的挖掘深度為 4.8 米，但沒有明確的挖掘範圍，而文件二 (MDPC/PS/408/001) 則只提到在場地的東南部進行挖掘 。缺乏明確的挖掘範圍增加了潛在的環境風險。
地盤範圍變更的原因： 文件指出，地段範圍變更的原因是因為部分業主不希望其地段被納入開發範圍 。這顯示出 申請方在前期協調方面可能存在不足，未能充分考慮所有業主的意見，並影響計劃的穩定性。
總結：
此計劃在多個方面存在可行性挑戰，包括其臨時性與長遠需求的矛盾、選址的爭議、潛在的環境影響，以及現代物流技術的可行性等。此外，兩份文件在關鍵數據上的不一致性，也降低了此計劃的透明度，並增加了潛在的執行風險。此計劃沒有提供更詳細的數據和論證，其可行性和可持續性無法令人信服。
在評估此計劃時，應仔細考慮這些質疑點，並要求申請方提供更充分的解釋和證據，以確保項目符合公眾利益和環境保護的要求。

4

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250128-040158-92917
提交限期 **Deadline for submission:**	01/02/2025
提交日期及時間 **Date and time of submission:**	28/01/2025 04:01:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. lai

意見詳情
Details of the Comment :

1. Noise Disturbance:
The proposed development includes a 24-hour operating cold storage facility, which means the owner of could be affected by noise at any time.
Although the documents mention noise barriers, there are no specific data about their effectiveness in noise reduction.
Especially since there are a 20.675m height building in that latest version, there are no details to show how to build up a noise barrier between those properties. Or do they proof the structure B (as Drawing plans 1 figure.: LP-01 shown) is a sound proof facility to ?
The noise from trucks entering and leaving the site, and loading/unloading activities could cause severe disturbance to the owner of .
The noise impact assessment states that the noise will comply with relevant standards after mitigation measures are implemented, but the effectiveness and consistency of these measures still need to be verified.
The loading and unloading area is located in the southwest of the site, close to , potentially making the noise impact more significant.
2. Traffic Impact:
The proposed development includes loading/unloading areas and parking spaces, which means a large number of trucks will enter and exit the site, increasing the traffic flow near .
The documents state that the entrance and exit of the site are located on Lo Wu Station Road, which is near , potentially leading to traffic congestion and affecting the travel of the nearby.
Although the traffic impact assessment suggests that the additional traffic flow can be accommodated by the existing road network, the assessment is based on conservative assumptions, and the actual situation may exceed expectations.
The documents mention the daily number of trucks entering and exiting, for example, 16 heavy goods vehicles during the day (0700-1900), 5 medium goods vehicles during the evening (1900-2300), and 1 light goods vehicle during the night (2300-0700). This indicates that owners may have to endure long-term traffic and noise issues caused by trucks entering and exiting.
Moreover, while heavy goods vehicles are not allowed to enter between 7 pm and 7 am, there is no clarification on how violations will be dealt with.
3. Visual Impact:
The main structure of the proposed cold storage facility is 20.675 meters high, which may cause

a sense of oppression and visual discomfort for the owner of , who is located in the south west of the site .
Although there are green areas planned, the documents do not specify their location and density, and whether they are sufficient to mitigate the visual impact.
The proposed development will significantly change the surrounding landscape, and the owner o f may lose the original view.
4. Environmental Hygiene:
The proposed cold storage facility may generate waste, and if not properly managed, it may lead to rodent and pest problems, affecting the hygiene of .
The documents do not provide detailed information on waste disposal, and the owner of may worry that improper wastewater discharge and garbage disposal will affect their living envi ronment .
The documents mention that the existing watercourse will be covered and protected by an elevat ed platform, but do not explain how to avoid pollution of nearby water sources during constructi on.
Although wastewater discharge will use a septic tank and soakaway system and will be handled by a licensed collector, if the measures are inadequate, it may still pose environmental hygiene p roblems to the .
5. Temporary Nature:
Although the documents emphasize that the proposed development is a temporary project for thr ee years, neighbor may worry that the project may be extended after three years or that there ma y be other development plans, causing long-term impact .
The applicant states that they are still looking for a permanent location, which means that there i s no guarantee that the site will not be used as a cold storage facility in the long term, which may cause long-term distress for the owner of . The documents mention that in 2016 the gove rnment approved a three-year temporary frozen meat storage facility , which further exacerbates neighbor's concerns about the "temporary" nature of the project .
7. Drainage System:
Design of U-Shaped Peripheral Channels:
U-shaped channels are planned for installation at the site boundaries to collect surface runoff1....
Although the reports claim that these channels have sufficient capacity for a 50-year storm even t, the actual effectiveness remains to be verified. Improper slope or cross-section design may lea d to reduced drainage efficiency, backflow, or overflow during heavy rain.
Detailed information is lacking regarding the connection of the channels to the catchpits and mai ntenance arrangements.

Lack of Detailed Design Plans
The current plan lacks specific design details such as the precise dimensions of the underground storage tanks, the slopes of the drainage channels, and the concrete configuration of the overall s ystem which will be determined during the detailed design phase2.... This means the current pla n has uncertainties. It is difficult for the owner of to fully assess the risks posed by these undetermined factors.
Clarification on the water reuse plan and related facilities to ensure that it will not pollute the en vironment.
Emphasize the importance of the long-term maintenance and regulatory oversight of the drainag e system, and request clarification on the responsibilities for this2.

8. Concerns for Muslim Community:
Although the plan mentions reserving some supply for the Muslim community, there are no spec ifics as to whether Halal-certified products will be provided, and whether the supply and variety will be sufficient to meet their needs.
This indicates that the plan may not fully address the special needs of the Muslim community, b

ut rather consider it as a planning concern instead of true social responsibility.
9. Lack of Detailed Information and Transparency:
The documents lack detailed explanations in many aspects, such as:
The specific effects and materials of noise barriers
The location and density of green areas
Waste disposal plans
Water pollution prevention measures
This makes it difficult for the owner of to assess the true impact of the proposed develo pment and how to protect their own interests .
10. Property Value Depreciation:
Due to noise, traffic, visual impact, and environmental hygiene issues, the proposed developmen t may lead to a decrease in the property value of .
11. Construction Impact
During the construction period, there may be noise, dust, and vibration that will cause disturbanc e to the owner of .
The documents mention that measures will be taken to control construction noise and dust, such as using low-noise equipment and covering exposed ground, but the effectiveness of these meas ures still needs to be verified. During the construction process, the entry and exit of the owner of may be affected, or it may cause inconvenience to their daily life.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

5

From:
Sent: 2025-01-26 星期日 04:07:54
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/NE-FTA/283 DD 89 Sha Ling Cold Storage

A/NE-FTA/258

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Sunday, 26 January 2025 4:07 AM HKT
Subject: Re: A/NE-FTA/220 DD 89 Sha Ling Cold Storage

A/NE-FTA/283

Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling

Site area : About 20,249sq.m Includes Government Land of about 1,882sq.m

Zoning : "Agriculture"

Applied use : Cold Storage for Poultry and Distribution Centre / **Land Filling for Site Formation Works /** 39 Vehicle Parking

Dear TPB Members,

220 approved 10 Nov 2023 but conditions STILL not fulfilled.

Solution – come back with a larger site.

The operation is close to a playground. No mention of the possible impact on this public facility re failure to comply with drainage and other conditions and the road safety issues re heavy traffic of large goods vehicles.

Members, questions please and remember that your prime duty is to secure the safety and security of the community not the interests of commercial operators.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Thursday, 18 January 2024 10:49 PM HKT
Subject: Fwd: A/NE-FTA/220 DD 89 Sha Ling Cold Storage

Dear TPB Members,

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

Despite the history of this application, it was finally approved on 10 Nov 2023. But instead of being satisfied with the outcome, the applicant wants to have the drainage requirements cancelled. This at a facility that processes frozen meat.

As the operator has clearly every intention to ignore the some of the many conditions, members of the board should revolk the approval as the good health of the community is at stake.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Thursday, 24 August 2023 2:19 AM HKT
Subject: Re: A/NE-FTA/220 DD 89 Sha Ling Cold Storage

Dear TPB Members,

While the rights of the community to engage in the town planning process have been almost terminated under the excuse of 'saving time', applications like this are allowed to roll on for years.

This underlines the fact that the amendments to the process are all about excluding the public while developers, operators and government departments are allowed to procrastinate for long periods.

When applications have problems they should be terminated and resubmitted only when the issues are resolved.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Monday, 5 December 2022 2:48 AM CST
Subject: A/NE-FTA/220 DD 89 Sha Ling Cold Storage

A/NE-FTA/220

Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RPin D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling

Site area : About 16,060sq.m Includes Government Land of about 1,869sq.m

Zoning : "Agriculture"

Applied use : Cold Storage for Poultry and Distribution Centre / **Land Filling for Site Formation Works /** 39 Vehicle Parking

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

Dear TPB Members,

Application 201 approved 28 May 2021. Conditions not fulfilled so back with a smaller dimension and good to go for another 3 years, no indication as to which of the 24 conditions involved.

As this operation involves the distribution of meat products, members must question what the issues are as stringent hygiene is of utmost importance.

Also what progress, if any, has been made in finding a permanent location for this operation?

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Tuesday, 11 May 2021 2:55 AM CST
Subject: Re: A/NE-FTA/201 DD 89 Sha Ling Cold Storage

Dear TPB Members,

Reality check, who in their right mind would want to relax and sit around a poultry cold storage facility?

Mary Mulvihill

From:
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Sunday, January 17, 2021 4:17:29 AM
Subject: A/NE-FTA/201 DD 89 Sha Ling Cold Storage

A/NE-FTA/201
Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories
Site area : About 20,506sq.m Includes Government Land of about 1,903sq.m
Zoning : "Agriculture"
Applied use : Cold Storage for Poultry and Distribution Centre / **Land Filling for Site Formation Works /** 39 Vehicle Parking

Dear TPB Members,

There is no history of approval for brownfield use on these lots and according to Google Maps the lots are still covered in natural vegetation. PlanD can advise if there has been recent destruction of habitat.

There are hundreds of hectares of trashed land and brownfield in NT. There is no justification to allow and encourage further creation of brownfield. Close by there are a number of already paved over sites that could be used for this operation.

"The Not in My Back Yard (NIMBY) nature of the Proposed Use requires a remote location away from the urban areas" Nor does it justify the destruction of arable land, 20% of which is government land.

The current health crisis and disruption to cross border and international transport has demonstrated the need for Hong Kong to retain a certain level of local produce production. In addition President Xi has recently spoken out about the need to conserve good land and to increase self-sufficiency in the production of agriculture produce.

Clearly under the recent drastic changes to the supervision and management of Hong Kong, both the authorities and advisory boards have a duty to refer to policy initiatives when making decisions.

Agriculture land is intended for the production of crops not cold storage. It is time for the Hong Kong Chilled Meat & Poultry Association and other participants in this trade to unite and develop permanent state of the art facilities. The issue of storing vaccines is related and government departments should be involved in identifying a suitable location for a such enterprises.

Mary Mulvihill

香港北角渣華道３３３號
北角政府合署１５樓
城市規劃委員會

有關：反對檔號Ａ／ＮＥ－ＦＴＡ／２５８申請事宜

敬啟者：

我等是　　地段袁煥宇祖全體後人，我等反對上述標題所示的申請，我等後人及註冊司理人袁國仁先生，從未授權或委托什麼祖堂物業管理公司或土地物業管理公司將我等祖堂土地改變任何用途。不知道申請人將我等祖堂土地強行納入其申請範圍內，我等後人不能接受，申請人是否有觸發法律行為。敬請貴處小心審批這個個案申請，謝謝！此信。

袁煥宇祖全體後人：

二零二五年一月廿五日

RECEIVED
27 JAN 2025
Town Planning Board

7

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250128-191739-00940
提交限期 **Deadline for submission:**	01/02/2025
提交日期及時間 **Date and time of submission:**	28/01/2025 19:17:39
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lai

意見詳情
Details of the Comment :

本人是村民，對申請書A/NE-FTA/258有以下意見：

1. 這冷藏庫和分銷中心選址在鄉村，破壞這地段環境和鄰近地方，這私人企業沒有規劃發展，為何申請人申請同一業務，不斷更改廠房大小面積及不同設備，地段大致相同，城規會已通過2個申請（FTA/201、FTA/220)，他們沒有徹底執行申請批准時有條件規條下批准作業及建設，沒有進一步實行，2021年首份申請至現在2025年第3份申請，只有填土，一段行人路，渠道都沒有鋪設，這樣不斷重複的做法，使居民無法接受。

2. 那冷藏庫廠房是不分日夜的運作，其做成的噪音滋擾居民是日夜擔心的問題，同時本人的房屋就在這巨大廠房(B)cold store冷藏倉庫構築物（高20.675米，面積約2023 平方米）的幾米地方可以想像對本人的滋擾何等嚴重。

3. 這私人企業沒有規劃發展，只有臨時，不會有未來發展，不應該在沙嶺這郊區農村的地方選址，應該返回工業區運作。

4. 冷藏庫廠房的污水渠及雨水渠沒有在申請書內清楚指明位置及有關數據。
5. 這份新申請書內有三座冷藏倉廠房總面積不斷擴大及沒有限制的擴展，實在使村民擔心及反對。
6. 由於居住於沙嶺村61號，車路出口接羅湖道，路面傾斜，出入路口必須停車，如果那幢(B)cold store冷凍廠房倉興建在車路出口附近會影響駕駛者出路時的安全及造成極大危機。
7. 沙嶺村本來是一個盆地的地形，只有一條大水渠。在夏天時經常會水浸，農田本來是做一個儲水池作用將雨水慢慢地排出下游地方不至水浸其他地方。試想當這盆地的農田被填土，之後興建冷凍倉，水浸情況會何等嚴重。但是申請人只是說會興建一個只有約2070立方米的地下水缸來疏導雨水，實在太輕視夏天水浸的嚴重性及對居民造成極大危機。

總括地本人反對申請書A/NE- FTA/258有關的興建計劃內容，希望城規會為居民把關，限制無謂的申請。

8

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250128-223217-01933
提交限期 **Deadline for submission:**	01/02/2025
提交日期及時間 **Date and time of submission:**	28/01/2025 22:32:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. LEE

意見詳情
Details of the Comment :

本人居於 ，甚為不滿申請人-冰鮮禽畜業商會公司又申請擬議FTA/258，反對他們不斷重新申請，事實上基礎資料大部份來自以前A/NE-FTA/201(2021年5月批准)，FTA/220(2023年11月批准），他們未有履行城規會通過有條件的事項，3年臨時期未完又申請新擬議，3年多2次申請通過，疑似永續，他們不是臨時性質，這是規劃發展就要標準化，乎合發展期限，授約束、監督，不要拖延，他們提供的資料、報章，有些都差不多有10年時間了，何時才發展完？

相同業務、地段相約（因包含多了大大小小面積土地），到這刻眼見只有填土和一段行人路，儲水缸、雨水渠和污水渠都沒有，土地用途改變了，到現在沒有一條有標準規模水渠。每個夏季我們都提防水浸，水道沒有了，農田也沒有了，泥土填滿了農地，每次大雨我們都會提心吊膽。

冷凍倉庫構築物就有兩座（FTA 201）改做一座大型的（FTA /220），現在又改為三座更大型的（FTA /258）規模，每次申請都修改結構外型，最後的目的是想建設什麼呢？今次圖則當中購築物更加接近我們的居所，觸手可及，(B)cold store高20.675米，約2 000平方米巨大構築物就在眼前，不但遮擋視線、風向，而且逼迫我們的存在，夾在一個空間，根據圖表只有一條雨水渠相隔。

這裏是鄉村，沒有雨水渠、污水渠之分只有水道排水和疏導，但雨水渠管理和維護被這份擬議規劃在私人土地（冷凍倉）上，這和我們生活是有聯繫（雨季大雨水浸），有關部門監督和處理是十分重要的。
沒有污水渠安排舖切和管理，請有關部門關注這份擬議的處理和安排。

9

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2025-01-28 星期二 23:42:41
To: tspd/PLAND <tspd@pland.gov.hk>; enquire1/PLAND <enquire@pland.gov.hk>; tpbpd/PLAND <tpbpd@pland.gov.hk>; Enquiry NDO/HAD <don@had.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; Enquiry/HQS/DSD <enquiry@dsd.gov.hk>
Subject: 反對臨時家禽冷藏庫及分銷中心的申請
Attachment: 20250128_232931.jpg; 20250128_232836.jpg; 20250128_232805.jpg; 20250128_232919.jpg

A/NE-FTA/258

敬啟者：

本人為打鼓嶺沙嶺村居民福利會代表，冼先生。
附件為反對臨時家禽冷藏庫及分銷中心的申請信件，請參閱，敬候回覆，謝謝。

冼先生
電話：

打鼓嶺沙嶺村居民福利會

地址：　　電話：

註冊編號： CP/LIC/SO/19/20921

2025 年 01 月 18 日

敬啟者：

（有關規劃申請編號 A/NE-FTA/258）

（擬議臨時家禽冷藏庫及分銷中心＜為期 3 年＞及填土以作土地平整工程）

本會就有關上述申請，並廣泛諮詢村民，同時召開村民會議討論，會上全體村民一致堅決反對以上有關申請。理由如下：

1. 本會重新並嚴正聲明，申請地段範圍內之疏水河，屬官地更是本村數百戶村民近百年來共同使用，任何人無權佔用並進行發展，因此本會強烈反對把該疏水河批租給任何人士。

   如有關部門批給此申請，本會定必應村民要求展開激烈抗爭。

2. 同時，因應河道下游位置，較早時違例發展被非法傾倒泥頭，導致河道收窄及淤塞，引致上游打風落大雨經常水浸。所以本會認村民要求，將向相關政府部門申請修復整條疏水河。

3. 本村道路，並不宜經常有大型車輛進出，對村民構成安全隱患。

4. 上述申請之相關地段位於低窪，並不適宜進行填土工程。現在申請人還要求平整土地，把申請地段地面升高六尺多。此舉會導致附近數百戶村民即變成低窪地區，打風及雨季期間村民居所必定水浸，造成財產損失、出入不便，增加意外風險，屆時村民應找誰索償？找當局還是申請人？

5. 該申請有一所十幾萬平方呎，高 60 多尺相等於樓高六層的建築物，可謂龐然巨物，該建築物緊貼民居，相差不到數十尺，除影響視線景觀外，更對鄰近低窪居住村民造成空氣不流通，影響村民健康。

6. 該建築物是一所冷藏庫，而冷藏庫製冷系統是二十四小時運作，必定造成大量噪音，破壞附近空氣質素。

7. 家禽冷藏庫及分銷中心運作時間將近是二十四小時，特別是晚上及清晨時候，大型車輛不停運作，對本村村民造成極大滋擾，晚上如何入睡？

8. 打鼓嶺鄉主要是鄉郊環境，規劃項目已對周邊環境完全不協調，令鄉郊變成工業區，至今打鼓嶺鄉從未有如此龐然巨物，如先例一開，定必嚴重破壞鄉間環境。

本會認為就有關申請，無論在土地規劃上、車輛通道、空氣、噪音、排水及現場環境，都不應支持該申請。更重要是現在出現違法案件，警方仍在處理中，同時附近有大量村民居住，日後定必引起無數衝突。

故此，本會堅決反對有關申請，望有關部門小心處理。謝謝！

此致

正本呈送　城市規劃委員會

副本呈送　規劃處、北區民政事務處、渠務署

N.T. BOUNDARY CENTRAL DISTRICT
區中境邊界新
會利福民居村嶺沙
SHA LING VILLAGERS WELFARE ASS.

打鼓嶺沙嶺村居民福利會

主席李樹榮：_____ 謹啟

2025 年 01 月 18 日

以下反對村民簽村民簽署：　　2025 年 01 月 18 日

姓名	身份證首四位數字	姓名	身份證首四位數字
黃彥嘉		戴煒棻	
黃家豪		吳偉文	
陳緯文		趙金龍	
黃松泰		余豐生	
曾玉炳		黃素云	
黃俊哀		余淑君	
黃俊彥		李麗金	
黃慧婷		黃佩詩	
張細薇		黃偉傑	
戴志平		黃佩雯	
戴煒棻		呂米高	
戴慈婷		林作迪	
莫結花		劉月蕙光	
張建中		李財平	
戴志中		張春妃	
陳紫玲		莫楊見	
戴耀倫		李家衡	

以下反對村民簽村民簽署：　　2025 年 01 月 18 日

姓名	身份證首四位數字	姓名	身份證首四位數字
劉祖基		陳國偉	
劉卓謙		冼子劍	
劉頌雅		冼志康	
劉秉珍		劉展蘭	
陳威成		陳沛明	
鄭小宗		廖少芳	
鄭昌發		李秋業	
林曉僑			
薛灣健			
馮惠湘			
勞記海			
羅成定			
羅紹熙			
李丽蘭			
冼嘉儀			
董順業			
梁宗明			

合共 19

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/NE-FTA/258Received on 11/04/2025

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

「提意見人」姓名/名稱 Name of person/company making this comment 何志文先生

簽署 Signature _____ 日期 Date 2025.5.2

//

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250430-103201-31516
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	30/04/2025 10:32:01
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Miss Chan

意見詳情
Details of the Comment :

本人是申請土地（A/NE-FTA/258）附近居民，本人反對此規劃申請。

於貴 會未經批准申請前，已有人開始不斷開發，不單止行為非常擾民，而亦破壞原有生態環境。不斷填運入泥頭填高土地，現時一片黃泥。

羅湖道及文錦渡路附近一向都存在大雨時水浸問題，本來已經是低窪地帶，再遇到不斷加高的填土行為，只會令水浸問題更嚴重。

填土會導致大雨時渠道淤塞，因現時已發覺羅湖道旁的水渠存有大量泥沙，此水渠主要疏導山水，幾年前暴雨曾發生山體崩塌，如果此渠淤塞再遇大雨時，情況是可以非常嚴重，直接影響及威脅到附近居民的生命財產。

另外對於交通問題，羅湖道出入文錦道一向都存在交通問題，車輛出入時比較難，而申請人——香港冰鮮禽畜業商會是希望做物流貨運，即是將會有大量大型貨車出入，而文錦渡路仍然是一條繁忙的中港交通通道，而商會利用羅湖道做出入口，未來只會令文錦渡路交通濟塞及意外頻繁。

此商會數年前開始就不斷申請發展，貴 會亦曾批准，但商會填地後就不了了之，於批准發展的三年內亦沒有任何建設，可想而知建設臨時家禽冷藏庫及分銷中心並不是急切需求，就是霸佔空地及不斷堆填，幾年來這塊地更像非法倒泥區。

懇請城市規劃委員會審慎處理此商會的申請，我們居民亦非常反對此土地發展的申請。

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

tpbpd/PLAND

寄件者:
寄件日期: 2025年05月05日星期一 14:04
收件者: tpbpd/PLAND
副本:
主旨: 反對 項目 A/NE-FTA/258 申請 （2025年5月20日前回覆)
附件: Screenshot_20250505_133829_com_hihonor_photos_SlotAlbumActivity_edit_1607241076803810.jpg; Screenshot_20250505_133800_com_hihonor_photos_SlotAlbumActivity_edit_1607266791873800.jpg; Screenshot_20250505_133751_com_hihonor_photos_SlotAlbumActivity_edit_1607284549829575.jpg; Screenshot_20250505_133741_com_hihonor_photos_SlotAlbumActivity_edit_1607299127048007.jpg; Screenshot_20250505_133734_com_hihonor_photos_SlotAlbumActivity_edit_1607316960251021.jpg; Screenshot_20250505_133726_com_hihonor_photos_SlotAlbumActivity_edit_1607332313538098.jpg

類別: ctmcho, printed, csmng, Internet Email

執事先生

反對 A/NE-FTA /258 申請

您好，本人是從小在沙嶺村長大的村民，就申請土改項目一事，基於此工程會嚴重影響本村村民作息、生活質素及生態環境等等，本人堅決反對！！
另外本人就將貼通告一事，要提出投訴，在此次之前亦有投訴過，現在係越演越烈，本來通告張貼的意思就是要公平、公開與公正地能讓村民知悉有這土改計劃要作出申請，通知村民及取得他們意見意願，但是以我認知，是次通告應該是於上星二（4 月 29 日）下午貼出的，就隔了一个晚上，翌日（即 30 号）早上就什麼都沒有，全被撕走了，再不能看到，情何以堪，那大家還有知情權嗎!?張貼通告的意義何在!?村民大都是為搵 2 餐，外出工作，早出晚歸，尤其是現時大環境那麼差，大家還需更努力拼搏，這卑劣行為跟本就抹殺了村民的知情權啊！！不知不覺的就被懞了。想日後還有 N 次的申請，村民們都會作 N 次的反對的！但一旦遇上這種行為，村民們又可以怎樣做回應呢？？懇請理解我們的意願，並確請貴署能合理地讓所有村民有機會看到通告!
**見附圖，張貼通告時間及被撕走時間

祝愉快

沙嶺村村民上

--
发自我的网易邮箱手机智能版

13

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250507-114222-49879
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	07/05/2025 11:42:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss WONG CHING MAN

意見詳情
Details of the Comment :

此諮詢為申請人回應部門意見，並提交經修訂的樹木保育及園境計劃書，完全不明所以，因為上述地盤已經平整土地多時，眼見範圍內的樹及植披盡數已被摧毀，毫無環境保育的初心可看得出來，對此諮詢，感到荒謬。

而且平整土地時對附近環境造成空氣及塵埃污染及工地內的樹木及生態已造成無可挽回的程度，唯一出入的道路經大型泥頭車出入亦構成一定危險，當中的泥頭車駕駛速度相當急速。本人不建議繼續進行，而且糾纏得太久。

另一方面，申請人之前保證會持續保養改建的行人路，新的行人路對村民非常不便，但米已成炊無謂爭拗，一來所用的方塊物料非常不宜步行，可能為了疏水之用，但可惜之前大雨之外已證明沒有作用，而且為附近民居造成水浸的困擾，同時每隔一段時間大量雜草叢生，還有阻礙行人路段，可見申請人沒有主動實踐承諾打理行人路。

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential 14

From: [redacted]
Sent: 2025-05-09 星期五 10:34:12
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 表達對申請編號：A/NE-FTA/258 的強烈反對

尊敬的城市規劃委員會：

本人是沙嶺居民，規劃編號：A/NE-FTA/220 的嚴重受害居民。我們的生活已經受到嚴重影響。之前有 59 位居民反對該申請，但仍然成功通過，這讓我們感到非常失望。現特此表達對申請編號：A/NE-FTA/258 的強烈反對。

在貴會尚未批准該申請前，現場已有人開始進行開發填土工程，這行為不僅擾民，更已是非法行為，對當地生態環境造成了嚴重破壞。不斷填運入泥頭填高土地，現時一片黃泥。

羅湖道在大雨時經常水浸，而該區域本身就是低窪地帶。隨著填土行為的持續，水浸問題勢必會更加嚴重，並且會導致大雨時水渠淤塞。若批准規劃編號：A/NE-FTA/258 興建凍倉，填土工程會令泥土填高，渠道收窄，（受影響渠道編號：N1024），沙嶺已是一個水浸的黑點，批准後情況將更加嚴峻。早兩年的泥石流事件已造成嚴重影響，若水渠再次淤塞，將對我們沙嶺居民的生命財產構成極大威脅。

此外，交通問題也不容忽視。文錦渡及羅湖道都是交通黑點，羅湖道是我們沙嶺居民唯一通往上水的通道，並主要通往羅湖火車站。如果該申請獲批，萬一「羅湖火車站」出現大型事故或交通擠塞，唯一的通道若發生交通意外，後果不堪設想，救護車將無法前往火車站救人。

行人徑已經非常狹窄，村內老人較多，大量車輛出入會嚴重威脅老人家的安全，更可能造成嚴重的人命傷亡。該規劃申請對面有一個沙嶺遊樂場，許多老人家在那裡做運動，因此我們非常擔心交通意外的發生。

而因為本村有沙嶺墳場，葬有先人墓地；每逢清明節及重陽節，警方都會在這條路實行交通管制。若批准建設冷凍倉，道路將變得非常混亂，屆時將會有很多大型車輛、貨櫃車及重型車進出，嚴重影響居民的安危。

文錦渡目前已經連接了蓮塘口岸，出入的人流及巴士、小巴已經增多，因此需要妥善規劃，以免影響我們居民的生活。

該地數年前已多次申請發展，懷疑是否有心人想佔用空間，以便從政府獲得賠償，尤其是在「北部都會」發展的背景下。

懇請貴會審慎考慮此商會的申請，我們居民對於該土地發展的計劃持強烈反對意見。

謝謝您的關注。

此致
敬禮

居民 袁桂嬋
[redacted]
2025 年 5 月 9 日

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy 14 附加

From: [redacted]
Sent: 2025-05-14 星期三 09:46:41
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 表達對申請編號：A/NE-FTA/258 的強烈反對。

尊敬的城市規劃委員會：

本人是沙嶺居民，規劃編號：A/NE-FTA/220 的嚴重受害居民。我們的生活已經受到嚴重影響。之前有 59 位居民反對該申請，但仍然成功通過，這讓我們感到非常失望。現特此表達對申請編號：A/NE-FTA/258 的強烈反對。

在貴會尚未批准該申請前，現場已有人開始進行開發填土工程，這行為不僅擾民，更已是非法行為，對當地生態環境造成了嚴重破壞。不斷填運入泥頭填高土地，現時一片黃泥。

羅湖道在大雨時經常水浸，而該區域本身就是低窪地帶。隨著填土行為的持續，水浸問題勢必會更加嚴重，並且會導致大雨時水渠淤塞。若批准規劃編號：A/NE-FTA/258 興建凍倉，填土工程會令泥土填高，渠道收窄，（受影響渠道編號：N1024），沙嶺已是一個水浸的黑點，批准後情況將更加嚴峻。早兩年的泥石流事件已造成嚴重影響，若水渠再次淤塞，將對我們沙嶺居民的生命財產構成極大威脅。

此外，交通問題也不容忽視。文錦渡及羅湖道都是交通黑點，羅湖道是我們沙嶺居民唯一通往上水的通道，並主要通往羅湖火車站。如果該申請獲批，萬一「羅湖火車站」出現大型事故或交通擠塞，唯一的通道若發生交通意外，後果不堪設想，救護車將無法前往火車站救人。

行人徑已經非常狹窄，村內老人較多，大量車輛出入會嚴重威脅老人家的安全，更可能造成嚴重的人命傷亡。該規劃申請對面有一個沙嶺遊樂場，許多老人家在那裡做運動，因此我們非常擔心交通意外的發生。

而因為本村有沙嶺墳場，葬有先人墓地；每逢清明節及重陽節，警方都會在這條路實行交通管制。若批准建設冷凍倉，道路將變得非常混亂，屆時將會有很多大型車輛、貨櫃車及重型車進出，嚴重影響居民的安危。

文錦渡目前已經連接了蓮塘口岸，出入的人流及巴士、小巴已經增多，因此需要妥善規劃，以免影響我們居民的生活。

該地數年前已多次申請發展，懷疑是否有心人想佔用空間，以便從政府獲得賠償，尤其是在「北部都會」發展的背景下。

懇請貴會審慎考慮此商會的申請，我們居民對於該土地發展的計劃持強烈反對意見。

謝謝您的關注。

此致
敬禮

居民 袁桂嬋
[redacted]
2025 年 5 月 14 日

致：城市規劃委員會秘書處

地址：香港北角渣華道333號北角政府合署15樓

貴會檔案：A/NE-FTA/258

敬啟者：

反對 s.16 規劃申請 — A/NE-FTA/258

擬於沙嶺文錦渡路私人農地及毗連政府土地

建造臨時家禽冷藏庫及分銷中心及相關

的填土工程，新界北區沙嶺

事由現今有一間名為香港冰鮮禽畜業商會有限公司，於去年十二月二日向貴會提出標題申請，並將於6/6/2025審議申請。就此，本人提出嚴正反對，理由如下：—

(i) 申請地點坐落於Fu Tei Au & Sha Ling OZP S/NE-FTA/18被規劃為「農業」用地之內，有關申請用途不是第二欄 column II 用途，所以只是「臨時」性質三年。但是，有關申請若然獲批核，必然不是三年，可能最終是延續申請至極限的九年。主要原因，是該行業冷倉投資巨大，臨時性質必定是不能回本的，也有可能就此冷倉「落地生根」，申請 s.12A 改變規劃用途。那便是說，這件事情嚴重違反土地規劃原意 — 農業；

(ii) 若然規劃申請獲批，那便是開了一個缺口 (open the flood gates)，以後相同類似申請便有藉口增取獲貴會批核，最終使到規劃土地為農業用地名存實亡；

(iii) 文錦渡路現今交通已極繁忙飽和，每日重型大貨車/貨櫃車川流不息，申請將加重文錦渡路交通流量致不能負荷之境地；

（iv）申請對附近一帶寧靜的農業田園生活做成強烈衝擊，絕對不能接受；

（v）申請涉及大量填土工程，影響附近天然雨水排放，做成水浸現象；

（vi）申請至今未獲私人農地的所有業權人同意支持，申請公司是強搶他人私有土地財產，嚴重違反基本法，貴會須要肩負保障私有財產權益；

2. 敬希 貴會明鏡高懸，拒絕標題申請，則衷心銘感！

日期：2025 年 5 月 10 日

聯絡人：蘇俊軒

回郵地址 [redacted]

聯絡手機：[redacted]

RECEIVED
13 MAY 2025

16

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 Reference Number:	250512-063637-25705
提交限期 Deadline for submission:	20/05/2025
提交日期及時間 Date and time of submission:	12/05/2025 06:36:37
有關的規劃申請編號 The application no. to which the comment relates:	A/NE-FTA/258
「提意見人」姓名/名稱 Name of person making this comment:	女士 Ms. May Yuen

意見詳情
Details of the Comment :

尊敬的城市規劃委員會：

本人是沙嶺居民，我強烈反對申請編號A/NE-FTA/258。

- 羅湖道在雨季經常水浸，低窪地帶的填土行為將加劇此問題。若此申請獲批，將使沙嶺成為更嚴重的水災區，對我們居民的生命財產構成威脅。
- 此項工程，嚴重破壞生態環境。
- 交通問題也不容忽視，羅湖道是唯一通往上水的通道，若發生事故，救護車無法及時到達火車站，後果不堪設想。
- 行人道狹窄，村內有許多老人，若他們出入不便，將導致嚴重的安全隱患。
- 沙嶺墳場的存在使得清明和重陽期間交通管制更加混亂，若建設冷凍倉，將對居民安全造成重大威脅。

請貴會務必慎重考慮此申請，我們居民堅決反對這一土地發展計劃。

謝謝您的關注。

此致

17

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 Reference Number:	250510-221935-60990
提交限期 Deadline for submission:	20/05/2025
提交日期及時間 Date and time of submission:	10/05/2025 22:19:35
有關的規劃申請編號 The application no. to which the comment relates:	A/NE-FTA/258
「提意見人」姓名/名稱 Name of person making this comment:	小姐 Miss Yuen Kwai Mui

意見詳情 Details of the Comment :

Dear City Planning Committee,

I am a resident of Sha Ling, and I am writing to express my deep anger and disappointment rega rding the application numbered A/NE-FTA/220. Our lives have been severely impacted, and des pite 59 residents explicitly opposing this application, it was still approved, leaving us utterly dis heartened. Therefore, I am here to firmly voice my strong opposition to application A/NE-FT A/258.

Even before your committee has approved this application, development and filling activities ha ve already begun on site. This is not only a blatant provocation against us but also a clear illegal act that has caused immeasurable damage to the local ecological environment. The continuous d umping of soil has turned the area into a chaotic mess, severely disrupting our daily lives.

Lu Wo Road frequently experiences flooding during the rainy season, and this area is already a l ow-lying region. As the filling activities continue, the flooding issue will only worsen and may l ead to blocked drainage channels. If the plan for A/NE-FTA/258 is approved, the land will be fu rther raised, narrowing the channels (especially channel N1024), making Sha Ling a disaster zon e for flooding. Past landslide incidents have already had a significant impact, and if the drainage system becomes blocked again, it will pose an irreparable threat to the lives and properties of ou r residents.

Moreover, the traffic situation is extremely serious. Man Kam Road and Lo Wu Road have beco me notorious traffic hotspots, with Lo Wu Road being our only access route to Sheung Shui. If t his application is approved, any accidents could have catastrophic consequences, preventing am bulances from reaching the train station in time, jeopardizing countless lives.

The sidewalks are narrow, and our village has many elderly residents. If they have difficulty acc essing these areas, it could easily lead to fatal accidents. The Sha Ling playground is a common spot for many elderly residents to exercise, and we are deeply concerned about the potential for t raffic incidents.

Additionally, due to the presence of the Sha Ling Cemetery, the police enforce traffic control du

ring Ching Ming and Chung Yeung festivals. If the cold storage facility is approved, the roads w ill become chaotic, with large vehicles and heavy trucks entering and exiting, severely endangeri ng the safety of residents.

Man Kam Road has already connected to the Heung Yuen Wai Control Port, increasing the flow of people and vehicles. Proper planning is urgently needed to prevent further disruption to our li ves.

This area has applied for development multiple times over the years, raising suspicions that certa in individuals may be trying to exploit this space for government compensation, especially in the context of the "Northern Metropolis" development.

I urge your committee to conduct a thorough and comprehensive review of this application. We residents are firmly opposed to the proposed land development plans.

Thank you for your attention.

Sincerely,

Yuen Kwai Mui
Phone [redacted]

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250515-214411-89377
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	15/05/2025 21:44:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wongchunwing

意見詳情
Details of the Comment :

本人反對原因
沙嶺羅湖道是唯一通往羅湖火車站的通道，道路狹窄，冇可能讓貨櫃車行使，萬一有交通意外救援車無法駛往羅湖火車站。
另 外規劃嘅地方系水浸嘅黑點。
水浸，環境污染，污水排放，行人安全
全部都未能有一個完善嘅規劃。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250515-225036-99835
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	15/05/2025 22:50:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yuen man kit

意見詳情
Details of the Comment :

本人反對有關上述規劃申請，基於交通問題，民生影響，行人道路不安全，水浸黑點。
本人極強烈反對。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250515-230633-37113
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	15/05/2025 23:06:33
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yuen man ho

意見詳情
Details of the Comment :

如實施該工程，於雨季是會影響河道擠塞引發水浸。

另外，該申請中，有幾段居民生活重要交通樞紐，工程也會影響居民出入。

對此本人強烈反對申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250515-233644-35855
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	15/05/2025 23:36:44
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. CHEUNG WAI HIN

意見詳情
Details of the Comment :

城市規劃委員會:

本人反對有關上述規劃申請。基於選址工程期間會有大量重型車輛駛經此地方，會影響居民人身安全。本人居所亦在低窪地區，暴雨後經常有水浸情況。如工程完成後會令周邊低窪地區的房屋淤塞嘅情況增加，加劇水浸帶來的影響。 因此本人強烈反對，希望本處慎重考慮此計劃為居民帶來的影響。

沙嶺村民
CHEUNG WAI HIN

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250515-235722-59062
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	15/05/2025 23:57:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss CHU HIU LAAM

意見詳情
Details of the Comment :

城市規劃委員會：

本人反對有關上述規劃申請。基於選址工程期間會有大量重型車輛駛經此地方，會影響居民人身安全。該居所亦在低窪地區，暴雨後經常有水浸情況，如新興建凍倉，增加了填土工程，更容易有渠道淤塞。加上有大量泥頭車進出該地區，本生該地區道路狹窄，容易阻塞道路。因此本人強烈反對，希望本處慎重考慮此計劃為居民帶來的影響。

沙嶺村民
CHU HIU LAAM

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250516-000138-87263
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	16/05/2025 00:01:38
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Wan Ka Yan

意見詳情
Details of the Comment :

致城市規劃委員會：

本人對申請編號A/NE-FTA/258表示強烈反對。該申請將嚴重擾民，且現場已非法開展填土工程，對生態環境造成破壞。

羅湖道經常水浸，低窪地帶的填土行為將加劇水浸問題，並可能導致渠道淤塞，對居民生命財產構成威脅。交通問題亦不容忽視，若批准該申請，將使我們唯一的通道更加擁堵，增加事故風險，特別是老人出入不便，更會造成傷亡。

強烈反對該申請，懇請貴會審慎考慮我們的訴求。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250516-000608-29360
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	16/05/2025 00:06:08
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Yuen Kwai Yim

意見詳情
Details of the Comment :

Dear Urban Planning Committee,

I strongly oppose application A/NE-FTA/258. This proposal threatens our community with illeg al filling already harming the environment.

Lau Wo Road frequently floods, and approving this application will worsen the situation and ris k blocked drainage, endangering residents. Additionally, traffic congestion will increase, especia lly affecting our elderly residents.

Please reject this harmful application.

Sincerely,
[Your Name]
[Date]

Version 2:

Dear Urban Planning Committee,

I oppose application A/NE-FTA/258 as a Sha Ling resident. This plan will disrupt our communit y and has already led to illegal filling that damages our environment.

Lau Wo Road is prone to flooding, and further filling will exacerbate this issue, threatening safet y. Traffic will worsen, making it harder for the elderly to navigate.

I urge you to reject this application.

Thank you,
[Your Name]
[Date]

Version 3:

Dear Urban Planning Committee,

As a Sha Ling resident, I express my strong opposition to application A/NE-FTA/258. This prop osal will harm our community due to illegal filling activities.

Lau Wo Road already floods, and this plan will worsen the situation, risking safety. Increased tr affic will also create challenges for our elderly residents.

Please consider rejecting this application.

Best regards,
[Your Name]
[Date]

Version 4:

Dear Urban Planning Committee,

I am writing to oppose application A/NE-FTA/258 as a resident of Sha Ling. This plan poses ser ious risks to our community with ongoing illegal filling.

Lau Wo Road is frequently flooded, and approving this application will make matters worse, en dangering residents. Traffic congestion will also negatively impact our elderly.

I urge you to reject this application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250516-001057-39661
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	16/05/2025 00:10:57
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. CHEUNG KWOK WAH

意見詳情
Details of the Comment :

城市規劃委員會:

本人反對有關上述規劃申請。自蓮塘口岸開通之後，該區交通已經非常繁忙。如果工程批准後更多大型車輛會出入本村，令本村老人家及小朋友出入時，增加交通意外嘅風險。此外羅湖沙嶺村在暴雨時已經常發生水浸，如工程進行期間，會有大量工業廢料流入本村，令低窪地區房屋去水速度大大降低，甚至會引致淤塞情況。本人居所亦是水浸黑點，因此本人強烈反對此規劃。煩請本處慎重考慮居民的意見。

沙嶺村民
CHEUNG KWOK WAH

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250516-002117-53105
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	16/05/2025 00:21:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Yuen Kwai Ngor

意見詳情
Details of the Comment :

城市規劃委員會：
本人反對有關上述規劃申請。本生該地區行人徑都非常狹窄，老人家居多，工程進行中會有更多重型車輛，會容易發生交通意外。此外，工程進行中更會造成聲音滋擾及噪音，嚴重影響居民的生活素質。另外，該地區亦在低窪地區，本身都經常有水浸情況，工程進行中及完成後更令附近房屋造成淤塞情況，加劇環境及市民的滋擾。因此本人強烈反對，希望本處慎重考慮此計劃為居民帶來的問題及影響。

沙嶺村民
Yuen Kwai Ngor

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250516-002651-94407
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	16/05/2025 00:26:51
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. YUEN KWAI SIM

意見詳情
Details of the Comment :

尊敬的城市規劃委員會：

本人是沙嶺居民，規劃編號：A/NE-FTA/220的嚴重受害居民。我們的生活已經受到嚴重影響。之前有59位居民反對該申請，但仍然成功通過，這讓我們感到非常失望。現特此表達對申請編號：A/NE-FTA/258的強烈反對。

在貴會尚未批准該申請前，現場已有人開始進行開發填土工程，這行為不僅擾民，更已是非法行為，對當地生態環境造成了嚴重破壞。不斷填運入泥頭填高土地，現時一片黃泥。

羅湖道在大雨時經常水浸，而該區域本身就是低窪地帶。隨著填土行為的持續，水浸問題勢必會更加嚴重，並且會導致大雨時水渠淤塞。若批准規劃編號：A/NE-FTA/258 興建凍倉，填土工程會令泥土填高，渠道收窄，（受影響渠道編號：N1024)，沙嶺已是一個水浸的黑點，批准後情況將更加嚴峻。早兩年的泥石流事件已造成嚴重影響，若水渠再次淤塞，將對我們沙嶺居民的生命財產構成極大威脅。

此外，交通問題也不容忽視。文錦渡及羅湖道都是交通黑點，羅湖道是我們沙嶺居民唯一通往上水的通道，並主要通往羅湖火車站。如果該申請獲批，萬一「羅湖火車站」出現大型事故或交通擠塞，唯一的通道若發生交通意外，後果不堪設想，救護車將無法前往火車站救人。

行人徑已經非常狹窄，村內老人較多，大量車輛出入會嚴重威脅老人家的安全，更可能造成嚴重的人命傷亡。該規劃申請對面有一個沙嶺遊樂場，許多老人家在那裡做運動，因此我們非常擔心交通意外的發生。

而因為本村有沙嶺墳場，葬有先人墓地；每逢清明節及重陽節，警方都會在這條路實行交通管制。若批准建設冷凍倉，道路將變得非常混亂，屆時將會有很多大型車輛、貨櫃車及重型車進出，嚴重影響居民的安危。

文錦渡目前已經連接了蓮塘口岸，出入的人流及巴士、小巴已經增多，因此需要妥善規劃，以免影響我們居民的生活。

該地數年前已多次申請發展，懷疑是否有心人想佔用空間，以便從政府獲得賠償，尤其是在「北部都會」發展的背景下。

懇請貴會審慎考慮此商會的申請，我們居民對於該土地發展的計劃持強烈反對意見。

謝謝您的關注。

此致
敬禮

居民 袁桂嬋
電話：

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250516-003017-65120
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	16/05/2025 00:30:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss WONG SUET YING

意見詳情
Details of the Comment :

嚴重影響居民，圍村多老人家，多了大富型貨車出入影響安全。本身已經經常發生水浸，興建後會更加影響泥土，令居民居所受影響。嚴重懷疑有人想壩地，日後等到北部發展可以向政府索取賠償。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250516-003126-55232
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	16/05/2025 00:31:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Leo Poon

意見詳情
Details of the Comment :

To the Urban Planning Committee,

Regarding Planning Application No.: A/NE-FTA/220

I frequently visit Sha Ling Village, where my family also resides. The construction of the frozen meat warehouse under the above planning number has severely impacted the residents' lives. Previously, 59 residents opposed this application, yet it was still approved, which is surprising. I would like to express my strong opposition to Application No.: A/NE-FTA/258.

As I understand, any construction must be approved by the Urban Planning Committee before proceeding. However, this project began construction prior to approval. Is this legal?

Lo Wu Road often experiences flooding during heavy rain. On September 8, 2023, there was severe flooding due to a rainstorm, and this area is already a low-lying zone. As filling continues, the flooding issues will inevitably worsen and lead to clogged drainage during heavy rains. If Planning Application No.: A/NE-FTA/258 for the frozen warehouse is approved, the filling work will raise the ground level and narrow the channels (affected channel No.: N1024).

Sha Ling is already a flood-prone area, and the situation will become more severe if approved. The landslide incident from two years ago had serious repercussions, and if the drainage becomes clogged again, it will pose a significant threat to the lives and property of Sha Ling residents.

I strongly oppose this project, as it will severely affect the villagers and road users. If the construction of the frozen warehouse is approved, the roads will become extremely congested, with many large vehicles, container trucks, and heavy trucks entering and exiting, seriously jeopardizing the safety of residents.

Thank you for your attention.

Best regards,
Leo Poon
email:

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250516-003416-35397
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	16/05/2025 00:34:16
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. WONG CHUNG YAN

意見詳情
Details of the Comment :

強烈反對項目。
依個地區已經成日水浸，起碼渠道更加塞去唔到水，影響居民。
條路已經好窄，大型貨車出出入入，交通嚴重受影響，村民同埋大部份老人家都會好危險。

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	250516-101713-54872
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	16/05/2025 10:17:13
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wan Ka Shing

意見詳情
Details of the Comment :

這項目如批准將「嚴重擾民！嚴重影響交通！及加劇渠道淤塞導致水浸」。強烈反對這項目申請。

尊敬的香港政府：

本人袁澍求为罗湖沙篓　　居民，近日发现城市规划申請，申請编號为A/NE-FTA/258 内容为拟建議臨时家禽冷藏庫及分销中心(为期3年)及相関的填土工程。

本人反对此规划申請，理由如下：

1. 本人居住房屋为申請範围的鄰近地方，家禽冷藏庫及分销中心無論興建还是營運时所产生的噪音和異味以及營運时可能引起的交通堵塞问題都影响日常生活。
2. 本人及亡父多年耕種的农田被納入规划範围内。
3. 家禽冷藏庫及分销中心所产生的噪音和異味为环境帶来負面的影响。此外由設施的卫生和食品安全措施发生意外批漏或其它问題可能增加污染和疾病传播的風险，对我们的健康構成威脅。
4. 家禽冷藏庫会吸引一些小动物(如：老鼠、蟑螂、苍蠅等……)这些动物都是常見的帶菌源，如該动物走进民居可能增加更大疾病传播風险。

我希望政府能夠嚴肅对待我们的擔憂，並重新評估这項计划的可行性。請考慮我们的理由，並保護我们的环境健康和社區價值。謝謝您对我们的関注。

政府未批，他们已有填土行动，有部分去水渠阻塞。
望政府部们正視！！

电：

RECEIVED
15 MAY 2025
Town Planning Board

12-5-2025

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From:
Sent: 2025-05-16 星期五 02:26:33
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/NE-FTA/258 DD 89 Sha Ling Cold Storage

Dear TPB Members,

Retention of Trees
4.5 Since the report was conducted in October 2021, it cannot reflect the health condition of the trees. **Most of the trees on the site have dead and fail.** Therefore, the arborist suggested planting new trees to avoid public safety caused by tree collapse and cancel retention of trees.

Such an outrageous lie deserves a vulgar response. It is inconceivable that so many trees would be in poor condition.

So 180 trees to be chopped and replaced with palm trees – these are not trees but plants - and shrubs. So nothing like 1;1 compensation with regard to the generation of a replacement eco system.

Members should note also the discrepancies when the number of trees to be axed is mentioned. See Table. 7.0

And one has to question the sincerity of the statement "i*ncorporating intelligent logistics solutions and the Internet of Things in the current application. The current application is also aimed at overcoming challenges in the traditional food logistic industry with the use of technology to boost efficiency and ensure public hygiene as well as safeguarding food safety"*

Expectations would be that an experienced operator would have plans in place from Day 1 that not only ensure compliance with current regulations, but that exceed them in quality and set a good example to other operators.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Sunday, 26 January 2025 4:07 AM HKT
Subject: A/NE-FTA/283 DD 89 Sha Ling Cold Storage

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Sunday, 26 January 2025 4:07 AM HKT
Subject: Re: A/NE-FTA/220 DD 89 Sha Ling Cold Storage

A/NE-FTA/283 should read 258

Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling

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Site area : About 20,249sq.m Includes Government Land of about 1,882sq.m

Zoning : "Agriculture"

Applied use : Cold Storage for Poultry and Distribution Centre / **Land Filling for Site Formation Works /** 39 Vehicle Parking

Dear TPB Members,

220 approved 10 Nov 2023 but conditions STILL not fulfilled.

Solution – come back with a larger site.

The operation is close to a playground. No mention of the possible impact on this public facility re failure to comply with drainage and other conditions and the road safety issues re heavy traffic of large goods vehicles.

Members, questions please and remember that your prime duty is to secure the safety and security of the community not the interests of commercial operators.

Mary Mulvihill

From
To: tpbpd <tpbpd@pland.gov.hk>
Date: Thursday, 18 January 2024 10:49 PM HKT
Subject: Fwd: A/NE-FTA/220 DD 89 Sha Ling Cold Storage

Dear TPB Members,

Despite the history of this application, it was finally approved on 10 Nov 2023. But instead of being satisfied with the outcome, the applicant wants to have the drainage requirements cancelled. This at a facility that processes frozen meat.

As the operator has clearly every intention to ignore the some of the many conditions, members of the board should revolk the approval as the good health of the community is at stake.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Thursday, 24 August 2023 2:19 AM HKT
Subject: Re: A/NE-FTA/220 DD 89 Sha Ling Cold Storage

Dear TPB Members,

While the rights of the community to engage in the town planning process have been almost terminated under the excuse of 'saving time', applications like this are allowed to roll on for years.

This underlines the fact that the amendments to the process are all about excluding the public while developers, operators and government departments are allowed to procrastinate for long periods.

When applications have problems they should be terminated and resubmitted only when the issues are resolved.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Monday, 5 December 2022 2:48 AM CST
Subject: A/NE-FTA/220 DD 89 Sha Ling Cold Storage

A/NE-FTA/220

Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RPin D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling

Site area : About 16,060sq.m Includes Government Land of about 1,869sq.m

Zoning : "Agriculture"

Applied use : Cold Storage for Poultry and Distribution Centre / **Land Filling for Site Formation Works** / 39 Vehicle Parking

Dear TPB Members,

Application 201 approved 28 May 2021. Conditions not fulfilled so back with a smaller dimension and good to go for another 3 years, no indication as to which of the 24 conditions involved.

As this operation involves the distribution of meat products, members must question what the issues are as stringent hygiene is of utmost importance.

Also what progress, if any, has been made in finding a permanent location for this operation?

Mary Mulvihill

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From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Tuesday, 11 May 2021 2:55 AM CST
Subject: Re: A/NE-FTA/201 DD 89 Sha Ling Cold Storage

Dear TPB Members,

Reality check, who in their right mind would want to relax and sit around a poultry cold storage facility?

Mary Mulvihill

From:
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Sunday, January 17, 2021 4:17:29 AM
Subject: A/NE-FTA/201 DD 89 Sha Ling Cold Storage

A/NE-FTA/201
Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories
Site area : About 20,506sq.m Includes Government Land of about 1,903sq.m
Zoning : "Agriculture"
Applied use : Cold Storage for Poultry and Distribution Centre / **Land Filling for Site Formation Works /** 39 Vehicle Parking

Dear TPB Members,

There is no history of approval for brownfield use on these lots and according to Google Maps the lots are still covered in natural vegetation. PlanD can advise if there has been recent destruction of habitat.

There are hundreds of hectares of trashed land and brownfield in NT. There is no justification to allow and encourage further creation of brownfield. Close by there are a number of already paved over sites that could be used for this operation.

"The Not in My Back Yard (NIMBY) nature of the Proposed Use requires a remote location away from the urban areas" Nor does it justify the destruction of arable land, 20% of which is government land.

The current health crisis and disruption to cross border and international transport has demonstrated the need for Hong Kong to retain a certain level of local produce production. In addition President Xi has recently spoken out about the need to conserve good land and to increase self-sufficiency in the production of agriculture produce.

Clearly under the recent drastic changes to the supervision and management of Hong Kong, both the authorities and advisory boards have a duty to refer to policy initiatives when making decisions.

Agriculture land is intended for the production of crops not cold storage. It is time for the Hong Kong Chilled Meat & Poultry Association and other participants in this trade to unite and develop permanent state of the art facilities. The issue of storing vaccines is related and government departments should be involved in identifying a suitable location for a such enterprises.

Mary Mulvihill

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From:
Sent: 2025-05-16 星期五 19:17:09
To: spd@pland.gov.hk <spd@pland.gov.hk>; enquire1/PLAND <enquire@pland.gov.hk>; tpbpd/PLAND <tpbpd@pland.gov.hk>; Enquiry NDO/HAD <don@had.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; Enquiry/HQS/DSD <enquiry@dsd.gov.hk>
Subject: 反對有關規劃申請編號 A/NE-FTA-258 臨時家禽冷藏庫及分銷中心的有關信件
Attachment: 2025.05.16.pdf

敬啟者：

本人為打鼓嶺沙嶺村居民福利會代表，冼先生。
附件為反對臨時家禽冷藏庫及分銷中心的有關信件，請參閱，敬候回覆，謝謝。

冼先生
電話：

打鼓嶺沙嶺村居民福利會

地址：　　電話：

註冊編號：（

2025 年 05 月 13 日

敬啟者：

（有關規劃申請編號 A/NE-FTA/258）

（擬議臨時家禽冷藏庫及分銷中心＜為期 3 年＞及填土以作土地平整工程）

本會就有關上述申請，並廣泛諮詢村民，同時召開村民會議討論，會上全體村民一致堅決反對以上有關申請。理由如下：

1. 本會重新並嚴正聲明，申請地段範圍內之疏水河，屬官地更是本村數百戶村民近百年來共同使用，任何人無權佔用並進行發展，因此本會強烈反對把該疏水河批租給任何人士。

   如有關部門批給此申請，本會定必應村民要求展開激烈抗爭。

2. 同時，因應河道下游位置，較早時違例發展被非法傾倒泥頭，導致河道收窄及淤塞，引致上游打風落大雨經常水浸。所以本會認村民要求，將向相關政府部門申請修復整條疏水河。

3. 本村道路，並不宜經常有大型車輛進出，對村民構成安全隱患。

4. 上述申請之相關地段位於低窪，並不適宜進行填土工程。現在申請人還要求平整土地，把申請地段地面升高六尺多。此舉會導致附近數百戶村民即變成低窪地區，打風及雨季期間村民居所必定水浸，造成財產損失、出入不便，增加意外風險，屆時村民應找誰索償？找當局還是申請人？

5. 該中請有一所十幾萬平方呎，高 60 多尺相等於樓高六層的建築物，可謂龐然巨物，該建築物緊貼民居，相差不到數十尺，除影響視線景觀外，更對鄰近低窪居住村民造成空氣不流通，影響村民健康。

6. 該建築物是一所冷藏庫，而冷藏庫製冷系統是二十四小時運作，必定造成大量噪音，破壞附近空氣質素。

7. 家禽冷藏庫及分銷中心運作時間將近是二十四小時，特別是晚上及清晨時候，大型車輛不停運作，對本村村民造成極大滋擾，晚上如何入睡？

8. 打鼓嶺鄉主要是鄉郊環境，規劃項目已對周邊環境完全不協調，令鄉郊變成工業區，至今打鼓嶺鄉從未有如此龐然巨物，如先例一開，定必嚴重破壞鄉間環境。

本會認為就有關申請，無論在土地規劃上、車輛通道、空氣、噪音、排水及現場環境，都不應支持該申請。更重要是現在出現違法案件，警方仍在處理中，同時附近有大量村民居住，日後定必引起無數衝突。

故此，本會堅決反對有關申請，望有關部門小心處理。謝謝！

此致

正本呈送　城市規劃委員會

副本呈送　規劃處、北區民政事務處、渠務署

N.T. BOUNDARY CENTRAL DISTRICT 區中境邊界新 會利福民居村嶺沙 SHA LING VILLAGERS WELFARE ASS.

打鼓嶺沙嶺村居民福利會

主席李樹榮：李樹榮 謹啟

2025 年 05 月 13 日

以下反對村民簽村民簽署：　　2025 年 05 月 13 日

姓名	身份證首四位數字	姓名	身份證首四位數字
戴志平		李樹葉	
戴偉森		黃寶忠	
戴燕婷		陳綺文	
張細籤		黃家豪	
吳偉文		黃松泰	
吳金雄		黃俊嵐	
余貴生		黃俊彥	
黃春元		黃慧婷	
余淑君		曾玉嬌	
戴志中		張春虹	
陳笑玲		李財平	
戴耀倫		李泽鈞	
張健中		李麗鈺	
莫結成		董騰光	
戴偉東		董偉傑	
莫楊見		董佩雯	
李家傑		黃佩詩	

以下反對村民簽村民簽署：　　2025 年 05 月 13 日

姓名	身份證首四位數字	姓名	身份證首四位數字
吳宋尚		刘卓謙	
林作池		陳威成	
罗成定		郑小宝	
罗記海		劳鑾偉	
簡紹熙		陳月秋	
馮惠湘		賴月英	
薛現如		刘翘寿	
薛濬健		刘義玻	
薛濬洪		郑昌發	
劉展蘭		冼志鹿	
廖少芬		李麗蘭	
冼子釗		陳國偉	
冼嘉慧		林曉僑	
梁宗明		陳沛明	
冼嘉儀		李文俊	
Tung Shun Yip		曹楊	
刘爾雅		董潤玉其	

合共4頁

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From:
Sent: 2025-05-18 星期日 12:51:49
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 反對編號 A/AE-FTA/258 的申請
Attachment: 附件 1.pdf

從我的 iPhone 傳送

致:城市规划委员会

有关 A/AE 一 FTA/258 的申請，本人及众村民均强烈反对，理由如下:

1.本人是 471、502 号等地段管理人。申请人沒有得到本人或业主袁国仁同意，强行申请改变该土地用途是侵犯我们的合法权益。

2.上述申请地点是我们罗湖沙岭村的水浸黑点，近年因为有不法商人非法填土，已经常常水浸民居，假如再填土，定会影响民生。

3.上述申请出、入口通道为罗湖道。而罗湖道是罗湖火车站及罗湖一众村民的唯一道路，每逢罗湖火车站有突发事件，都是由罗湖道疏道关口人群。假如批给申请人发展，定会引发交通繁，遇到突发事阻礙救援，引至人命伤亡

程雪梅

电話號碼：

電郵地址：

35 附件 1

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2025-05-18 星期日 15:38:49
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 反對編號 A/NE-FTA/258

致:城市规划委员会

有关 A/NE 一 FTA/258 的申請，本人及众村民均强烈反对，理由如下:

1.本人是 471、502 号等地段管理人。申请人沒有得到本人或业主袁国仁同意，强行申请改变该土地用途是侵犯我们的合法权益。

2.上述申请地点是我们罗湖沙岭村的水浸黑点，近年因为有不法商人非法填土，已经常常水浸民居，假如再填土，定会影响民生。

3.上述申请出、入口通道为罗湖道。而罗湖道是罗湖火车站及罗湖一众村民的唯一道路，每逢罗湖火车站有突发事件，都是由罗湖道疏道关口人群。假如批给申请人发展，定会引发交通繁，遇到突发事阻礙救援，引至人命伤亡。

18/05/2025. 程雪梅

电話號碼：

電郵地址：

從我的 iPhone 傳送

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

35 附加2

From:
Sent: 2025-05-18 星期日 15:40:54
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 反對 A/NE-FTS 申請

致:城市规划委员会

有关 A/NE 一 FTA/258 的申請，本人及众村民均强烈反对，理由如下:

1.本人是 471、502 号等地段管理人。申请人沒有得到本人或业主袁国仁同意，强行申请改变该土地用途是侵犯我们的合法权益。

2.上述申请地点是我们罗湖沙岭村的水浸黑点，近年因为有不法商人非法填土，已经常常水浸民居，假如再填土，定会影响民生。

3.上述申请出、入口通道为罗湖道。而罗湖道是罗湖火车站及罗湖一众村民的唯一道路，每逢罗湖火车站有突发事件，都是由罗湖道疏道关口人群。假如批给申请人发展，定会引发交通繁，遇到突发事阻礙救援，引至人命伤亡。

18/05/2025. 程雪梅

电話號碼：

電郵地址：

從我的 iPhone 傳送

致城市規劃委員會

反對反對再反對 A/NE-FTA/258

申請，現在未批準已經在平整，已經

鋪路工程，有沒有官員實地視察環境

道路，如果批準的話問題多多

① 羅湖道不可以負荷這麼多車輛出入

② 不可以隨便在羅湖道自行開出入口

而且地下有村民食水管及電纜

③ 鄰近巴士站及遊樂場，車輛

出入令到村民及行人有危險風險

是不是要將羅湖道所有令到發展商做變更

④ 衛生問題冰鮮倉會帶來老鼠其他

昆蟲，

⑤ 於塞河道問題水浸，河道只

有一米寬何來會消化世紀大暴雨

呢

P.T.O

上述5大問題有那個
官員保証不會發生。羅湖道
燈柱GD0485對面正是工程
出入口，不可以給工程做出入口
為何要搞到林本村烏煙障氣呢
沙嶺羅湖道村民極力仅對
建做冰鮮倉。有沒有官員
可作担保不會發生 袁仏居民致敬
仅對仅對

16-5-2025

再仅對

袁先生

RECEIVED
17 MAY 2025
Town Planning Board

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250517-213219-08404
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	17/05/2025 21:32:19
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. H Hung

意見詳情
Details of the Comment :

Dear Members of the Town Planning Board,

Re: Strong Objection to Application No. A/NE-FTA/258 for Cold Storage on Agricultural Land in Sha Ling

I strongly oppose Application No. A/NE-FTA/258, which proposes a cold storage facility on agricultural land in Sha Ling. This development violates the approved Outline Zoning Plan (OZP) for Fu Tei Au and Sha Ling, undermines the Town Planning Board's (TPB) commitment to protect agricultural land, and threatens the livelihoods of farmers and residents. I urge the TPB to reject this application to uphold its planning obligations.

1. No Justification for Rezoning

The applicant provides no compelling reason to deviate from the "Agriculture" zoning. Cold storage facilities belong in industrial zones, not on farmland. Alternative sites, such as industrial estates, are available and better suited. Approving this application would encourage speculative land use changes, jeopardizing agricultural sustainability.

2. Threat to Agricultural and Community Interests

Sha Ling's agricultural land is vital for local farming, biodiversity, and the rural character of the area. A cold storage facility would disrupt farming operations, displace farmers, and introduce industrial impacts like heavy traffic and pollution, incompatible with nearby residential areas. Residents would face a degraded quality of life, while the loss of farmland would undermine Hong Kong's food security and sustainable development goals. The TPB must prioritize the long-term public interest over short-term commercial ventures.

3. Consistency with Prior TPB Decisions

The TPB's April 2023 decisions on the draft OZP (No. S/NE-FTA/17) provide a clear precedent. The TPB rejected representations opposing the rezoning of agricultural land in Wa Shan for public housing and community facilities, affirming the importance of preserving "Agriculture" zones for farming unless exceptional public interest justifies change. Unlike the 2023 amendments, which addressed housing needs, this cold storage proposal serves no public purpose. It prioritizes private interests over the TPB's mandate to safeguard agricultural land, as outlined in its guidelines to "retain and safeguard good quality agricultural land for agricultural purposes."

4. Violation of the Approved Outline Zoning Plan

In April 2024, the TPB finalized amendments to the Fu Tei Au and Sha Ling OZP (No. S/NE-FTA/17), published in the Gazette, designating the subject site as an "Agriculture" zone. This zoning mandates the preservation of land for agricultural use, critical for food security and sustainability. Approving a cold storage facility—an industrial use—contravenes the OZP and the TPB's duty to enforce its provisions. Such a decision would erode public trust in the planning process a

nd set a harmful precedent for rezoning agricultural land for private commercial gain.
Conclusion
I urge the TPB to reject Application No. A/NE-FTA/258. The proposed cold storage facility violates the OZP, contradicts prior TPB decisions, and threatens Sha Ling's agricultural and community interests. The TPB must uphold the "Agriculture" zoning, protect farmland, and prioritize sustainable land use. Approving this proposal would undermine these principles and public confidence in planning governance. Thank you for considering my objection, which I submit as a formal representation under the Town Planning Ordinance.

Yours sincerely,

H Hung

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250518-090853-86575
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	18/05/2025 09:08:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss LAN HUI YAN

意見詳情
Details of the Comment :

尊敬的城規會委員：
關於強烈反對個案編號 A/NE-FTA/258 在沙嶺農業土地興建凍倉
本人強烈反對申請編號 A/NE-FTA/258，該申請擬在沙嶺農業土地興建凍倉。此提案公然違反虎地坳及沙嶺分區計劃大綱核准圖（OZP）編號 S/NE-FTA/18，損害城市規劃委員會（城規會）的法定職責，並威脅沙嶺的農業及居民權益。城規會必須駁回此申請，維護法律與公眾信任。
2024年4月，行政長官會同行政會議根據《城市規劃條例》第9(1)(a)條核准OZP，將羅湖道以東、東北及南面的申請地段指定為「農業」地帶。該大綱圖於4月19日依第9(D)(2)條公開展示，明確規定地段用於農業，保護優質農地及具復耕潛力的休耕地。OZP用途表第一欄及第二欄均未允許倉庫、凍倉或批發行業用途，申請顯然違規。批准此申請將否定行政長官的核准，令OZP淪為空文。
城規會2023年4月審議草圖（S/NE-FTA/17）時，拒絕接納反對將農地改劃為住宅及社區用途的申述，確認「農業」地帶須優先保護，除非有重大公共利益。此凍倉項目僅為私人商業利益，無公共價值，違反城規會保護農地的規劃意向。
OZP更指出，文錦渡路一帶的露天儲物及工業用途與鄉郊環境不協調，造成環境及交通問題。批准凍倉將加劇亂象，城規會將成為破壞沙嶺環境的幫兇。若申請獲准，將開惡劣先例，允許新界農地隨意改作非農業用途，動搖規劃根基。
城規會有責保護沙嶺農業遺產。本人促請駁回申請編號 A/NE-FTA/258，捍衛OZP及公眾利益。此信為《城市規劃條例》下的正式申述。
此致
林曉欣

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250518-091005-01561
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	18/05/2025 09:10:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss 周燕明

意見詳情
Details of the Comment :

尊敬的城市规划委员会成员:

我谨以此信表达我对个案编号A/NE-FTA/258的强烈反对意见,该申请提议在沙岭的农业用地上建立一个临 时家禽冷藏库及分销中心。鉴于城市规划委员会已于2024年4月修订了《虎地坳及沙岭分区计划大纲核准 图》, 委员会有责任严格遵守宪报公布后的修订内容, 并明确保护申请地段作为农业用途。

根据《虎地坳及沙岭分区计划大纲核准图》(编号S/NE-FTA/18),沙岭地区的土地规划意图旨在保存和 保护良好的农地、农场及鱼塘,以便用于农业用途。具体而言, 规划目标还包括保存那些具有复耕和其他 农业用途潜力的休耕地。因此, 在罗湖道以东及其东北和南面区域的土地用途应严格按照这一规划意图执行。

进一步分析发现,《虎地坳及沙岭分区计划大纲核准图》中明确规定,农业用地的第一栏并未允许建设仓 库、冷藏库、货仓或批发行业等设施。即使是在第二栏中, 这些用途也未被提及或批准。这意味着, 在没有得到城市规划委员会特别许可的情况下, 任何将农业用地转变为上述用途的行为都是不符合规定的。

此外,回顾2023年4月城市规划委员会针对《虎地及沙岭分区计划草图编号S/NE-FTA/17》所做的两项 修定决定:一是将上水华山的一块用地从"农业"地带改为"住宅(甲类)"地带,用于公营房屋发展;二是将 一块位于公营房屋地盘西面的用地由"农业"地带改划为"政府、机构或社区"地带。在这两次修定过程中, 委员会均未接受相关申述, 表明其对农业用地的保护立场坚定。

基于以上理由,我认为此次申请与当前的分区规划意图相悖。农业用地不仅对于维持本地生态平衡至关重 要,也是保障食品安全和促进可持续农业发展的基础。因此, 我恳请委员会慎重考虑并拒绝个案编号A/NE- FTA/258的申请, 继续维护沙岭地区作为重要农业用地的功能和价值。

感谢您对此事的关注和支持。

此致
周燕明

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250518-094902-04374
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	18/05/2025 09:49:02
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Polly Poon

意見詳情
Details of the Comment :

尊敬的城市規劃委員會：

反對破壞農業環境及破壞規劃制度的申請

本人以沙嶺居民及關心鄉郊環境的市民身份，嚴正反對個案編號 A/NE-FTA/258，申請於沙嶺農業用地興建臨時凍倉及分銷中心。此申請不但違反《虎地坳及沙嶺分區計劃大綱核准圖》明確的農業用地規劃意向，更將破壞該區珍貴的農業環境及居民生活質素。
首先，根據2024年4月公布的分區計劃，沙嶺農業用地的規劃目標是保存及保護優良農地、農場及魚塘，促進復耕及農業用途。該地帶的土地用途明確禁止興建倉庫、凍倉及批發行業等非農業用途，且未列入可申請的附帶條件用途。申請人提出的凍倉設施明顯不符合分區計劃的土地用途要求。
其次，根據城規會過往對類似申請的審批經驗，農業用地的改變用途必須有強有力的規劃理據及配套措施。2023年城規會曾拒絕將農業用地改劃為住宅或政府、機構用地的申請，強調農地保育的重要性。此次申請未能提供足夠證明其必要性及對農業用途的影響評估，缺乏合理性。
再者，申請涉及填土工程，最高填土深度達1.5米。根據相關規定，填土工程須確保不損害農地質量及周邊環境。然而，申請文件未充分說明填土材料的來源及對農地復耕潛力的影響，存在破壞土壤結構及生態環境的風險。
此外，該區現有露天儲物及貨車停泊場已造成環境不協調及交通壓力。若批准本申請，將加重鄉郊地區的交通擠塞及環境污染，嚴重影響居民生活質素及生態環境。
最後，行政長官及行政會議於2024年4月19日根據《城市規劃條例》正式公布的分區計劃，已明確告知公眾該區域為農業用途。若此次申請獲批，將破壞法定分區計劃的權威，並為新界農業用地的非法用途開啟先例，損害整體規劃制度的公信力。
綜合以上理由，本人強烈敦促城市規劃委員會嚴格執行分區規劃，維護沙嶺農業用地的用途及環境，拒絕該凍倉申請，保障本地農業發展及居民利益。

此致

Polly Poon敬禮。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250518-112410-70459
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	18/05/2025 11:24:10
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lo Oi Ting

意見詳情
Details of the Comment :

Dear Members of the Town Planning Board,

Re: Strong Objection to Application No. A/NE-FTA/258 for Proposed Cold Storage Development on Agricultural Land in Sha Ling

I am writing to express my vehement opposition to the planning application No. A/NE-FTA/258, which proposes the development of a cold storage facility on agricultural land in Sha Ling. This proposal is fundamentally incompatible with the designated land use and the Town Planning Board's (TPB) obligations to uphold the zoning provisions outlined in the approved Outline Zoning Plan (OZP) for Fu Tei Au and Sha Ling. I urge the TPB to reject this application in its entirety to protect the agricultural integrity and the rights of residents in Sha Ling.

1. Adherence to the Approved Outline Zoning Plan

In April 2024, the TPB finalized amendments to the Fu Tei Au and Sha Ling OZP (No. S/NE-FTA/17), which were duly published in the Gazette. These amendments clearly designate the subject site as an "Agriculture" zone, underscoring its intended use for agricultural purposes. The TPB has a statutory duty to enforce the provisions of the approved OZP and ensure that land use aligns with the designated zoning. Approving a cold storage facility—a non-agricultural, industrial use—on this agricultural land would constitute a direct violation of the OZP and undermine the TPB's commitment to transparent and consistent land-use planning.

The OZP's designation of the site as "Agriculture" reflects a deliberate policy to preserve valuable farmland for agricultural production, which is critical for local food security, environmental sustainability, and the cultural heritage of Sha Ling. Permitting a cold storage facility would not only contravene the zoning but also set a dangerous precedent, eroding public trust in the TPB's ability to uphold its own planning framework.

2. Precedent from Previous TPB Decisions

The TPB's decisions in April 2023 regarding the draft Fu Tei Au and Sha Ling OZP (No. S/NE-FTA/17) provide a clear reference for rejecting this application. Under Section 5 of the Town Planning Ordinance, the TPB considered two proposed amendments: (1) rezoning a site in Wa Shan, Sheung Shui, from "Agriculture" and "Green Belt" to "Residential (Group A)" for public housing development, and (2) rezoning an adjacent site from "Agriculture" to "Government, Institut

ion or Community" to support the housing project. Representations opposing these amendments were not accepted, signaling the TPB's recognition of the importance of preserving agricultural l and unless exceptional public interest justifies rezoning.

The "Agriculture" zoning is explicitly intended to "retain and safeguard good quality agricultura l land/farms/fish ponds for agricultural purposes," as stated in the TPB's planning guidelines. U nlike the 2023 amendments, which served a compelling public need for housing, the current app lication for a cold storage facility offers no such justification. It prioritizes private commercial in terests over the public good, threatening the agricultural viability of Sha Ling. The TPB's prior r ejection of representations that sought to undermine agricultural zoning reinforces the need to de ny this application to maintain consistency in planning decisions.

3. Protection of Agricultural and Community Interests

Sha Ling's agricultural land is a finite and irreplaceable resource that supports local farming co mmunities, biodiversity, and sustainable land use. Converting this land into a cold storage facilit y would disrupt active farming operations, displace farmers, and degrade the rural character of t he area. Such a development would also introduce industrial activities, including heavy vehicle t raffic and potential environmental pollution, which are incompatible with the residential and agr icultural fabric of Sha Ling. Residents, who rely on the area's tranquility and ecological balance, would face adverse impacts on their quality of life.

Furthermore, the proposed development risks undermining the TPB's broader objectives of pro moting sustainable development and food security. Hong Kong's limited agricultural land is und er increasing pressure from urban expansion, making it imperative to protect areas like Sha Ling , which remain viable for farming. Approving this application would contradict the TPB's respo nsibility to balance development with environmental and social considerations.

4. Lack of Justification for Deviation

The applicant has not provided sufficient grounds to warrant a departure from the "Agriculture" zoning. Cold storage facilities, by their nature, belong in industrial or logistics zones, not on lan d reserved for agriculture. Alternative sites, such as designated industrial estates, are available a nd better suited for such developments. Approving this application would reward speculative lan d use changes at the expense of long-term agricultural sustainability, contradicting the TPB's ma ndate to prioritize the public interest.

Conclusion

In conclusion, I strongly urge the Town Planning Board to reject Application No. A/NE-FTA/25 8. The proposed cold storage facility violates the "Agriculture" zoning of the Fu Tei Au and Sha Ling OZP, disregards the TPB's prior decisions to protect agricultural land, and threatens the liv elihoods of farmers and the well-being of Sha Ling residents. The TPB has a clear obligation to uphold the approved OZP, safeguard agricultural resources, and prioritize sustainable land use. Approving this application would undermine these principles and erode public confidence in the planning process.

I trust that the TPB will act in accordance with its statutory duties and reject this ill-conceived pr oposal. Thank you for considering my objections, and I request that this submission be treated as a formal representation under the Town Planning Ordinance.

Yours sincerely,
Lo Oi Ting

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250518-121805-00765
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	18/05/2025 12:18:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ding Chan

意見詳情
Details of the Comment :

致城規會委員：

關於堅決反對個案編號 A/NE-FTA/258 —— 對沙嶺農業遺產的肆意侵犯

本人懷著滿腔憤慨，堅決反對申請編號 A/NE-FTA/258，該申請膽敢在沙嶺神聖的農業土地上興建凍倉。此提案是对虎地坳及沙嶺分區計劃大綱核准圖（OZP）編號 S/NE-FTA/18的公然挑釁，是對城市規劃委員會（城規會）保護農地職責的背叛，更是对沙嶺居民生計與文化根基的無情威脅。城規會必須以最大決心駁回此申請，捍衛香港農業的未來與規劃的尊嚴！

2024年4月，行政長官會同行政會議依《城市規劃條例》第9(1)(a)條核准OZP，明確將羅湖道以東、東北及南面的地段指定為「農業」地帶。此大綱圖於4月19日公開展示，鄭重承諾保護優質農地、魚塘及具復耕潛力的休耕地，確保農業用途。OZP用途表第一欄及第二欄均嚴禁倉庫、凍倉或批發行業，無論是否有城規會批准。批准此申請，等同推翻行政長官的決定，將OZP淪為笑柄，動搖公眾對法治的信心。

城規會的立場早已明確。2023年4月，審議草圖（S/NE-FTA/17）時，城規會拒絕接納反對將農地改劃為公營房屋及社區用途的申述，強調「農業」地帶的神聖使命：保護農地，除非有壓倒性公共利益。此凍倉項目毫無公共價值，僅為私人逐利，公然違背城規會保存沙嶺農業潛力的規劃意向，威脅農業與可持續發展。

更甚者，OZP明言文錦渡路一帶的露天儲物、貨車停車場及非正式工業用途與鄉郊環境格格不入，帶來環境惡化與交通堵塞。凍倉將引入重型車輛與污染，摧毀沙嶺的寧靜與生態。城規會若批准此申請，將成為破壞沙嶺鄉郊風貌的罪魁禍首，背棄居民對安寧生活的期望。

批准此申請的後果不堪設想。它將開啟惡劣先例，允許新界農地淪為非農業用途的犧牲品，OZP的權威將蕩然無存。沙嶺農民將失去賴以為生的土地，社區的文化與生態遺產岌岌可危。城規會豈能坐視此等災難？

本人懇請城規會以無比堅定的決心，駁回申請編號 A/NE-FTA/258，維護OZP的權威，保護沙嶺的農業命脈與居民權益。

此致
Ding Chan

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250518-122106-00965
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	18/05/2025 12:21:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 袁桂芬

意見詳情
Details of the Comment :

致城市規劃委員會

回覆：強烈反對申請編號 A/NE-FTA/258擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程

本人在此表達我對此規劃申請編號 A/NE-FTA/258 擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程的強烈反對。此申請嚴重影響居民的居住環境及農地的使用，將這片土地改建成家禽冷藏庫及分銷中心並連帶多種工業活動，包括重型車輛往來交通安全的問題和潛在的環境污染，這與沙嶺的住宅和農業結構非常不相容。嚴重影響該地區的寧靜和生態平衡，居民將面臨對生活環境不斷下降及交通安全問題的不利影響。

本人懇請城市規劃委員會駁回申請編號 A/NE-FTA/258 擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程，以保護沙嶺的農業命脈與居民的安全權益。

此致
袁桂芬

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250518-144751-45583
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	18/05/2025 14:47:51
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lo Chi Hang

意見詳情
Details of the Comment :

Dear Members of the Town Planning Board,

Subject: Vehement Objection to Application No. A/NE-FTA/258 for Cold Storage on Sha Ling Agricultural Land

I write to strongly oppose Application No. A/NE-FTA/258, which seeks to construct a cold storage facility on agricultural land in Sha Ling. This proposal blatantly violates the Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/18, undermines the Town Planning Board's (TPB) statutory duties, and threatens the agricultural and community interests of Sha Ling. The TPB must reject this application to uphold its legal and moral obligations.

In April 2024, the TPB, with the approval of the Chief Executive in Council under Section 9(1)(a) of the Town Planning Ordinance, finalized the OZP, designating the subject site as an "Agriculture" zone. This zoning, gazetted and displayed for public inspection on April 19, 2024, mandates the preservation of fertile farmland east, northeast, and south of Lo Wu Road for agricultural use. The OZP explicitly excludes warehouses, cold storage, or wholesale activities in both Column 1 and Column 2 uses, rendering the proposed development impermissible. Approving this application would defy the OZP and mock the Chief Executive's endorsement.

The TPB's 2023 decisions on the draft OZP (No. S/NE-FTA/17) reinforce this stance. The TPB rejected representations opposing the rezoning of agricultural land for public housing and community facilities, affirming that "Agriculture" zones must be protected unless exceptional public interest justifies deviation. Unlike public housing, this cold storage serves private commercial interests, offering no public benefit. The TPB's planning intention, as stated in the OZP, is to safeguard arable land and fallow fields with high rehabilitation potential, not to facilitate industrial encroachment.

Furthermore, the OZP notes that open storage, lorry parks, and informal industrial uses near Man Kam To Road are incompatible with Sha Ling's rural character, causing environmental and traffic issues. Approving this facility would exacerbate these problems, making the TPB complicit in degrading the area's environment. If this application succeeds, it will set a dangerous precedent, allowing any non-agricultural use on New Territories farmland, rendering the OZP a hollow document.

The TPB has a duty to protect Sha Ling's agricultural heritage and residents' rights. I urge the B

oard to reject Application No. A/NE-FTA/258 unequivocally, honoring the OZP and the public t rust. This submission is a formal representation under the Town Planning Ordinance.

Yours sincerely,
Lo Chi Hang

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250518-145304-66876
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	18/05/2025 14:53:04
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 樊艷紅

意見詳情
Details of the Comment :

尊敬的城規會委員：

關於反對個案編號 A/NE-FTA/258 在沙嶺農業土地興建凍倉的申請

本人強烈反對申請編號 A/NE-FTA/258，該申請擬在沙嶺農業土地上興建凍倉。此發展項目違反虎地坳及沙嶺分區計劃大綱核准圖（OZP）的規定，損害城市規劃委員會（城規會）保護農業土地的承諾，並威脅農民及居民的生計。本人促請城規會駁回此申請，以履行其規劃職責。

1. 違反分區計劃大綱核准圖2024年4月，城規會修訂了虎地坳及沙嶺分區計劃大綱圖（編號 S/NE-FTA/17），並於憲報公布，明確將申請地段指定為「農業」地帶。此地帶旨在保護土地用於農業用途，對糧食安全及可持續發展至關重要。批准興建凍倉——一種工業用途——違反大綱圖規定及城規會執行規劃的責任。此舉將削弱公眾對規劃程序的信任，並為將農業土地改作其他用途開設不良先例。

2. 與城規會先前決定一致城規會於2023年4月就虎地坳及沙嶺分區計劃大綱草圖（編號 S/NE-FTA/17）的決定提供了明確參考。根據《城市規劃條例》第5條，城規會審議兩項修訂建議：(1) 將上水華山一幅土地從「農業」及「綠化地帶」改劃為「住宅(甲類)」地帶，以發展公營房屋；(2) 將毗鄰地段從「農業」改劃為「政府、機構或社區」地帶。城規會拒絕接納反對修訂的申述，確認除非有重大公共利益，應保留「農業」地帶用於農業用途。與2023年的公營房屋項目不同，本凍倉申請無公共利益依據，僅為私人商業利益服務，違反城規會保護農業土地的指引。

3. 對農業及社區利益的威脅沙嶺的農業土地對本地農業、生物多樣性及鄉村特色至關重要。凍倉項目將擾亂農業運作，迫使農民遷移，並帶來重型車輛交通及污染等工業影響，與附近住宅區格格不入。居民的生活質素將受損，農地減少亦將損害香港的糧食安全及可持續發展目標。城規會必須優先考慮長遠公共利益，而非短期商業項目。

4. 缺乏改劃理據申請人未提供充分理由支持偏離「農業」地帶的規定。凍倉屬工業用途，應設於工業區，而非農地。香港有其他適合地點，如工業邨，可滿足此類發展需求。批准此申請將鼓勵投機性土地用途改變，危害農業可持續性。

最後本人促請城規會駁回申請編號 A/NE-FTA/258。擬建凍倉違反大綱圖規定，與城規會先前決定不符，並威脅沙嶺的農業及社區利益。城規會有責任維護「農業」地帶，保護農地及促進可持續土地使用。批准此申請將損害上述原則及公眾對規劃管治的信心。本

人感謝城規會考慮我的反對意見，並要求將此提交視為《城市規劃條例》下的正式申述。

此致
樊艷紅

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250519-210014-86766
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	19/05/2025 21:00:14
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr LAI

意見詳情
Details of the Comment :

香港冰鮮禽畜物流中心計劃可行性批判分析
根據你提供的資料和我們之前的對話，以下是對此計劃可行性的批判性分析，重點會放在計劃的潛在問題和不確定性上：
整體可行性挑戰：

- 臨時用地與長遠需求之間的矛盾： 雖然此計劃強調是一個為期三年的臨時方案 [1, 2]，但文件亦承認香港冰鮮禽畜業商會（HKCMA）尋找永久用地已超過十年 [3-5]。這反映政府在長遠規劃方面可能存在不足，未能及時提供合適的永久用地，而 這種臨時性的解決方案可能會導致資源浪費，並不能從根本上解決問題。
- 鄰避效應（NIMBY）與選址的爭議： 計劃選址在遠離市區的地方 [6-8]，雖然這可以減少對居民的直接影響，但也可能導致交通壓力增加 [9, 10]，並對偏遠地區的環境造成潛在的負面影響。此外，這種選址策略可能加劇地區發展的不平衡。
- 交通和環境影響的潛在問題： 儘管文件聲稱已進行相關評估並提出緩解措施 [11, 12]，但大量貨車進出仍然可能對周邊道路造成交通擠塞 [9, 10]，以及對當地居民造成噪音滋擾 [13, 14]。文件對潛在的生態影響，例如水質和生物多樣性，亦未有充分的探討 [15-18]。
- 對比舊申請，實際效益成疑：即使此申請聲稱與先前批准的申請相比，地盤面積有所增加 [19, 20]，綠化覆蓋率亦有所提升 [20-22]，但文件一 (ADCL/PLG-10225/R001) 的數據存在矛盾。文件二 (MDPC/PS/408/001) 亦未能清晰展示實際的綠化面積增長， 這些都令人質疑此計劃能否真正提升整體效益。
- 與現有規劃的衝突: 此計劃位於 "農業" (AGR) 用地 [23-25]。儘管文件辯稱此為臨時用途，但仍然與該區域的規劃意圖相違背 [7, 26]，並且需要申請城市規劃委員會 (城規會) 的許可 [23, 27]。這種做法可能會引起公眾對土地使用和規劃一致性的擔憂。

現代物流和技術的可行性：

- 現代物流的必要性： 文件二 (MDPC/PS/408/001) 強調採用現代物流技術以提高效率和解決勞動力短缺 [28-33]，並提到因此需要增加建築高度 [29, 34, 35]。然而，文件 未能充分論證傳統冷藏設施如何不能滿足需求，以及現代物流技術是否真的必須要這麼高的建築高度才能實現。
- 自動化系統的實施風險： 文件提及將採用 AI 建模技術和端到端機器人自動化 [29, 31, 36, 37]。這些新技術在實際應用中可能存在風險和挑戰，如系統故障、維護問題和適應性問

題等。文件 需要提供更詳細的技術可行性評估和風險管理計劃。

- 高樓層設計的必要性： 為了容納自動化系統，建築高度增加到 20.675 米 [2, 29, 35]。但文件未能清晰展示此高度的必要性，以及是否可以通過其他設計方案來達到同樣的效率提升，而減少建築高度。

具體文件差異帶來的挑戰：

- 水箱容量的矛盾： 文件一 (ADCL/PLG-10225/R001) 和文件二 (MDPC/PS/408/001) 在雨水儲水箱的容量和設計上存在差異 [38-40]。文件一聲稱容量為 2,190 立方米，而文件二聲稱總容量為 2,070 立方米，但又聲稱可提供 15% 的緩衝儲存量。這種矛盾的說法降低了計劃的透明度。
- 綠化空間的爭議： 兩份文件在綠化覆蓋率的數字上存在明顯差異，文件一聲稱32.51% [20]，文件二聲稱 25.6% 或 27.8% [20]。這種不一致可能反映計劃在實際執行過程中存在不確定性，並可能影響綠化空間的質量。
- 挖掘深度和範圍的不確定性： 文件一 (ADCL/PLG-10225/R001) 提出的挖掘深度為 4.8 米，但沒有明確的挖掘範圍 [38]，而文件二 (MDPC/PS/408/001) 則只提到在場地的東南部進行挖掘 [38, 41]。缺乏明確的挖掘範圍增加了潛在的環境風險。
- 地盤範圍變更的原因： 文件指出，地段範圍變更的原因是因為部分業主不希望其地段被納入開發範圍 [42-44]。這顯示出 申請方在前期協調方面可能存在不足，未能充分考慮所有業主的意見，並影響計劃的穩定性。

總結：

此計劃在多個方面存在可行性挑戰，包括其臨時性與長遠需求的矛盾、選址的爭議、潛在的環境影響，以及現代物流技術的可行性等。此外，兩份文件在關鍵數據上的不一致性，也降低了此計劃的透明度，並增加了潛在的執行風險。此計劃需要提供更詳細的數據和論證，才能確保其可行性和可持續性。

在評估此計劃時，應仔細考慮這些質疑點，並要求申請方提供更充分的解釋和證據，以確保項目符合公眾利益和環境保護的要求。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250519-225358-96194
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	19/05/2025 22:53:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. lee

意見詳情
Details of the Comment :

Title: Sandilands' "Temporary" Cold Storage Expansion Plan Kicks Up a Stink: Locals Proper Fuming, Impacts Dodgy

A planning application's been lobbed at the Town Planning Board (TPB) to develop a three-year temporary poultry cold storage and distribution centre on a chunk of land around Man Kam To Road in Sandilands (covering multiple lots in D.D. 89 and adjacent government land). The site's zoned as "Agricultural" on the approved Kwu Tung North and Ping Che Outline Zoning Plan. The applicant, Hong Kong Chilled Poultry Traders Ltd (HKCMA Ltd), and its mates reckon this plan's the bee's knees for boosting food safety, bringing in fancy logistics tech to tackle labour shortages, and meeting Hong Kong's demand for chilled poultry. They've got previous approvals (applications A/NE-FTA/201 and A/NE-FTA/220) to back them up, but the locals—especially nearby landowners—are absolutely spitting feathers over this revised scheme.
The opposition's kicking off big time, with punters worried sick about the real-world fallout and the sketchy bits in the planning docs.
What's Got Locals in a Right Tizzy:
Non-Stop Noise Nuisance: The proposed cold storage is set to run 24/7. The planning docs bang on about noise assessments and mitigation measures—like soundproof barriers and enclosing the loading bays—but the naysayers point out there's no hard data on how well these will work. With lorries tearing in and out and loading/unloading racket, especially at the southwest corner near residential plots, it's anyone's guess if these measures will stop the noise from doing people's heads in. The docs don't even specify the decibel reduction or barrier materials—proper vague.

Eye-Sore of a Building: The main building's slated to be a whopping 20.675 metres tall (that's about seven storeys, mate). This monster will stick out like a sore thumb in the rural landscape, giving nearby landowners to the southwest a serious case of the heebie-jeebies with its oppressive vibe. The docs claim they'll chuck in about 5,637 square metres of greenery (27.8% of the site) to blend it in, but there's no map or details on where this greenery's going or how dense it'll be. Locals reckon it's a load of tosh and won't do squat to hide the hulking structure, leaving them staring at a concrete eyesore instead of their usual scenic views.

Environmental and Hygiene Risks: Running a cold storage and handling tons of goods could churn out waste, and if it's not sorted properly, you're looking at rat infestations and bug problems. The docs bang on about managing wastewater (using septic tanks and soakaway systems) and rubbish, but the opposition's not having it—they say there's no detailed waste management plan.

They're also fretting about construction polluting nearby watercourses, even though the docs sw ear it won't. Technical assessments claim no "unacceptable impacts," but without specifics on e nforcement and monitoring, it's all a bit airy-fairy.

"Temporary" or a Sneaky Long-Term Stitch-Up? The application's banging on about being thre e years only, but HKCMA and its cronies admit they've been hunting for a permanent site for ov er a decade and still haven't cracked it. Locals are bricking it that this "temporary" gig could dra g on forever, turning into a proper nightmare. The docs even mention a previous three-year temp orary facility approved nearby, which fuels fears this could be another case of "temporary" turni ng permanent. No clear timeline for a permanent site? Sounds like a right dodgy deal.

Planning Docs Full of Holes: The opposition's proper narked about the lack of meaty details. No specifics on the sound barriers' effectiveness, no layout for the greenery, no nitty-gritty on waste or pollution prevention. This opacity's got landowners tearing their hair out, unable to suss out t he real impact or trust the proposed fixes. It's like being asked to sign a blank cheque.

Property Values and Quality of Life in the Gutter: Add up the noise, visual blight, traffic, and hy giene risks, and this project's likely to tank nearby property values. Worse, it'll properly wreck t he quality of life for residents, turning their peaceful patch into a noisy, ugly mess.

Construction Chaos: Even during the building phase, expect a right racket, clouds of dust, and vi brations shaking up the locals. The docs mention "control measures," but there's no clue how eff ective they'll be or how much they'll disrupt daily life. Another question mark.

Applicant's Tweaks and Contradictions:
Compared to the previously approved application (A/NE-FTA/220), the site area's ballooned by 21.6% (from roughly 20,250 sqm to 24,625 sqm, based on my calculations from the docs' hints) , and the fill material area's shot up (no exact figure in the docs, but the comparison table would show a big jump). The applicant claims this is to dodge implementation snags, provide enough fl oor space, and accommodate modern logistics systems needing a taller building (20.675m). But here's where it gets proper wonky: the same docs claim the site area's "significantly reduced by 21.6%" when discussing ecological impacts, which flat-out contradicts the expansion numbers e lsewhere. This cock-up throws the whole document's accuracy into question. The docs also boas t about boosting greenery by 485 sqm (total 5,637 sqm, up to 27.8% from 25.9%), but with the s ite growing, it's unclear if this is a real win or just smoke and mirrors. No maps or planting plan s make it hard to judge if the greenery will actually soften the blow.
Wrapping It Up:
The applicant's banging on about how this plan's vital for sorting out the chilled poultry supply chain, boosting efficiency, and ticking government boxes for logistics and tech innovation. But t he locals ain't buying it—they're proper gutted about the real-world grief this expansion could b ring. From round-the-clock noise and a visual monstrosity to hygiene risks and doubts about the "temporary" label, the opposition's got solid grounds for a strop. The planning docs' lack of clar ity and internal contradictions only make things worse, leaving punters feeling mugged off.
The TPB needs to give this application a proper grilling, taking the locals' legit concerns dead se riously. They should demand HKCMA cough up more detailed, convincing data—think noise b arrier specs, greenery layouts, and ironclad waste plans. Proper, enforceable mitigation measures are a must to balance the city's needs with the residents' right to a decent life. With no permane nt site in sight, the TPB's got to ensure this "temporary" job doesn't turn into a permanent kick i n the teeth for the community. Don't just swallow the applicant's tech reports hook, line, and sin ker—sort it out properly.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250520-011456-36882
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	20/05/2025 01:14:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lai

意見詳情
Details of the Comment :

本人是村民（即lot 500B地段上），對申請書A/NE-FTA/258有以下意見：
1. 這冷藏庫和分銷中心選址在鄉村，破壞這地區環境和鄰近地方風貌，這私人企業沒有規劃發展，為何申請人申請同一業務，不斷更改廠房大小面積及不同設備，地段大致相同，城規會已通過2個申請（FTA/201、FTA/220)，他們沒有徹底執行申請批准時有條件規條下批准作業及建設，更加沒有進一步實行，2021年首份申請至現在2025年第3份申請，只有填土，一段行人路，渠道都沒有鋪設，現在整個建築地盤已經填滿泥土，但所有渠務都沒有建造，這樣使居民無法接受及擔心造成水浸。

2. 那冷藏庫廠房運作是不分日夜的運作，其做成的噪音滋擾對居民是日夜擔心的問題，同時本人的房屋就在這巨大廠房(B)冷凍廠構築物（高20.675米，面積約2023 平方米）的幾米地方可以想像對本人家庭的滋擾何等嚴重。

3. 這私人企業沒有任何規劃發展，只是臨時作業，不會有未來發展，不應該在沙嶺這郊區農村的地方選址，應該返回工業區運作。

4. 冷藏庫廠房的污水渠及雨水渠沒有在申請書內清楚指明位置及有關資料怎樣連接雨水和居民居所排放污水（我們的鄉村不在政府規劃內，沒有污水渠設施），只可排到大明渠(existing water course)，大明渠被凍倉設備完全覆蓋，水流怎樣流向，大眾都是用同一大明渠，它是我們生活的一部份。
5. 這份新申請書內有三座冷藏倉廠房總面積不斷擴大及沒有限制的擴展，實在使村民擔心及反對。

6. 由於居住於　　車路出口接羅湖道，路面傾斜，出入路口必須停車，如果那幢(B)cold store冷凍廠房倉興建在車路出口附近會影響駕駛者出路時的安全及造成極大危機，但是有關部門及城規會卻忽略其危險性。

7. 沙嶺村本來是一個盆地的地形，只有一條大水渠。在夏天時經常會水浸，農田本來是做一個儲水池作用將雨水慢慢地排出下游地方不至水浸其他地方。試想當這盆地的農田被填土，之後興建冷凍倉，水浸情況會何等嚴重。但是申請人只是議擬會興建一個只有約2070立方米的地下水缸來疏導雨水，實在太輕視夏天水浸的嚴重性及對居民造成極大危機。

8. 大水渠(existing water course)是在構築物和車道的地下面，有任何阻礙物在渠內都很難察覺，有定時的檢查和清理是非常重要，當大雨季節造成整個地區水浸，就會影響本村村民的生命及財產，渠務署制定守則非常重要。

總括地本人反對申請書A/NE- FTA/258有關的興建計劃內容，希望城規會為居民把關，限制無謂的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250520-174147-47259
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	20/05/2025 17:41:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. LEE

意見詳情
Details of the Comment :

本人居於_____，反對擬議FTA/258申請，事實上核心資料大部份來自以前A/NE-FTA/201(2021年5月批准)，FTA/220(2023年11月批准），他們未有履行城規會通過有條件的事項，3年臨時期未完又申請新擬議，4年多已有2次申請通過，今次是第3次？同一地段疑似永續，但是臨時性質的擬議，這個規劃發展規模就要標準化，制定期限與評估，授約束、監督，不要拖延，他們提供的資料、報章，有些都差不多有10年時間了，何時才完成3年臨時性？

通過2份擬議都是相同業務、核心地段相約，到這刻眼見這片農地只有填土和一段行人路，沒有雨水渠和污水渠（我們這鄉村，政府沒有規劃的污水渠和雨水設施），只有大明渠（existing water course)排水，原本農地成為疏水作用，土地用途改變了，到現在沒有一條有標準規模水渠。每個雨季我們都提防水浸，水道沒有了，農田也沒有了，泥土填滿了農地，每次大雨我們都會提心吊膽。

家居洗滌、洗衣用水後，原本農地有水道疏水，但現在怎樣排放到大明渠（existing water course)，沒有明確提示和溝通，農地所有水道被填滿泥土，現在都不見了水道，完全無法掌握、知道近況，要求早日有水渠可用。

擬議有述大明渠（existing water course)面層會被覆蓋成為他們的作業區域，他們的清洗和潔淨地方和盛器，同樣流入渠內，有關部門或冷藏倉庫人士應定期監察和疏導，我們十分重視，大眾同用這渠，它是我們生活的部份，也是他們作業部份。不會用到這渠想法，不切實際，它太重要了。

冷凍倉庫構築物就由兩座（FTA /201）改做一座大型的（FTA /220），現在又改為三座更大型的（FTA /258）規模，每次申請都修改結構規模，最後的目的是想建設甚麼呢？今次圖則當中購築物更加接近我們的居所，觸手可及，(B)cold store高20.675米，約2 000平方米巨大構築物就在眼前，不但遮擋視線、風向，而且逼迫我們的存在，夾在一個小空間，根據圖表只有一條雨水渠相隔，他們太近民居了。

這裏是鄉村，沒有雨水渠、污水渠之分只有水道排水和疏導，但雨水渠管理和維護被這份擬議規劃在私人土地（冷凍倉）上，這和我們生活是有聯繫（雨季大雨水浸），定期疏導渠道，有關部門監督和處理是十分重要的。

新的設施都跟據現有條例，這擬議沒有污水渠安排舖切和管理，請有關部門關注這份擬議的處理和安排。

樹木綠化對環境十分重要。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250520-174832-10110
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	20/05/2025 17:48:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Yuen M

意見詳情
Details of the Comment :

本人謹就「新界沙嶺臨時家禽冷庫及配送中心規劃申請」之生態影響評估報告（編號A/NE-FTA/258）提出以下質疑，懇請委員拒絕該申請項目：

1. 物種調查時效不足：報告稱2023年3月至5月進行三次淡水生態調查，然Somamitathelphusa zanklon屬季節性活動物種，短期調查能否全面反映其棲息狀況？是否忽略繁殖期或氣候變動之影響？

2. 飛行路徑調查時段狹隘：鳥類飛行觀測僅於清晨6:45至8:45進行，且未涵蓋黃昏或夜行性物種（如部分鷺鳥），數據代表性存疑。

3. 瀕危物種遷移計畫欠具體：報告建議「捕捉遷移」Somamitathelphusa zanklon，然未提執行時程、遷移地點適切性及後續監測機制，如何確保物種存活率？

4. 建築高度影響低估：雖指新建築高度（20.675米）不阻礙鳥類，然表中「蛇雕」於40米以上飛行僅記錄一次，是否忽略大型猛禽長期棲息需求？

5. 水溝保留設計存疑：報告稱施工期間保留水溝，然未說明具體保護措施（如緩衝區範圍、水質管控），如何避免間接擾動瀕危蟹類棲地？

6. 文獻引用陳舊：參考文獻多為2003年前研究，未納入近五年香港生物多樣性報告（如AFCD 2023年資料），能否反映當前生態基準？

7. 物種記錄完整性：調查僅錄得11種鳥類，然周邊農地及濕地生態豐富，是否低估遷徙季或稀有物種（如黑臉琵鷺）潛在出現可能性？

8. 數據分析偏頗：表3.1顯示77%鳥類於0-10米飛行，然此高度恰為建築影響範圍，報告卻稱「影響輕微」，邏輯矛盾。

9. 替代棲地評估缺失：針對Somamitathelphusa zanklon之遷移，未評估目標地點生態承載力，恐釀二次滅絕風險。

10. 公眾參與不足：報告未提及在地居民或環保團體諮詢過程，決策透明度存疑。

綜上所述，本申請案之生態調查方法粗糙、數據推論草率，建請委員會拒絕該申請項目。

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250520-175207-53444
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	20/05/2025 17:52:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Fong Yuen

意見詳情
Details of the Comment :

本人就冷凍倉庫申請案（編號A/NE-FTA/258）的評估報告提出強烈反對，並敦促委員會否決此項申請，以維護城市公平發展與長期利益。首先，報告對凍倉經濟效益的描述明顯誇大其詞。雖宣稱能創造就業機會，卻刻意忽略其對本地小型企業的競爭壓力。大型凍倉可能吸引外來資本，卻讓本地商家難以生存，這種短期利益換長期損失的做法，與本市支持中小企業的承諾相悖。更令人不滿的是，報告對凍倉長期運營成本隻字不提，高耗能的設施恐成為城市財政的沉重包袱。此外，報告在土地使用上的論述極不充分。凍倉選址可能侵占原本規劃為綠地的珍貴空間，違背城市可持續發展的原則。報告未比較其他更具環境友好的倉儲方案，顯然缺乏全面考量。同時，凍倉建設與運營將帶來交通擁堵與生態破壞，報告卻輕描淡寫，未能提出可信的解決之道。更令人失望的是，報告的公眾參與過程形同虛設，居民意見未被認真採納，顯示出對社區權益的漠視。凍倉的安全風險，如冷媒洩漏，亦未在報告中得到充分說明，這種草率態度令人質疑申請方的誠意與能力。本人強烈要求委員會駁回此申請，重新檢視報告的缺失，並公開透明地與居民討論替代方案。本市應優先保障公平經濟與環境正義，而非為少數利益犧牲多數福祉。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250520-175806-16305
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	20/05/2025 17:58:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Hong Wong

意見詳情
Details of the Comment :

本人謹此就申請者（編號A/NE-FTA/258）提交的污水及排水報告，表達強烈反對意見。經審閱相關資料，發現該報告在環境保護及生態影響評估方面存在嚴重不足，未能充分反映申請項目對周邊自然環境及生態系統的潛在威脅。

首先，污水處理部分的設計缺乏對污染物排放標準的嚴格控制。報告中未能明確列出污水中有害物質的種類及濃度，亦未提供有效的處理技術細節，導致無法評估其是否符合現行環保法規要求。若污水處理不當，將直接導致周邊水體受污染，破壞水生生態系統，對居民健康造成長遠風險。

其次，排水系統設計忽略了極端氣候條件下的排水能力。隨著氣候變化帶來的暴雨頻率增加，排水系統若不能有效應對大雨量，將引發嚴重的城市內澇問題，進一步加劇土壤侵蝕和水體富營養化，對生態環境造成不可逆轉的損害。

此外，報告未充分考慮該項目對當地自然水文循環的影響。大量硬化地面和排水設施將改變雨水滲透及地表徑流模式，可能導致地下水位下降及濕地乾涸，破壞珍貴的生態棲息地。這些問題在報告中缺乏科學數據支持及長期監測計劃，顯示申請者對環境保護的重視不足。

綜上所述，該污水及排水報告未能全面評估申請項目對環境的負面影響，缺乏嚴謹的技術分析與環境保護措施。本人強烈建議城市規劃委員會拒絕該申請，以免造成不可挽回的生態破壞及居民生活質素下降。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250520-180112-44965
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	20/05/2025 18:01:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Hung

意見詳情
Details of the Comment :

本人就香港冰鮮禽畜業商會提交的《擬議臨時家禽冷藏庫及分銷中心》的規劃申請（編號：A/NE-FTA/258）提出強烈反對。該設施擬於新界沙嶺文錦渡路一帶建設，然而此項目將對周邊環境、社區安全、交通負擔及土地用途造成諸多負面影響，故此不應獲批。

一、環境及污染問題
擬議冷藏庫涉及大量冷卻設備，或將使用氟利昂或其他冷媒，這可能對周邊環境造成長期污染。同時，冷藏庫運作需耗用大量能源，增加碳排放，與政府推動的環保政策背道而馳。此外，冷卻系統與貨車運輸所產生的噪音污染將嚴重影響居民生活質素。

二、社區衛生與食品安全隱患
冷藏庫主要存放家禽食品，如管理不善，可能導致食品安全問題，甚至影響公共健康。特別是冷凍設備若發生故障，可能導致食品變質，影響供應鏈安全。此外，冷藏庫周圍害蟲、鼠類滋生的風險亦不可忽視，影響居民生活環境。

三、交通負擔及道路安全問題
該設施每日運作時間從早上9點至深夜3點，將導致大量貨車頻繁進出，不僅會加劇當地交通擁堵，也可能增加道路安全風險。此外，貨車廢氣排放將影響周邊空氣質素，對居民健康造成長遠影響。

四、土地用途與規劃不匹配
申請地點現時被劃為「農業」用途，冷藏庫的設立與該區域的原規劃不符。長遠而言，此類設施可能會降低周邊房地產價值，影響居民財產利益。此外，該區原規劃方向更適合住宅及公共空間，而非大型工業設施。

五、居民的反對意見
許多社區居民已表達對該項目的擔憂與不滿。因此，我們懇請城市規劃委員會正視民意，並以社區福祉為重，拒絕該申請。此外，請考慮其他替代方案，如將設施設於工業區或物流園區，以減少對住宅區的影響。

結論
鑑於上述多項不利因素，本人/本組織懇請城市規劃委員會拒絕該規劃申請，以維護本地居民的生活環境、安全及整體城市規劃的合理性。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250520-180342-49669
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	20/05/2025 18:03:42
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Patrick

意見詳情
Details of the Comment :

Dear Sir/Madam,
Re: Objection to Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre (Application No. A/NE-FTA/258)

I am writing to strongly oppose the Section 16 Planning Application for the proposed temporary cold storage and distribution centre in Sha Ling, New Territories. As a stakeholder concerned with the region's infrastructure and traffic management, I find the Traffic Impact Assessment (TIA) submitted by the applicant to be deficient in several critical areas, including its underestimation of traffic impacts, inadequate public transport assessment, and lack of robust mitigation measures. These shortcomings suggest that the development will exacerbate existing traffic constraints and strain local infrastructure, to the detriment of the broader community.

The TIA's traffic forecasts for the design year 2027 (Page 8) are based on historical data and assumptions that may not account for future regional developments, particularly the increasing cross-border traffic at the nearby Man Kam To Control Point (Page 16). The report estimates 75 daily truck trips (Page 13) but does not consider potential surges in demand or operational inefficiencies, such as delays in loading/unloading, that could significantly increase vehicle movements. This is particularly concerning for Junction C (Lo Wu Station Road/Man Kam To Road), a priority junction identified as critical (Page 16). The TIA's analysis of this junction (Pages 155–165) shows acceptable performance under current conditions, but the addition of heavy vehicle traffic from the development could push it beyond capacity, especially during peak hours. The report's failure to model worst-case scenarios or propose junction improvements undermines its credibility and raises doubts about the development's compatibility with the existing road network.
Furthermore, the TIA's assessment of public transport demand is woefully inadequate. Sha Ling is a rural area with limited public transport services (Page 16), yet the report does not evaluate the impact of the development's workforce on these services (Pages 4–5). The 24/7 operation, with major activities during off-peak hours (Page 11), will likely generate staff commuting patterns that do not align with existing bus or minibus schedules. The absence of proposed mitigation measures, such as employer-provided shuttle services or coordination with transport operators, suggests that the development will overburden the already strained public transport system. This could lead to increased private vehicle use, further congesting local roads like Lo Wu Station Road and Man Kam To Road.
The TIA also lacks a comprehensive plan to address the cumulative traffic impacts of the development in the context of Sha Ling's rural infrastructure. The proposed access at Lo Wu Station Road (Page 14) is constrained by a box culvert and junction proximity, yet the report does not exp

lore alternative access points or assess their feasibility. This omission is critical, as the chosen ac cess point may exacerbate congestion at the Lo Wu Station Road/Man Kam To Road junction, p articularly given the swept path analysis indicating the need for wide access lanes (Page 14). Th e proposed modification of street furniture (Page 15) further highlights the site's infrastructural l imitations, as it suggests that the existing road layout is not designed to accommodate heavy veh icle traffic. A more thorough alternatives analysis could have identified a less disruptive access s olution, but the TIA's cursory justification fails to inspire confidence.

Moreover, the TIA's focus on a temporary 3-year operation (Page 7) overlooks the potential for long-term infrastructural impacts. The land filling and site formation works could alter the site's drainage and road connectivity, complicating future infrastructure planning. The report does not discuss the reversibility of these works or their implications for the surrounding road network if the temporary use is extended or repurposed. This lack of forward-thinking is inconsistent with t he Town Planning Board's mandate to ensure sustainable development that aligns with long-ter m regional goals.

As a result, the proposed development poses significant risks to Sha Ling's traffic and infrastruc ture systems, and the TIA fails to provide a robust assessment or mitigation strategy. The undere stimation of traffic impacts, inadequate public transport analysis, and lack of alternative access c onsiderations demonstrate that the applicant has not adequately addressed the development's pot ential to disrupt the local road network. I respectfully urge the Town Planning Board to reject thi s application to safeguard the region's infrastructure and ensure that future developments are sup ported by thorough and reliable traffic assessments.

Appreciated.

Yours sincerely,
Patrick

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250520-180555-16804
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	20/05/2025 18:05:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Wong

意見詳情
Details of the Comment :

Dear Sir/Madam,

Re: Objection to Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre (Application No. A/NE-FTA/258)

I am writing to formally object to the above-referenced Section 16 Planning Application for a proposed temporary cold storage and distribution centre in Sha Ling, New Territories. As a concerned resident of the area, I believe this development poses significant risks to the community's quality of life and the local environment, and the Traffic Impact Assessment (TIA) submitted by the applicant fails to adequately address these concerns. My objection is rooted in the potential disruption to the tranquil rural character of Sha Ling, the inadequate pedestrian safety measures, and the lack of environmental considerations in the proposal.

Sha Ling is a peaceful rural community with a significant population of elderly residents and children, who rely on safe and accessible pedestrian pathways. The TIA acknowledges the presence of these vulnerable groups (Page 14) but proposes only superficial safety measures, such as revolving lanterns and traffic wardens during unspecified "peak hours." The development's 24/7 operation, with major activities between 9 am–8 pm and 11 pm–3 am (Page 11), will introduce heavy vehicle traffic, including container trucks and HGVs, at all hours. The report's reliance on temporary measures like traffic wardens lacks detail on their deployment, training, or effectiveness, particularly during late-night hours when visibility is low. This raises serious concerns about pedestrian safety, as the proposed access point at Lo Wu Station Road is near residential areas and existing footpaths (Page 14). The closure of an existing footpath (Page 6, Figure 5.1) and its replacement with an internal access road open to the public (Figure 5.2) may further confuse and endanger pedestrians unfamiliar with the new routing.

Moreover, the TIA glaringly omits any assessment of environmental impacts, such as noise and air pollution from the estimated 75 daily truck trips (Page 13). Sha Ling's rural setting is characterized by its quiet ambiance and clean air, qualities that are integral to residents' well-being. The round-the-clock operation of heavy vehicles will generate significant noise, particularly during the sensitive nighttime hours, disrupting sleep and daily life. Air emissions from diesel-powered trucks could also degrade air quality, posing health risks to nearby residents. The Hong Kong Planning Standards and Guidelines (HKPSG) emphasize minimizing environmental disruption in rural areas, yet the TIA fails to propose any mitigation measures, such as noise barriers or low-emission vehicle requirements, to address these impacts. This oversight undermines the applicant's claim that the development aligns with planning objectives.

The TIA also fails to justify the choice of the proposed vehicular access point at Lo Wu Station

Road, stating it is the "only feasible location" due to a box culvert and junction proximity (Page 14). However, the report does not provide a robust alternatives analysis to demonstrate that other access points were considered and dismissed. This lack of transparency raises doubts about whether the chosen location minimizes disruption to the community. For instance, an alternative access further from residential areas or with less impact on existing footpaths might have been viable but was not explored. The proposed modification of street furniture, such as beam barriers (Page 15), further suggests that the access design prioritizes vehicular convenience over pedestrian and community needs.

Additionally, the temporary nature of the proposed 3-year operation does not absolve the applicant from considering long-term impacts. The land filling and site formation works (Page 7) could alter the site's topography and drainage, potentially affecting its suitability for future agricultural or community uses. The TIA does not address these implications or the possibility of the temporary use being extended, which could perpetuate the environmental and social disruptions. The community deserves a development plan that respects its long-term planning goals, not one that introduces short-term gains at the expense of lasting harm.

In conclusion, the proposed development threatens the safety, tranquility, and environmental quality of Sha Ling. The TIA's inadequate pedestrian safety measures, failure to address environmental impacts, and lack of justification for the access location demonstrate that the applicant has not fully considered the community's needs. I urge the Town Planning Board to reject this application to protect the well-being of Sha Ling residents and preserve the area's rural character.

Thank you for considering my objection.

Yours sincerely,
Wongs

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250520-180637-24689
提交限期 **Deadline for submission:**	20/05/2025
提交日期及時間 **Date and time of submission:**	20/05/2025 18:06:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Zheng C

意見詳情
Details of the Comment :

I am writing to formally express my strong opposition to the proposed temporary cold storage fo r the poultry and distribution center at Man Kam To Road, Sha Ling. While the applicant has su bmitted an Environmental Assessment Report to support their request, a thorough review of the document reveals significant deficiencies that render the application unsatisfactory. These omiss ions and miscalculations threaten local environmental integrity, public health, and the well-bein g of the surrounding community.

First and foremost, the report fails to adequately address air quality concerns. The area surroundi ng the proposed site already faces air pollution challenges due to its proximity to major roadway s, yet the assessment does not sufficiently account for the impact of increased truck traffic, heav y refrigeration units, and other industrial processes associated with the facility. The document ac knowledges vehicle emissions as a factor but fails to provide a comprehensive mitigation strateg y beyond standard regulatory compliance. Given the volume of traffic expected to service the fa cility, the cumulative impact on air quality could lead to heightened levels of particulate matter a nd nitrogen dioxide, posing serious health risks to nearby residents.

Additionally, the report dismisses the potential noise pollution implications of the project. Altho ugh background noise monitoring was conducted, the assessment does not rigorously examine h ow the facility's 24-hour operations—including loading/unloading activities, refrigeration equip ment, and truck movement—will disrupt the lives of those residing in close proximity. The prop osed mitigation measures, such as sound barriers and enclosures, do not provide assurance of co mpliance with noise standards, particularly during night hours. Residents will inevitably suffer f rom prolonged exposure to excessive noise levels, leading to potential sleep disturbances, stress-related health problems, and a decline in overall quality of life.

Furthermore, the applicant significantly underestimates water contamination risks. The report as serts that wastewater management will comply with regulations, yet it lacks detail on proper han dling of potential run-off, coolant leaks, and the effects of operational water discharge on the ne arby watercourse. The proposed site sits within a sensitive hydrological zone, and a failure to ma nage wastewater responsibly could result in contamination of local water resources. The omissio n of a detailed emergency response plan for accidental spills is an alarming oversight, as leakage from refrigerant systems and other operational waste could pose a direct threat to ecological stab ility.

It is also concerning that the assessment attempts to sidestep the long-term environmental conse

quences by emphasizing the project's "temporary" nature. Despite being labeled a temporary de velopment, the site formation activities and land filling will cause irreversible damage to the lan d, altering its ecological functions permanently. The report does not sufficiently address the feas ibility of restoring the land to its original state after the three-year period, raising questions abou t whether the project should even be considered temporary.

Based on these critical environmental deficiencies, I urge the Town Planning Board to reject this application outright. Approving the project under such circumstances would set a dangerous pre cedent that prioritizes industrial expansion over ecological responsibility and public health prote ction. The board has a duty to ensure that development projects undergo rigorous environmental scrutiny, and in this case, the evidence overwhelmingly indicates that the proposed facility woul d bring far more harm than benefit to the community.

I appreciate your time and consideration. I trust the board will exercise due diligence and uphold its commitment to responsible urban planning.

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From: [redacted]
Sent: 2025-08-15 星期五 12:07:17
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: [redacted]
Subject: Comments on the Section 16 Application No. A/NE-FTA/258
Attachment: TPB20250815(FTA258).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Yours faithfully,
Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
[redacted]
Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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57

長春社 Since1968

The Conservancy Association

[redacted]

15th August 2025

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

By e-mail: tpbpd@pland.gov.hk

Dear Sir/Madam,

Comments on the Section 16 Application No. A/NE-FTA/258

The Conservancy Association (CA) would like to express our concern on the captioned.

1. Not in line with the planning intention of Agriculture (AGR)

According to the approved Fu Tei Au & Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/18, the planning intention of AGR zone "*is intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*". From the figures in the application, it seems that the most of the site would be formed and covered by structures. We worry that agricultural land would no longer be arable after the temporary use.

2. Undesirable precedent for similar applications

This site has been subject to land formation and vegetation clearance (Figure1-6) since November 2020. Enforcement Notice and Reinstatement Notice have been issued recently on the site. We are concerned that this is a case of "destroy first, build later".

Planning Department and members of Town Planning Board (TPB) should alert that TPB has announced approaches to deter "destroy first, build later" activities in 2011. It stated that "the Board is determined to conserve the rural and natural environment and will not tolerate any deliberate action to destroy the rural and natural environment in the hope that the Board would give sympathetic consideration to subsequent development on the site concerned"[1]. Therefore,

[1] TPB Press Release. Available at: http://www.info.gov.hk/gia/general/201107/04/P201107040255.htm

長春社 Since1968
The Conservancy Association
[redacted]

this application should not be given any sympathetic consideration, or it will set an undesirable precedent for similar cases in future.

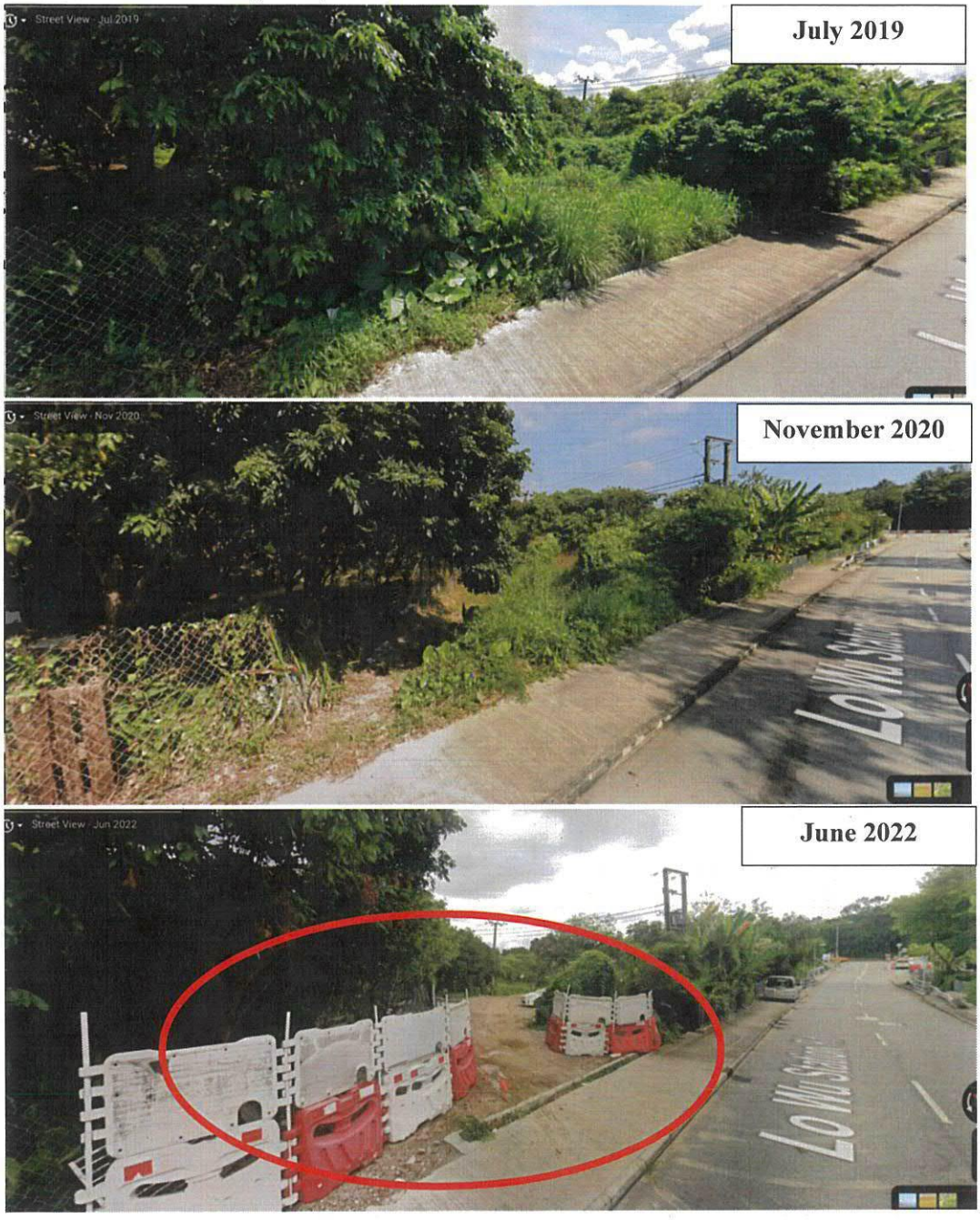
Yours faithfully,
The Conservancy Association

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Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

長春社 Since1968
The Conservancy Association
[redacted]

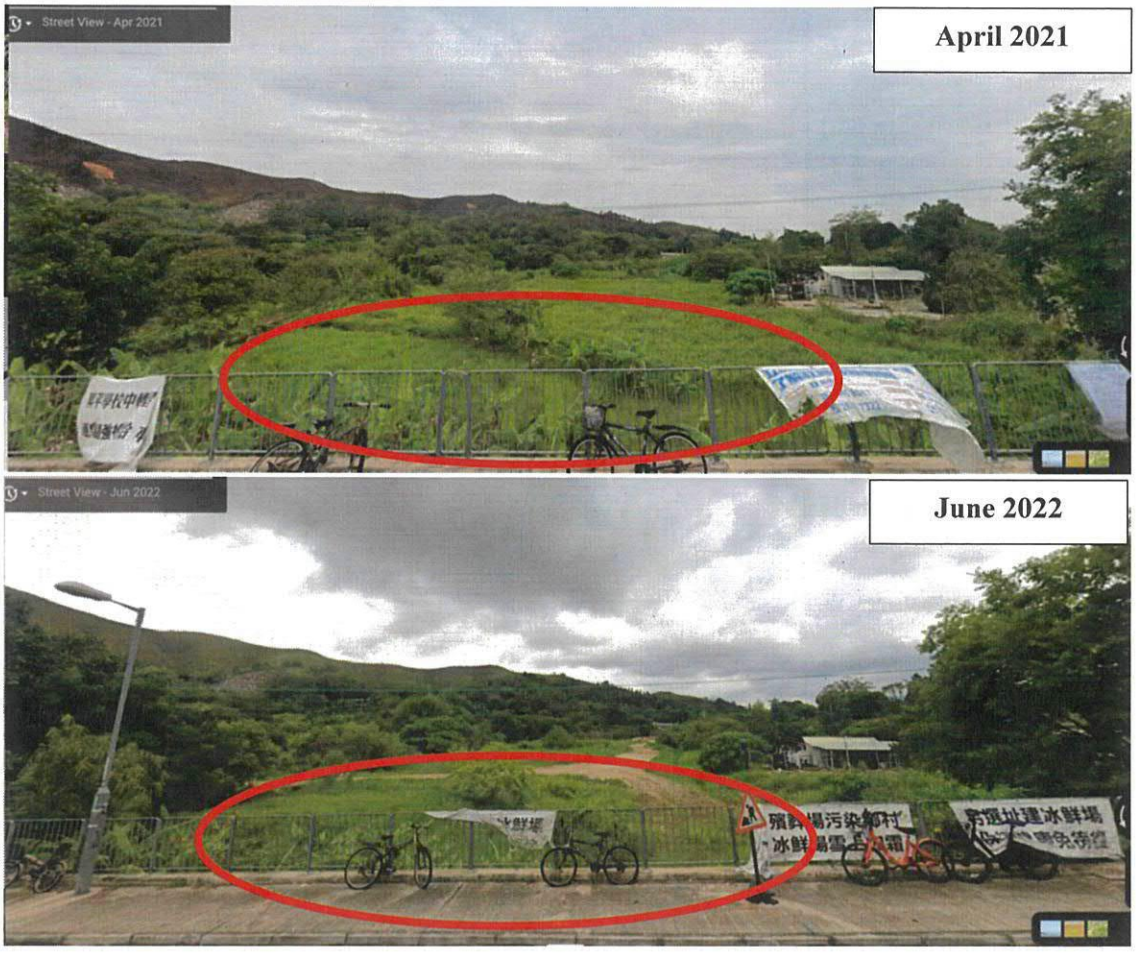
Figure 1-5 According to aerial photos (Source: Google street view), this site has been subject to land formation and vegetation clearance since November 2020. It is suspected that is a case of "destroy first, build later"



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[redacted]

Figure 6 Current site condition, with photo taken in June 2025



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尊敬的香港政府：

58

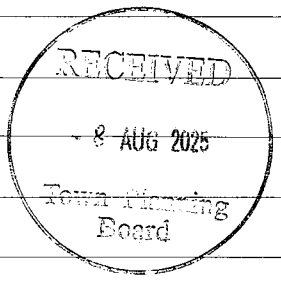
本人袁澍来为罗湖沙嶺村 居民，近日发现城市规划申請，申請编號为A/NE-FTA/258内容为拟議臨时家禽冷藏庫及分銷中心（为期3年）及填土工程。

本人反对此规划申請，理由如下：

1. 本人居住房屋为申請範围的鄰近地方，家禽冷藏庫及分銷中心無論興建还是營運时所产生的噪音和異味以及營運时可能引起的交通堵塞问題都影响日常生活。
2. 本人及先父多年耕種的农田被納入規划範围内。
3. 家禽冷藏庫及分銷中心所产生的噪音和異味为环境帶来负面的影响。此外因設施的卫生和食品安全措施发生意外批漏或其它问題可能增加污染和疾病传播的風险，对我们的健康構成威脅。
4. 家禽冷藏庫及分銷中心会吸引一些小动物（如老鼠、蟑螂、苍蠅等……这些动物都是常見的带菌源，如該动物走进民居，可能增加更大疾病传播風险，对健康構成更大威脅。

最后，我们認为政府应該重視居民的意見和关切。如果这项计划引起居民的普遍反对，我们認为政府应該重新考慮这個决定，並寻找更好的解决方案，以确保社區的利益得到保護。

我们望政府能夠嚴肅对待我們的擔憂，並重新評估这項计划的可行性。請考慮我们的理由，並保護我们的环境健康和社區價值。謝謝您对我们的關注。



电話：[redacted]

6-8-2025

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From: [redacted]
Sent: 2025-08-08 星期五 21:49:50
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 反對 規劃申請编号:A/NE-FTA/258 提意見書

尊敬的城規會委員
本人強烈反對此規劃申請编号:A/NE-FTA/258 在沙嶺村農地興建"家禽冰鮮冷凍倉及分銷中心"
本人是沙嶺村土生土長村民，自曾祖父起，家族已在本村居往逾百年。沙嶺村過去屬於禁區，外來人不可隨便進入。然而隨着時代變遷，禁區逐步取消，本村村民 一向支持香港特首推動香港發展， 新科技領域，包括北都大學城及科技城設施。
然而，針對申請編號 A/NE-FTA/258 興建"家禽冰鮮凍倉"表示強烈反對，理由如下：
1)申請地點之前已有兩宗相同用途得到 城規會批准興建"家禽凍倉"(A/NE-FTA/2O1 於 2O21 年核准)及(A/NE-FTA/22O 於 2O23 年核准)，均未有動工並自動撤銷，此事令村民質疑此「家禽冰鮮凍
倉」的急切性及實際需求是否存在。或是否真正需要？
2)2O23 年 4 月批核草圖(S/NE-FTA/17)拒絕將農地改變為住宅及社區用途，明確指明農業用地應優先保護，除非涉及重大公共利益。 該「家禽冷凍倉」項目屬私人商業用途， 不符合公眾利益，違反常規會農地保護原則。
3)申請 謹以「三年臨時用途」 投資龐大資金及建築設施，與其規劃相違，令人質疑申請的真實意圖，是否為長遠定點營運。
4)此申請地点現有違規作業工程，已被規劃署相關 部門發出還原通知令，該違規行為， 應予重視及嚴肅處理。
5)此申請從未諮詢居民意見，漠視居民權益。
6)此申請地点羅湖道是村民另一通往上水的通道，此路面狹窄，加上也是此申請地盤出入口處，大型貨櫃車每天不停穿來穿去， 無疑對聲居民安全危機。
7)此申請地點並不適合建「家禽冰鮮凍倉」低窪地帶，地點前方山群地帶，山上有缺失泥土，隨時有山泥傾瀉危機，又是水浸黑點， 如果填土 1.5 米，起不是高過現有村民的房屋，到時村民活在惶恐的日子。
懇請城市會委員有責任保護村民及居民利益，以民生為主。慎重考慮撤回申請。
沙岭村村民
KS YUEN
8/8/2O25

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60

From: [redacted]
Sent: 2025-08-09 星期六 20:30:50
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 有関反對規劃申請编号:A/NE-FTA/258 提意見書

尊敬的城市規劃委員會委員
本人是沙嶺村村民，
堅決強烈反對規劃申請編号 A/NE-FTA/258「於沙嶺農地興建臨時家禽冰鮮冷凍倉及分銷中心」之規劃申請
根據 2024 年 4 月修訂並刊憲的《虎地坳及沙嶺分區計劃大綱
核准圖编號 S/NE-FTA/18》(下稱「核准圖」)，申請地段明確劃為「農業」地帶。核准圖第一欄列明「經常准許的用途」僅限於農業相關活動，如農地住用構築物，政府報案中心等，第二欄「須申請許可的用途」亦未涵蓋任何倉儲，冷凍庫或批發行業。換言之，冷藏庫及物流中心根本不屬於農業地帶的准許用途，無論是否附加條件，均無法律依據支持此類申請。
城規會作為法定機構，有責任嚴格執行核准圖的規劃意向，即「保存和保護良好的農地/農場/魚塘，以便作農業用途」。若批准此申請，等同公然漠視核准圖的法定效力，削弱公眾對規劃制度的信任。
城規會 2023 年 4 月審議草圖(S/NE-FTA/17)時，拒絕接納反對將農地改劃成住宅及社區用途申述，確認「農業」地帶須優先保護，除非有重大公共利益，此「家禽冰鮮凍倉」項目僅為私人商業利益，無公共價值，違反城規會保護農地的規劃意向。
OZP 更指出，文錦渡一帶露天儲物及工業用途與鄉郊環境不協調，造成環境及交通問題。批准「家禽冰鮮凍倉」將加劇亂象，城規會將成為破壞沙嶺環境的幫兇，若申請獲批，將開惡劣先例，允許新界農地隨意改作非農業用途，動搖規劃根基。
本人 懇請城市規劃委員會恪守規劃原則，拒絕該申請，保障沙嶺農業用地的長遠發展，社區利益及保障居民權益。
沙嶺村村民
Wing Wong
9/8/2025

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61

From: [redacted]
Sent: 2025-08-13 星期三 06:19:41
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: [redacted]
Subject: 反對 項目 A/NE-FTA/258 申請 （2025 年 8 月 22 日前回覆)

致：執事先生

堅決反對 A/NE-FTA 258 申請
==========

本人是土生土長的沙嶺村村民，就沙嶺村冰鮮雞鴨冷凍倉申請一直堅持反對，現再申述本人反對的立場：-

1）請知悉，沙嶺村除了接近羅湖火車站外，另外還有幾个大大少少的墳場在附近，每年清明重陽，春秋二祭都有大批市民前來掃墓，一表孝思，人來人往，這又是唯一往掃墓通道，若冷凍倉開展，車輛出入往來必增多，做成人車爭路，這是一个交通安全隱患，存在交通意外高發生的可能性。因此以安全考量這是一个不適當的選址，若硬批，將來亦要具備有足夠的設施配合，如行人天橋等可以防止沙嶺村民及群眾與車輛接觸的机會。

2）漠視村民安全！開發者施工期間全未有任何告示張貼，提示沙嶺村民出入要注意車輛，提高安全意識等等！偶爾還晚間偷偷作業，寧靜的夜，特別覺得嘈雜滋擾！亦曾因此於 5 月初報警求助！

3）另外之前電郵亦曾多次提及，文錦渡路及羅湖道現時是沙嶺村、新屋嶺村、蓮麻坑村等多條村莊的唯一一條道路通往上水及市區，亦是文錦渡中港車的唯一使用路線，若一旦發生事故，就會堵塞，動彈不得！假若日後再加上進出凍倉的車輛，那就更甚了。上班的，上學的就要多花時間在路上，变相減少了村民休息時間。

4）汽車發出之聲浪 、廢氣污染、凍倉排出污水污染，產生的包裝垃圾等對 村民作息及健康做成莫大的影響。而現時的休憩球場就在隔壁，這再也不適合村內老人及童使用。变相村民又少了一个放鬆生活壓力，舒展身心的去處。

5） 有關工程施工，挖土填土，非法傾倒建築廢料，坑坑洼洼，泥頭弄污道路，塵埃四飄，積水處處，滋生蚊虫，易引起疾病……如登革熱、日本腦炎，基孔肯雅熱等，嚴重影響民生，廢料傾倒亦易引致鼠患傳播疾病，破壞財物，擾亂生活。（非法傾倒投訴檔案 3-8757609790）

5）國家投入衆多無法估計的成本，目的為了向香港市民供應穩定的水已超過 60 年。沙嶺村正正位於東江水管旁，以資料顯示根據政府規劃署的規定，水管旁的範圍是不能發展！而現在的冰鮮雞鴨冷凍倉，就剛好緊貼這東江水管。翻看之前新聞，於 2016 年東江水管爆裂做成之影響之大，帶來太多的不便及損失，究竟施工工程又是否對此有影響又或剛好遇上水管出現狀況時，事情又會演变成怎樣呢？？未知規劃署在審批時有作考這方面量嗎？有細閱此東江水管細則嗎!?

6）現在是八月，正正踏入雨季及台風季節，加上全球暖化，反常天氣會常現，特大暴雨更甚，水浸机率必有，易引致傢俬財物損失甚或危害生命安全。以最近期一次普通下雨量，水位

已經差不多跟河面持平，原因之前的小河道已被埋，喪失疏水功能，而位置又處於較底，以往特大暴雨時都會有水浸發生。噪音環境，會對人類循環系統產生影響，並增加冠狀動脉疾病的發病率。（即影響沙嶺村村民健康）而對於動物，噪音會影響捕食者偵測能力，可能因此提早死亡，破壞生態平衡。這是大型的冰鮮雞鴨冷凍倉，物流進進出出，拆貨上貨，產生垃圾，伴隨污水，除了出入車次頻繁造成噪音外，氣車排氣，24 小時冷氣制冷排氣等，那些熱氣，氮氧化物，一氧化物等會令空氣質素变差，環境污染，對沙嶺村民及週邊，昆蟲鳥類以及農作物都有著深遠的影響。除本村村民外，其他生態學者，環保團體亦曾昨出反對。

氮氧化物(NOx): 導致呼吸道疾病，例如呼吸困難、咳嗽、喉痛，也可能導致肺功能下降，對兒童的危害更大。

一氧化碳(CO): 與血紅蛋白結合力強於氧氣，影響氧氣在體內的運輸，導致腦部缺氧，嚴重時可能危及生命。

碳氫化合物(HC): 部分有致癌性，長期接觸可能導致慢性中毒。

懸浮粒子(PM): 進入肺部，引起慢性呼吸道疾病，並可能導致心血管疾病，對老年人和兒童的影響更大。

二氧化碳(CO2): 是主要的溫室氣體，導致全球暖化，影響氣候。

其他污染物: 如二氧化硫(SO2)、鉛(Pb) 等，對環境和健康也有影響。

生態系統影響: -某些污染物會進入生態系統，影響植物和動物的健康。而沙嶺的選址相當接近塱原生態公園和塱原濕地。這亦直接會影響雀鳥蟲漁棲息以及稻米和耕地植物。那就白費了政府開發的投入。

8）據了解，是項申請為一个為期三年的計劃，但這計劃所涉及的面積廣，設立多个冷凍倉庫，是需要投入相當高資金的，在成本效益上只有長遠發展才化算，所以我本人覺得這个所謂的"三年期計劃" 只是一个"引子" ，實際上已內定為一个永久選址，實際上沙嶺村民都全掉進坑內，一旦確定再沒有翻身沒有發言權與申訴權。

9）沙嶺村村民全都感到無奈，無助！！項目未批已偷挖偷填，村民早於 2018 年前已經開始作出反對，而當時另一幅偷改土地政府相關部門曾勒令要求偷施工者在指定時段內還完，但至今仍未妥善處理，每次城市規劃委員會張貼此規劃申請，沙嶺村村民必提出反對，而每次這申請張貼後都屢次被刻意撕走，估計是怕被更多村民知悉是項申請，而 A/NE-FTA 258 部份仍是待審批中，竟又可以沸沸揚揚偷步施工，而且是越挖越多，用瀝青越鋪越大，實屬可恥!!
未正式確認開工已經漠視村民安全及政府相關的規條，跟據最新的指引，A/NE-FTA258 先前的施工是違規作業，相關政府部門已發出還原要求，但申請人遲遲仍未有舉動，現又再入紙申請，那豈不是就此將還原工程要求一事淡化，繞過環原要求而又可以再次接續開工。實質 A/NE-FTA258 土地已經被瀝青及廢料蓋住，地質還是污染著，未合規。若三年為期，三年後土壤已被污染又怎還原！

10）城規會過去對農業地帶保護立場一致。如 2023 年 4 月審議《虎地坳及沙嶺分區計劃大綱草圖編號 S/NE-FTA/17》時，委員會當時曾明確拒絕將華山農業用地改劃為住宅及社區用途，強調農業地帶的核心功能在於保育農地潛力。此先例充份說明農業用途的改劃門檻極高且須符合公眾利益。反觀本項目，申請人僅以（臨時用途）為由申請，試圖規避農業地帶之嚴格限

制，實質性是將工業設施強加在農地上。此行為不僅違背核準圖精神，更可能引發連鎖效應，引致新界農地被濫用於非農業用途。
〔核準圖修訂程序明確農業地帶的不可侵犯性；2024 年 4 月 19 日，行政長會同行政會議根據《城市規例》第 9(1)(a)條核准現行大綱圖，且未納入任何修訂項目。此舉清楚明確，沙嶺羅湖道以東、東北及南面的農業地帶用途不容爭議。若此時批准與農業無關的冰鮮冷凍倉項目，等同否定政府早前的法定決策，嚴損害規劃體系的嚴肅性。

11）A/NE-FTA258 的土地是祖堂地，"祖堂地土地管有人" 從未有通知過沙嶺村民這裡是要開發冷凍倉，亦未有這打算，因此，是次申請之申請人應該未有正式得到''祖堂地土地管有人及擁有人（即利害關係人）的同意下申請項目，這可以說是偷佔強佔!!而不是正規手法申請。沒有認受性！法理上要得到上述相關人士同意才可申請。

祝

愉快

沙嶺村村民
陸愛金

--
发自我的网易邮箱手机智能版

在 2025-05-05 14:03:42，[redacted] 写道：

執事先生

反對 A/NE-FTA /258 申請

您好，本人是從小在沙嶺村長大的村民，就申請土改項目一事，基於此工程會嚴重影響本村村民作息、生活質素及生態環境等等，本人堅決反對！！
另外本人就將貼通告一事，要提出投訴，在此次之前亦有投訴過，現在係越演越烈，本來通告張貼的意思就是要公平、公開與公正地能讓村民知悉有這土改計劃要作出申請，通知村民及取得他們意見意願，但是以我認知，是次通告應該是於上星二（4 月 29 日）下午貼出的，就隔了一个晚上，翌日（即 30 号）早上就什麼都沒有，全被撕走了，再不能看到，情何以堪，那大家還有知情權嗎!?張貼通告的意義何在!?村民大都是為搵 2 餐，外出工作，早出晚歸，尤其是現時大環境那麼差，大家還需更努力拼搏，這卑劣行為跟本就抹殺了村民的知情權啊！！不知不覺的就被懞了。想日後還有 N 次的申請，村民們都會作 N 次的反對的！但一旦遇上這種行為，村民們又可以怎樣做回應呢？？懇請理解我們的意願，並確請貴署能合理地讓所有村民有機會看到通告!
**見附圖，張貼通告時間及被撕走時間

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祝愉快

沙嶺村村民上

--
发自我的网易邮箱手机智能版

在 2025-01-22 10:35:38，[redacted] 写道：

致：城市規劃委員會

有關項目 A/NE-FTA /258 申請，本人及本村居民均堅決反對！！因此項目帶會帶來滋擾，會影響村民民生和健康。另外，村民們對於是次之申請要申訴，原因是這項目之通告我們估計可能是於 1 月 10 日這樣張貼出來，但是於行人天橋這一邊，於 1 月 13 日已被人撕掉，連屍首都找不到，另外在球場那一張於 1 月 11 日已經被掉在地上（如圖示）,後來亦找不到了，如果一不留神或早出晚歸的，跟本沒机會可以知悉是項申請，所以就相關申請有所擔憂，如日後再有相關申請，貴部門會有方法可以保障本村村民能收到這通告嗎!?我們都是弱勢村民，好被動，不求什麼，只求安穩生活!!

祝
愉快

沙嶺村村民上

--
发自我的网易邮箱手机智能版

-------- 转发邮件信息 --------
发件人：[redacted]
发送日期：2025-01-06 10:13:27
收件人：tpbpd@pland.gov.hk
抄送人：[redacted]
主题：Fw:Re: 反對 項目 A/NE-FTA/220 申請 （2024 年 1 月 19 日前回覆)
致：城市規劃委員會

有關 A/NE-FTA/220 之申請本村村民一直堅決保持反對，但現在在不知情的情況下已經在偷偷地挖地，做工程，而且有時是在晚間進行，這種行為確實是滋擾及無奈。不知道他們下一步會怎樣將土地改变，結果造成怎樣的民生影響!?

有勞參考附圖情況！
圖片顯示由原本長滿草的已挖成坑坑洼洼的!!
本村居民想了解，這事情是怎樣的？是在貴處投訴嗎!?
求賜教!!

沙嶺村村民上

-------- 转发邮件信息 --------
发件人：[redacted]
发送日期：2024-01-11 20:10:22
收件人：tpbpd@pland.gov.hk
抄送人：[redacted]
主题：Re: 反對 項目 A/NE-FTA/220 申請 （2024 年 1 月 19 日前回覆)
致: 城市規劃委員會

有關 A/NE-FTA/220 申請

本人及本村村民均極力與持續反對有關項目之申請，究其因由：-

此項目會直接影響本村村民之民生及个人安全、以及生態、健康與衛生隱患等等……

PS**其實有些地方都已經暗地裡偷步開發咗，之前政府做的街燈都已被圍起，等如癈掉！！
村民亦享受不到！！

請知悉

祝
愉快!!

沙嶺村村民上

-------- 转发邮件信息 --------
发件人：tpbpd@pland.gov.hk
发送日期：2023-10-11 14:22:23
收件人：[redacted]
主题：Re: 反對 項目 A/NE-FTA/220 申請 （10 月 17 日前回覆)

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先生/女士:

你於 2023 年 10 月 11 日致城市規劃委員會的電郵已收悉。

城市規劃委員會秘書處

From: [redacted]
Sent: Wednesday, October 11, 2023 12:53 PM
To: tpbpd@pland.gov.hk <tpbpd@pland.gov.hk>
Cc: [redacted]
Subject: 反對 項目 A/NE-FTA/220 申請（10 月 17 日前回覆)

致： 城市規劃委員會

有關 A/NE-FTA/220 申請

本人及村民均極力與持續反對有關項目之申請，究其因由：-

此項目會直接影響本村村民之民生及个安全、以及生態、健康與衛生隱患等等……

PS**其實有些地方都已經暗地裡偷步開發咗，之前政府做的街燈都被圍起，等如癈掉！！村民亦享受不到！！

請知悉！！

祝

愉快

沙嶺村村民上

--
发自我的网易邮箱手机智能版

在 2023-08-18 19:39:41，[redacted]写道：

致： 城市規劃委員會

有關 A/NE-FTA/220 申請

本人及村民均極力反對有關項目之申請，究其因由：-

此項目會直接影響本村村民之民生及个安全與及生態隱患等等

PS**其實有些地方都已經暗地裡偷步開發咗，之前政府做的街燈都被圍起，等如癈掉！！

請知悉！！

祝

愉快

沙嶺村村民上

--
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-------- 转发邮件信息 --------
发件人：[redacted]
发送日期：2023-07-15 19:59:41
收件人："tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
抄送人：[redacted]
主题：反對 項目 A/NE-FTA/220 申請

致： 城市規劃委員會

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有關 A/NE-FTA/220 申請

本人及村民均極力反對有關項目之申請，究其因由：-

此項目會直接影響本村民民生及个安全與及生態隱患

請知悉！！

祝

愉快

沙嶺村民上

-------- 转发邮件信息 --------
发件人：[redacted]
发送日期：2023-03-24 10:39:55
收件人："tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
主題： 反對 申請項目 A/NE-FTA/220

致：城市規委員會

有關 A/NE-FTA/220 申請

基於安全及環境污染問題，請知悉本人及家人堅決及對相關申請。

祝

愉快

反對人：陸愛金

62

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250803-143150-63796
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	03/08/2025 14:31:50
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss YUEN

意見詳情
Details of the Comment :

本人反對 此申請A/NE-FTA/258
此處並不適合建設"家禽冷凍倉"低窪地帶，水浸黑點，此地並未有排污水渠，近民居，對居民作息時間十分影響， 凌晨運作，叫居民什麼生活。
希望城市規劃委員會 考慮居民為依歸，撤回此申請

63

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250803-143332-56380
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	03/08/2025 14:33:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. YUEN

意見詳情
Details of the Comment :

本人對規劃申請A/NE-FTA/258表示強烈反對，該申請嚴重擾民，申請人已經偷步作業非法開展工程， 傾倒泥頭，羅湖道是沙嶺村村民 唯一通道，道路狹窄，大型貨櫃車進出對居民嚴重威脅，水浸黑點，噪音影響，對居民生活嚴重受困擾。
本人強烈反對I

64

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250803-143603-42936
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	03/08/2025 14:36:03
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 溫

意見詳情
Details of the Comment :

本人強烈反對申請A/NE-FTA/258，此申請地點並不適合設置"家禽冷凍倉" 此處是低窪地帶， 經常水浸， 凍倉需要大型冷氣設備，製造噪音，空氣污染，一定會對居民生活上造成困擾，叫居民怎樣生活呢。
本人強力反對此申請， 希望 城市規劃委員會 考慮居民處境，還居民一個寧靜沙岭村。好臭

65

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250803-143620-57036
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	03/08/2025 14:36:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. YUEN

意見詳情
Details of the Comment :

本人反對有關規劃申請A/NE-FTA/258，基於交通問題，民生影響，噪音，空氣污染， 水浸影響，大型貨櫃車出入對居民生命受威脅。
鑒於之前申請編號A/NE-FTA/22O在居民不知情下獲批，繞過居民知情權，居民強烈不滿。
敬希 城市規劃委員會 慎重考慮此申請

66

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250803-143807-96365
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	03/08/2025 14:38:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. YUEN

意見詳情
Details of the Comment :

本人反對此申請A/NE-FTA/258，申請地點原是本村村民農業耕種地方， 申請人未經土地人同意，強行霸佔土地，水浸黑點，噪音影響， 此申請嚴重影響居民生活。
懇請城市規劃委員會切回此申請

67

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	250804-125539-09199
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	04/08/2025 12:55:39
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Dorothy Yuen

意見詳情
Details of the Comment :

反对霸地，占用土地

68

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	250804-140540-79824
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	04/08/2025 14:05:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 袁惠棠

意見詳情
Details of the Comment :

反對霸地,占用土地！

69

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	250804-172931-69509
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	04/08/2025 17:29:31
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. shitFoo

意見詳情
Details of the Comment :

反對霸佔本人土地

70

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250807-234940-85575
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	07/08/2025 23:49:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Sau FongLau

意見詳情
Details of the Comment :

是城規會委員
強烈反對 申請编号A/NE-FTA/258在沙嶺村農地興趣家禽"冰鮮凍倉"
本人強烈反對原因
1.申請人並未有咨詢沙岭村居民意見，強行申請， 沙嶺村村民表示強烈不滿。
2.規違工業，偷偷展開工程，為申請提前偷步，規劃署已出現在還原通知書
3.此"家离凍倉"項目僅為私人商業利益，無公共價值，違反城規會保護農地的規劃意向
4.此地盤低窪地帶，水浸黑點。
5.申請人之前有兩個 已批出申請，多年來遲遲未動工， 顯示此申請有急切性及需要。
6.交通環境，生態評估， 空氣污染，都要作評估。
綜合上述因素， 懇請城規會慎重考慮此申請

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附加

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250808-001101-56330
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	08/08/2025 00:11:01
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Sau FongLau

意見詳情
Details of the Comment :

致城規會委員
本人強烈反對申請A/NE-FTA/258
申請人有兩個已批准申請A/NE-FTA/2O1及22O，多幾來 ，遲遲未有動工興建工程，2個申請自動撤回，即顯示 沒有急切性及需要。
此 "家禽凍倉"早上9:00-晚上8:00凌晨11:-3:00作業，嘈音一定影響沙岭村居民作息，令居民十分困擾。
交通方面，羅湖道是沙嶺村居民唯一通道，
大型貨櫃車穿來穿去， 對居民造成威脅，及危險。
懇請 城規會委員 考慮沙嶺村村民生為福祉， 以居民為依歸，慎重考慮此申請

71

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250808-225715-01718
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	08/08/2025 22:57:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kai Kong WONG

意見詳情
Details of the Comment :

尊敬的城規會委員
本人是沙岭村村民 強烈反對此申请编号：A/NE-FTA/258的申請
1）污水排放，剩下的雞鴨處理方案，夏天會發臭
2）水浸黑點
3）嘈音一定擾民，凌晨作业，影响村民作息。
4）現 違規偷步作業
5 此 申請書內容，村民全不了解，不公平
强烈反對此申請，請城规會委员多方面考慮，保障村民的合理權益
，撤回申請

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250809-230128-46963
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	09/08/2025 23:01:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Jenny YUEN

意見詳情
Details of the Comment :

尊敬的城市規劃委員會委員
本人是沙嶺村土生土長的村民，反對規劃申請A/NE-FTA/258的「家禽凍倉」的申請
根據《虎地坳及沙嶺分區計劃大綱核准圖S/NE-FTA/18》該地段為農業用途的規劃意向。
沙嶺地區的農業用地，根據最新的分區計劃，主要保留及保護優質農地，農場及魚塘。
促進農業用途和復耕潛力。該分區計劃明確列明，農業用地第一欄所准許的用途並不包括倉庫，凍倉，貨倉，第二欄未列明可申請這類用途，若批准該申請，張嚴重破壞規劃制度的權威性，並為新界農地用途開啓違規先例。
城規會於2023年4月曾就類似農業用地改劃申請作出嚴格審視，拒絕將農業用地改或為非農業用途，強調農業用地應優先保護，避免土地用途被隨意改變，此次申請若獲批， 會損害公眾對規劃制度的信心。
此申請不符合分區計劃的規劃意向。
懇請 城市規劃委員會委員，考慮撤回申請

73

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250810-034505-18698
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	10/08/2025 03:45:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. May Yuen

意見詳情
Details of the Comment :

尊敬 城規會委員
本人強烈
反對 申請编号 A/NE-FTA/258在沙嶺興建「家禽冰鮮凍倉及分銷中心」
1)申請是一間私人商業公司，謹為商業利益，並且對村民嚴重影響，不符規合"文錦渡及沙嶺大綱圖(S/NE-FTA/18)確認"農地，生態濕地受保護的規劃意向。
2)規劃署網頁A/NE-FTA/258申請書內容，只有英文釋本，對於學歷低嘅村民/公眾提意見人士，不公平，對內容完全不了解， 剝奪知情權。
3)村民對此申請地盤 並 無污水排污渠，另「剩餘下家禽廢物」理處問題
4)建築3個一層高"家禽冰鮮冷凍倉"消火防火安全問題，此倉 有火警處理方法，全部成疑。而且鄰近居民， 有火警時會容易傷及人命。
5)交通，環境污染，噪音擾民等等問題。
6）往羅湖火車站只得1道路， 居民大多數以老人為主。
較多大型貨車出入會增加居民出入路面上危險。

基於以上各點懇求慎重考慮。

綜合上述原因，懇請 撤回申請。

74

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250812-150358-91347
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	12/08/2025 15:03:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss WONG CHING MAN

意見詳情
Details of the Comment :

反對此申請的任何工程進行，申請至今造成擾民的次數不斷增加，而且申請人無意改善問題。
申請人原應負責申請範圍的行人路維修及保養問題，但每次村民都必先聯絡發展局或城規會再聯絡申請人進行除草及維修工程，對上一次更加完全沒有行動，導致行人路被大量雜草倒塞，形成安全、清潔及衛生問題。

行人路所用的方形中空石磚，完全不利行動，易生意外，而且中間的沙石經常除雨水沖走，使路況更加危險，更有石磚出現崩壞情況，建議申請人再考慮以水泥覆議行人路更大範圍，一使村民行動更為方便，二則申請人無須花額外時間處理村民清理雜草要求，一石二鳥。

否則，申請人繼續漠視行人路的問題的話，明顯逃避責任，根本不建議通過他們的任何規劃申請。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250812-215114-63559
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	12/08/2025 21:51:14
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 袁壽貴

意見詳情
Details of the Comment :

致城規會委員
本人強烈反對此規劃申請A/NE-FTA/258的申請。
反對原因
1)根據2024年4月公佈嘅分區計劃， 沙嶺農業用地的規劃目標是保存和保護優質農地，農場及魚塘，促進復耕和農業用途，該地帶的土地用途明確禁止興建貨倉，冷凍倉及批發用途，且未列入可申請的附帶條件用途，申請人提出的冷凍倉設施明顯不符合分區計劃的土地用途要求。
2)文錦道路一帶已有露天儲物及停車場等非正式工業用途，導致環境與鄉郊特質不協調，引發交通問題，批准凍倉將會加劇亂象。
3)此申請人謹以「臨時用途」為由， 投資龐大資金， 龐大設施， 豈能只是「臨時三年的申請」。 怎能說服村民。
4) 申請人從未有咨詢村民意見，申請書
全英文譯本，村民學識有限，令村民對申請內容不了解，對村民不公平。
請城規會委員，尊重村民意見，拒絕申請。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250812-221246-78949
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	12/08/2025 22:12:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 劉運娣

意見詳情
Details of the Comment :

反對A/NE-FTA/258的「家禽凍倉」的申請
偷步開展工程，十分擾民，凌晨作業，車輛出入及嘈音一定影響村民作息。
污水排放及環境污染 問題一定嚴重。
此申請地点是低窪地帶，水浸黑點，即使填高1.5米，
此農地並不適合興建「家离凍倉」

請撤回申請

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250813-192518-59908
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	13/08/2025 19:25:18
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 袁婉秋

意見詳情
Details of the Comment :

堅決反對 申請編號A/NE-FTA/258在沙嶺興建「家离冷凍倉」
本人家族在沙嶺村農業耕種幾十年。 申請地点為農地。
依《虎地坳及沙嶺分區計劃大綱核准圖》(編號A/NE-FTA/18)有明確的農業用地規劃意向。
主要目的是保留及保護優質農地，促進農業_1用途及復耕潛力。 該分區計劃明確列明農業用地第一欄及第二欄未有列明申請此「私人凍倉」用途。
此申請 明顯違背分區計劃意向，不符合分區計劃的土地用途要求。
此「私人家禽冷凍倉」只有私人利益， 不符合公眾利益，違背「核准圖」的精神。
而申請人投有龐大資金，先進高科技儀器， 豈能只是「三年臨時申請」此申請只是「引子」， 把沙嶺居民全掉進坑子裏。
申請地點並不適合興建「家禽冷凍倉」。 此處低窪地帶，並沒有污水排污處理渠道， 又是水浸黑點，羅湖道路面狹隘， 對居民安全成隱憂 。 申請人沒有諮詢居民意見剝奪居民知情權。以上原因

敬請城規會委員撤回申請， 保障居民權益

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250813-201918-20783
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	13/08/2025 20:19:18
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. 袁婉玉

意見詳情
Details of the Comment :

強烈反對 此(家禽凍倉)申請
申請人未有顧及沙嶺居民的意願，未有做咨詢，繞過居民知情權。
「農業」地帶的規劃意向，主要是保存和保護良好的農地，農場， 魚塘，以便作農業用途 。設立此地帶的目的，是要保存在復耕及作其他農業用途方有良好潛力的休耕農地。
申請人並無提出有力的規劃理據，以支持填土1.5米高(農地)。
香港極端天氣越來越頻繁， 沙嶺村亦都經過2023年恐怖的泥石流事件，現在沙嶺 群山處處是泥土缺失的大洞，增加山泥傾瀉的危機，此處是低窪地帶，水浸黑點，若申請人填土1.5米高， 有沒有考慮周邊居民的生命安全， 當有颱風或黑雨時， 居民尤如住在水簾洞。
申請人有沒有依據/
證明填土工程不會對周邊地區的排水，環境，生態，觀景及交通造成不良影響。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250813-212332-28174
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	13/08/2025 21:23:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 袁婉芳

意見詳情
Details of the Comment :

堅決反對申請「家禽凍倉」A/NE-FTA/258
本人是沙嶺村土生土長村民，家人在沙嶺村種植農作物為生。對沙嶺村的環境甚為熟悉。
反對原因：
1. 之前有兩個規劃署已批准的申請A/NE-FTA/2O1(2021年)及22O(2O23年)在沙嶺村村繞過居民知情權1下批准，但此2個申請 從未有開展工程，到期限後，自動撤銷，顯示申請人沒有急切性/需要性及真正實質需要。
2. A/NE-FTA/258未批出申請，已偷步違規，晚上偷偷傾倒"建築廢料""鋪蠟青路"等等，居民已報警，此舉乃非法行為，不守香港法則，無誠信，令居民十分困擾，一定要嚴懲。規劃署已發出還原通知令。
3. 噪音影響，此「家禽凍倉」凌晨作業，加上大型貨櫃車(4O尺拖頭)，私家車， 電單車出出入入，又近民居住所，一定會對全沙嶺居民"作息"受到影響，居民情何以堪。
4. 從報章知悉，申請公司尋覓適合地點10多年， 此地點其實並不適合"興建家禽凍倉。此處是祖堂地(要業權人/管理人同意)，又要填高1.5米，又是水浸黑點， 沒有污水排污渠，又要興建隔音牆，只有一條编号NA1O24 去水渠，又只有一條唯一道路「羅湖道」沒有其他出入口，道路是否對居民造成威脅，敢問申請地點真的合適嗎？
保障沙嶺村民權益， 民生福祉，請城規會委員 慎重考慮，撤回申請

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250814-022949-14378
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	14/08/2025 02:29:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 袁婉霞

意見詳情
Details of the Comment :

反對興建"家禽凍藏倉及分销中心"A/NE-FTA/258
反對原因：
1)空氣方面
由於此"家禽凍倉"需要"大型發電冷藏設備"如 雪藏櫃，及需要
24小時運作，會發出熱空氣 會令周邊氣温上升，附近居民長期居住一個高溫環境，嚴重影響居民生活。有可能長期吸入二氧化碳，令居民生病， 影響居民情緒。
2)噪音影響
此"家禽凍倉"近乎24小時運作，雖然申請書上，有作出消音措施，但成效成疑？
人聲，車聲，機器設備聲，在寧靜的晚上，特別響亮，發出聲量無可估計，營運時間，早上9:00-晚上8點，深夜11:00-凌晨3:00，非常影響居民作息，居民長期在噪音困擾下，無法得到正常休息，會令居民情緒受到影響及困擾。
3)地理環境
近幾年，香港極端天氣越來越頻繁，「台風及黑雨」有所增多，天災人禍無法估計，居民住在低窪地帶，水浸黑點，再加上此申請若填高1.5米，高過居民的住所，在夏天雨季的時候，水浸嘅情況加劇。居民活在惶恐的日子中，生活受困擾及生命安全受威脅。
4)違規作業
此申請A/NE-FTA/258在城規會未申請成功的情況下(未通過批准)，偷步違規作業，晚上偷偷傾倒 "建築廢料""鋪蠟青路""做去水渠"等等，(註：居民有報警)，已屬於違法行為，破壞應有誠信，不守香港法則，理應嚴懲此等行為，強烈譴責。
5)申請地点位置不理想
此申請地点並不適合興建"家禽凍倉" 近民居，噪音問題，交通問題，生態環境，污水處理，空氣污染(有臭味)，廢物處理方法等等，全部都影響居民嘅生活，如果一定要申請，請做足詳細嘅規劃及評估。減低對居民的生活影響。
作為一間有承擔嘅公司，應該履行社會責任，顧及民生，考慮沙嶺居民需要，咨詢意見，而不是只顧自身利益。
本人強烈反對此申請。懇請城規會委員撤回申請。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250814-204807-87918
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	14/08/2025 20:48:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss WONG SUET YING

意見詳情
Details of the Comment :

致 城市規劃委員會
反對此規劃申請A/NE-FTA/258
依據《虎地坳及沙嶺分區計劃大綱核准圖》(大綱圖S/NE-FTA18)中，沙嶺地區農業用地第一欄及第二欄亦未列明可申請「家禽凍倉」申請這類用途。
在2023年4月曾就類似農業用地改劃申請作嚴格審批，強調農業用地優先保護。拒絕將農地改劃為非農地用途。

申請人未能證明填土工程不會對周邊地區的排水，環境，生態，景觀及交通造成不良影響

申請人在農地上興建「家禽凍倉」的申請不付合法定分區的規劃意向，保障沙嶺農地發展及村民權益。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250814-221756-51767
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	14/08/2025 22:17:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 袁文謙

意見詳情
Details of the Comment :

反對此申請規劃A/NE-FTA/258
维護居民權益，增取應有權利
根據《城市規劃條例》第9(1)(a)條正式公布的《虎地坳及沙嶺分區計畫大綱核准圖》编号S/NE-FTA/18，有明確的農業用地規劃意向。
首先依據農業用地的規劃目標是保存及保護優良農地，農場，及魚塘。
農業用地的第一欄及第二欄准許的用途不包括倉庫，家禽凍倉，批發行業等。申請人提出的申請興建"家禽冰鮮凍倉及分销中心"明顯不符合分區計劃的土地用途的要求。
OZp明言文錦渡路一帶的露天儲物，貨車停車場及非正式工業用途與鄉郊環境格格不入帶來環境恶化與交通堵塞，凍倉將引入重型車輛與污染，摧毀沙嶺的寧靜與生態。
而此 申請地点屬于低窪地帶，有水患，水浸嚴重。
另申請項目屬于"私人商業用途"，只有自身利益。不合付公眾利益。不合付城規會農地保護原則。
保護沙嶺的農業與居民權益。
懇請城規會委員，撤回申請。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250817-121740-93197
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	17/08/2025 12:17:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Yuen kwai ngor

意見詳情
Details of the Comment :

強烈反對 A/NE-FTA/258在沙嶺興建"家禽凍倉"的申請
自從文錦渡及沙嶺開放禁區後，私人發展商，對沙嶺的"農地"一直虎視眈眈。
據香港O1報導過，此申請地點，已於2018年開始多次申請做"家禽凍倉"屢次被《城規會》拒絕。
此申請 違背了2024年4月經行政長官及行政會議核准，並根據《城市規劃條例》第9(1)條正式公布的《虎地坳及沙嶺分區計劃大綱核准圖》(编号S/NE-FTA/18)中，該地段明確劃為農業用途的規劃意向。 申請地點位於羅湖道以東，東北及南面， 根據2024年4月19日公佈的最新分區計劃，該區域仍明確劃為農業用地，無任何爭議。行政長官及行政會議在核准該分區計劃時，並未納入任何可作倉庫或凍倉 用途的修訂項目。
據了解，這項申請 是一個為 期三年
計劃， 但由於計劃涉及的面積廣大(面積约2O249平方米)，並計劃設立多個冷凍倉庫，電機房，辦公樓， 需要投入相當高額資金。在成本效益方面，只有長遠發展才能達到效益。因此，我個人認為所謂的「三年計劃」只是個「深謀遠慮」的計劃， 實際上以內定為一個永久選址， 沙嶺村村民皆已陷入無助的困境，一旦計劃確認，便沒有翻身的機會，喪失咗發言權，申訴權。
而每次城城市規劃委員會張貼 此規劃申請時(家禽凍倉)，村民必定提出強烈反對的意見，但每次申請公告張貼後，都屢次遭人刻意撕毀， 估計是怕被更多村民知悉事項申請。(村民有向規劃署反映及投拆)。
申請编号A/NE-FTA/258未獲批准，以偷偷提前偷步展開工程，非法傾倒建築廢料， 坑坑洼洼，泥頭弄污道路，偶爾還夜間偷偷作業，十分滋擾，沙領村村民全都感到無奈無助。(有報警)
另本人對此申請內容有所保留， 因對交通評估，污水排水措施，噪音評估， 申請書計劃內容可能只是紙上談兵，成效成疑?
懇請城規會作多方面考慮，保障居民權益，民生為本

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250817-225348-87759
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	17/08/2025 22:53:48
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Leo Poon

意見詳情
Details of the Comment :

Dear Town Planning Board,

I am writing to you as a resident of Sha Ling Village to express my strong opposition to the application A/NE-FTA/258 for the construction of a "Home Freeze Warehouse."

I am aware that this application is currently in violation of development regulations, as the Planning Department's Enforcement and Prosecution Unit has issued a violation notice demanding the restoration of the land. The applicant has yet to your board any work, and the villagers are closely monitoring the situation.

The application A/NE-FTA/258 has not received approval from the Town Planning Board, yet the applicant has begun preliminary work. Such actions are deserving of condemnation as they undermine the law, disregard regulations, and lack integrity. Furthermore, the applicant has submitted another application for consideration at the Town Planning Board meeting on September 19. If the Town Planning Board were to approve this application, it would effectively diminish the seriousness of the restoration requirement and allow the applicant to circumvent it while resuming construction.

Approving this application would only encourage other applicants to follow suit, further eroding adherence to the law. In light of this situation, I respectfully urge the Town Planning Board to withdraw this application.

Thank you for your attention to this matter.

Sincerely,
Leo Poon

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250818-223235-17379
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	18/08/2025 22:32:35
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Alex Yuen

意見詳情
Details of the Comment :

反對此申請
根據2O24年4月《虎地坳及沙嶺分區計劃大綱核准圖》S/NE-FTA/18，該分區計劃明確列明，農業用地第一欄及第二欄未纳入任何可作倉庫或凍倉用途的修訂項目，城市規劃委員 有法定責任嚴格遵守已公布計劃大綱圖，確保土地用途的明確性和穩定性。

今次申請屬大規模工程，幾乎是將一大片農地 變成棕地，擔心一旦通過申請，核准的分區計劃形同虛設，並開啟新農業用地隨意改變用途的先例。

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

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From: [redacted]
Sent: 2025-08-19 星期二 12:10:03
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: KFBG's comments on three planning applications
Attachment: 250819 s16 MKT 50.pdf; 250819 s16 FTA 258.pdf; 250819 s16 SK 431.pdf

Dear Sir/ Madam,

Attached please see our comments regarding three applications. There are three pdf files attached to this email. If you cannot see/ download/ open these files, please notify us through email.

Please do not disclose our email address.

Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

Email Disclaimer:
The information contained in this e-mail (including any attachments) is confidential and is intended solely for the addressee. If you are not the intended recipient, please notify the sender immediately and delete this e-mail from your system. Any unauthorised use, disclosure, copying, printing, forwarding or dissemination of any part of this information is prohibited. KFBG does not accept responsibility and shall not be liable for the content of any e-mail transmitted by its staff for any reason other than bona fide official purposes. There is no warranty that this e-mail is error or virus free. You should not rely on any information that is not transmitted via secure technology.

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

19th August, 2025. **By email only**

Dear Sir/ Madam,

Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Associated Filling of Land (A/NE-FTA/258)

1. We refer to the captioned.

2. We recommend the Board to investigate with relevant authorities as to whether the site is now involved in any ongoing enforcement case; if yes, then to consider whether it is appropriate to approve the application.

3. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

[redacted]

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

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From:
Sent: 2025-08-15 星期五 16:55:09
To: enquire1/PLAND <enquire@pland.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; tpbpd/PLAND <tpbpd@pland.gov.hk>; Enquiry NDO/HAD <don@had.gov.hk>
Subject: 反對有關規劃申請編號 A/NE-FTA-258 臨時家禽冷藏庫及分銷中心的有關信件
Attachment: 2025.08.15.pdf

敬啟者：

本人為打鼓嶺沙嶺村居民福利會代表，冼先生。
附件為反對臨時家禽冷藏庫及分銷中心的有關信件，請參閱，敬候回覆，謝謝。

冼先生

打鼓嶺沙嶺村居民福利會

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2025 年 08 月 12 日

敬啟者：

（有關規劃申請編號 A/NE-FTA/258）

（擬議臨時家禽冷藏庫及分銷中心＜為期 3 年＞及填土以作土地平整工程）

本會就有關上述申請，並廣泛諮詢村民，同時召開村民會議討論，會上全體村民一致堅決反對以上有關申請。理由如下：

1. 本會重新並嚴正聲明，申請地段範圍內之疏水河，屬官地更是本村數百戶村民近百年來共同使用，任何人無權佔用並進行發展，因此本會強烈反對把該疏水河批租給任何人士。

   如有關部門批給此申請，本會定必應村民要求展開激烈抗爭。

2. 同時，因應河道下游位置，較早時違例發展被非法傾倒泥頭，導致河道收窄及淤塞，引致上游打風落大雨經常水浸。所以本會認村民要求，將向相關政府部門申請修復整條疏水河。

3. 本村道路，並不宜經常有大型車輛進出，對村民構成安全隱患。

4. 上述申請之相關地段位於低窪，並不適宜進行填土工程。現在申請人還要求平整土地，把申請地段地面升高六尺多。此舉會導致附近數百戶村民即變成低窪地區，打風及雨季期間村民居所必定水浸，造成財產損失、出入不便，增加意外風險，屆時村民應找誰索償？找當局還是申請人？

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5. 該申請有一所十幾萬平方呎，高 60 多尺相等於樓高六層的建築物，可謂龐然巨物，該建築物緊貼民居，相差不到數十尺，除影響視線景觀外，更對鄰近低窪居住村民造成空氣不流通，影響村民健康。

6. 該建築物是一所冷藏庫，而冷藏庫製冷系統是二十四小時運作，必定造成大量噪音，破壞附近空氣質素。

7. 家禽冷藏庫及分銷中心運作時間將近是二十四小時，特別是晚上及清晨時候，大型車輛不停運作，對本村村民造成極大滋擾，晚上如何入睡？

8. 打鼓嶺鄉主要是鄉郊環境，規劃項目已對周邊環境完全不協調，令鄉郊變成工業區，至今打鼓嶺鄉從未有如此龐然巨物，如先例一開，定必嚴重破壞鄉間環境。

本會認為就有關申請，無論在土地規劃上、車輛通道、空氣、噪音、排水及現場環境，都不應支持該申請。更重要是現在出現違法案件，警方仍在處理中，同時附近有大量村民居住，日後定必引起無數衝突。

故此，本會堅決反對有關申請，望有關部門小心處理。謝謝！

此致

正本呈送　城市規劃委員會

副本呈送　規劃處、北區民政事務處、渠務署

N.T. BOUNDARY CENTRAL DISTRICT ※ 區中境邊界新 會利福民居村嶺沙 ※ SHA LING VILLAGERS WELFARE ASS.

打鼓嶺沙嶺村居民福利會

主席李樹榮：李樹榮 謹啟

2025 年 08 月 12 日

以下反對村民簽村民簽署：

2025 年 08 月 12 日

姓名		姓名	
戴志平		董月喜	
張細敏		李麗鈴	
戴偉森		董佩詩	
戴燕婷		董佩雯	
張建忠		董偉傑	
吳金雄		呂秉高	
吳偉文		林俊廷	
戴志中		李財平	
陳榮珍		張長虹	
戴煒堯		李淨鋒	
戴嘉倫		李家衡	
何永清		黃慧婷	
杜建煤		黃學志	
黃松泰		陳綺文	
曾玉嬌		黃家豪	
黃俊彥		李財榮	
黃俊康		莫楊見	

87

以下反對村民簽村民簽署：　　2025 年 08 月 12 日

姓名	姓名
劉壽珍	陳銑成
劉祖壽	郭士宏
劉卓謙	劉爾雅
洪子劍	馮惠湘
洪嘉偉	羅成定
董順業	羅紹熙
董淇琪	羅紀海
洪嘉慧	劉展麟
梁宗明	勞譽偉
洪志成	陳月秋
李丽蘭	薛儁健
郭昌發	詹少芳
陳沛明	丘卓倫
陳國偉	薛儁源
林曉倫	
薛瑞如	
賴月英	

合共4頁。

致城市規劃委員會 88
現仅對規劃申請編號
A/NE-FTA 258
以下有幾個重点對于本申
請道不便，本应力仅對申請
1 這個地方出入口是在哪
裡而我目測到是在迷湖道
火登在GD049附近正是
行人路由至他自己開發出
來是不合發法並且本村食水管
都藏于地下上，~~同時~~如水管
斷到時全到全村沒水用

② 衛生問題冰鮮場有誰可以担保沒有老鼠出現？88

③ 根本羅湖路不可以負荷車流量本村只停羅湖道出入同時羅湖路是單線行駛他如何應對？

④ 水浸問題現在目測到大約附近開始有點於塞，就逢落雨時候沒有人知本村水浸到停雨時候已經退了水有官員來視察嗎？

⑤ 這個工地已經進行施工你們有看過嗎？天天都有

②

泥頭車影響到本村的居民
你們可以睇清楚本村嗎？88
⑥工地對面有3幼稚園遊樂~~地場~~
~~你們的~~和巴士站村民出入
你們會~~應~~~~該~~村民安全重要，還
是他們冰鮮場重要？？？

(二)

袁氏大圍及本村民心聲
留意好一些回敬上

RECEIVED
19 AUG 2025
Town Planning Board

祝工作順利
身體健康 袁氏
18-8-2025

89

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/NE-FTA/258 Received on 21/07/2025,22/07/2025,23/07/2025 , 18/07/2025

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 何志強議員

簽署 Signature _____ 日期 Date 2025.8.8

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:	
Sent:	2025-08-14 星期四 16:40:49
To:	tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject:	主旨：本人及祖堂后人为维护我们自身合法权益反对 A/NE/FTA/220 及/258 项目申请，并提出相关反对意见同时提供相关依据及资料。
Attachment:	258 项目方提供的没有法律依据的资料.pdf; 本人维权原资料复印件.pdf

意见函

主旨：本人及祖堂后人为维护我们自身合法权益反对 A/NE/FTA/220 及/258 项目申请，并提出相关反对意见同时提供相关依据及资料。

尊敬的城市規劃委員會秘書處：

本人程雪梅，罗湖沙岭村村民，同时也是袁焕宇祖堂名下沙岭村二十八亩农地的延续合法承租管理人。

1. **土地权属与管理依据**
   本人先生的父亲袁球与袁焕宇祖堂司理人袁国仁先生于 1956 年 12 月 30 日签订合法承租合约，明确由袁球及其后人管理祖堂名下沙岭村二十八亩农地（地块编号：#458、459、460、465、538、540、542、842、471B、502 等）。2013 年 4 月 4 日，经祖堂代表人袁志辉先生书面委托，本人正式成为延续管理人；2019 年 5 月 5 日，祖堂全体后人与受益人一致确认原合约持续有效。

2. **沟通与现状**
   本人作为唯一合法承租管理人，长期与政府保持良好沟通。然而，此次规划涉及的地块 471B、502 及 540，从未征得本人或祖堂同意，严重侵害我的合法权益。

3. **针对这个规划项目，本人及祖堂后人一直是反对，从来没有授权或同意任何人去非法开发，我一直举报并报警投诉。非法施工方非法侵占/围地。请您严惩非法人员，请他们尽快还原。**

4. 其中涉及到的羅湖 YUEN KWOK YAN(第 89 約地段 502 號的註冊業主袁煥宇祖的司理)和羅湖 YUEN KWOK YAN(第 89 約地段 540 號 B 分段餘段的註冊業主袁煥宇祖的司理)部分及 471B 等农地。本人作为合法承租管理人，一直对这些袁焕宇祖堂地拥有合法的管理权，绝不允许他人非法侵占，恳请政府及相关部门核实并尊重维护本人及祖堂的合法权益。

5. 袁焕宇祖堂（袁全有祖）司理人袁国仁先生于 1987 年 12 月 5 日去世后，袁焕宇祖堂司理人一直未变更，袁球的租赁合同一直延用至今，虽然本人先生的父亲袁球于 2000 年去世了，该租赁合同我们一直延用至今，并且获得了香港袁焕宇祖堂授权书承认并同意该租赁延用，直至他们祖后人及受益人重新委任新的司理人，另订新租约为止。（见附件）

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6. 关于开发商提交相关资料，没有法律依据，只是想误导和蒙骗政府及相关部门通过项目审批，恳请政府及相关部门严厉惩治他们要求他们还原袁焕宇祖堂地并维护我们的合法权益。

附：报警及投诉列表
2017 年 8 月 3 日 TKL17007932（第一次被非法填土，农地 465）
2017 年 8 月 5 日 TKL17008006（农地 465 被非法填土）
2018 年 12 月 3 日 TKL（周明辉带人非法填土农地 465）
2019 年 3 月 9 日（周明辉带人围网）
2025 年 5 月 7 日 TKL25002938（农地 502、471B 非法填土）
2025 年 6 月 14 日 TKL25003657（农地 502、471B、540 被填土破坏）
等等

恳请及时回复信函

此致
敬礼

沙岭村村民暨袁焕宇祖堂土地承租管理人
程雪梅

2025 年 8 月 14 日

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-07-22 星期二 16:39:31
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	RE: A/NE-FTA/258 - public comments
Attachment:	回覆城市規劃委員會意見- YUN HOK CHAU TSO.pdf; 回覆城市規劃委員會意見-袁煥宇祖及袁超凡祖.pdf

致: Shirley 規劃署

附上回應有關袁氏反對規劃申請之意見:

根據袁氏合法後人釐清，投訴人等並非認可的袁氏祖堂後人，估計應該是附近地段寮屋的佔用人，懷疑有人假冒祖堂成員身份作出反對規劃申請，原因是擔心是次發展成功後，已佔用的土地需交還業權人；此外，不排除意圖向申請人索取利益(因雙方曾經協商,但賠償金額申請人無法接受而談判失敗)。
最後，袁氏祖堂的持份者均支持上述項目的發展，目的能夠協助香港的冷凍倉的需求及兼容鄉郊發展積極配合社會的需要。

另附上 袁煥宇祖，袁超凡祖 及 YUN HOK CHAU TSO 後人提供之佐證，以供參考!

C&K Land Management Co., Ltd.
代行

城市規劃委員會
香港北角渣華道 333 號
北角政府合署

91

敬啟者:

支持規劃許可申請編號: A/NE-FTA/258
擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程

申請位置: 新界沙嶺文錦渡路丈量約份第 89 約地段第 471 號 B 分段餘段(部分)、第 472 號、第 473 號、第 474 號、第 475 號、第 476 號、第 482 號餘段、第 483 號、第 484 號、第 486 號、第 487 號餘段、第 497 號 A 分段餘段、第 501 號、第 502 號、第 504 號 B 分段、第 505 號及第 506 號 B 分段餘段和毗連政府土地

我們是上述規劃許可申請部分地段之土地管理人 YUN HOK CHAU TSO 之合法後人, 謹代表 YUN HOK CHAU TSO 全力支持上述規劃許可申請, 鑒於祖堂註冊司理人 YUN TAK FUK 先生已離世, 有關冒認祖堂反對申請之虛假聲明, 我們將保留法律追討權利, 懇請城市規劃委員會可批准是次規劃許可申請, 善用土地資源。

特此通知!

YUN HOK CHAU TSO 全體後人

日期: 2025 年 7 月 22 日

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

From:	[redacted]
Sent:	2025-07-22 星期二 16:39:31
To:	Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject:	RE: A/NE-FTA/258 - public comments
Attachment:	回覆城市規劃委員會意見- YUN HOK CHAU TSO.pdf; 回覆城市規劃委員會意見-袁煥宇祖及袁超凡祖.pdf

致: Shirley 規劃署

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最後，袁氏祖堂的持份者均支持上述項目的發展，目的能夠協助香港的冷凍倉的需求及兼容鄉郊發展積極配合社會的需要。

另附上 袁煥宇祖，袁超凡祖 及 YUN HOK CHAU TSO 後人提供之佐證，以供參考!

C&K Land Management Co., Ltd.
代行

城市規劃委員會
香港北角渣華道 333 號
北角政府合署

敬啟者:

支持規劃許可申請編號: A/NE-FTA/258
擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程

申請位置: 新界沙嶺文錦渡路丈量約份第 89 約地段第 471 號 B 分段餘段(部分)、第 472 號、第 473 號、第 474 號、第 475 號、第 476 號、第 482 號餘段、第 483 號、第 484 號、第 486 號、第 487 號餘段、第 497 號 A 分段餘段、第 501 號、第 502 號、第 504 號 B 分段、第 505 號及第 506 號 B 分段餘段和毗連政府土地

我們是上述規劃許可申請部分地段之土地管理人 YUN HOK CHAU TSO 之合法後人, 謹代表 YUN HOK CHAU TSO 全力支持上述規劃許可申請, 鑒於祖堂註冊司理人 YUN TAK FUK 先生已離世, 有關冒認祖堂反對申請之虛假聲明, 我們將保留法律追討權利, 懇請城市規劃委員會可批准是次規劃許可申請, 善用土地資源。

特此通知!

YUN HOK CHAU TSO 全體後人

日期: 2025 年 7 月 22 日

YUN HOK CHAU TSO 的合法後人聯署確認書：

姓名	確認及簽署
袁龍穩	袁龍穩
[redacted]	

聲　明

本人 袁龍穩　香港身分證號碼 [redacted]

現居於 [redacted]

謹以至誠鄭重聲明：茲證明本人是羅湖袁氏大祖堂袁學洲祖尺名下袁光宗祖後人，有最大祖堂袁皓公祖家譜寄載及在北區民政處資料保存。（見附件1）

本人謹憑藉《宣誓及聲明條例》衷誠作出此項鄭重聲明，並確信其為真確無訛。

此項聲明於 ~~二〇一七年 叁月廿九日~~ 二〇一七年 叁月廿九日
年　月　日

在香港特別行政區 北區民政事務處 作出，

~~是經由　　，現於　　~~
~~任職~~

~~作出傳譯者，而此傳譯員亦已先行聲明，他已將本文件內容向聲明人作出真實明確及清晰可聞的傳譯，並會將本人即將為聲明人主持的聲明忠實向其傳譯。~~

袁龍穩
（聲明人簽署）

在本人面前作出：

監誓員：吳卿若

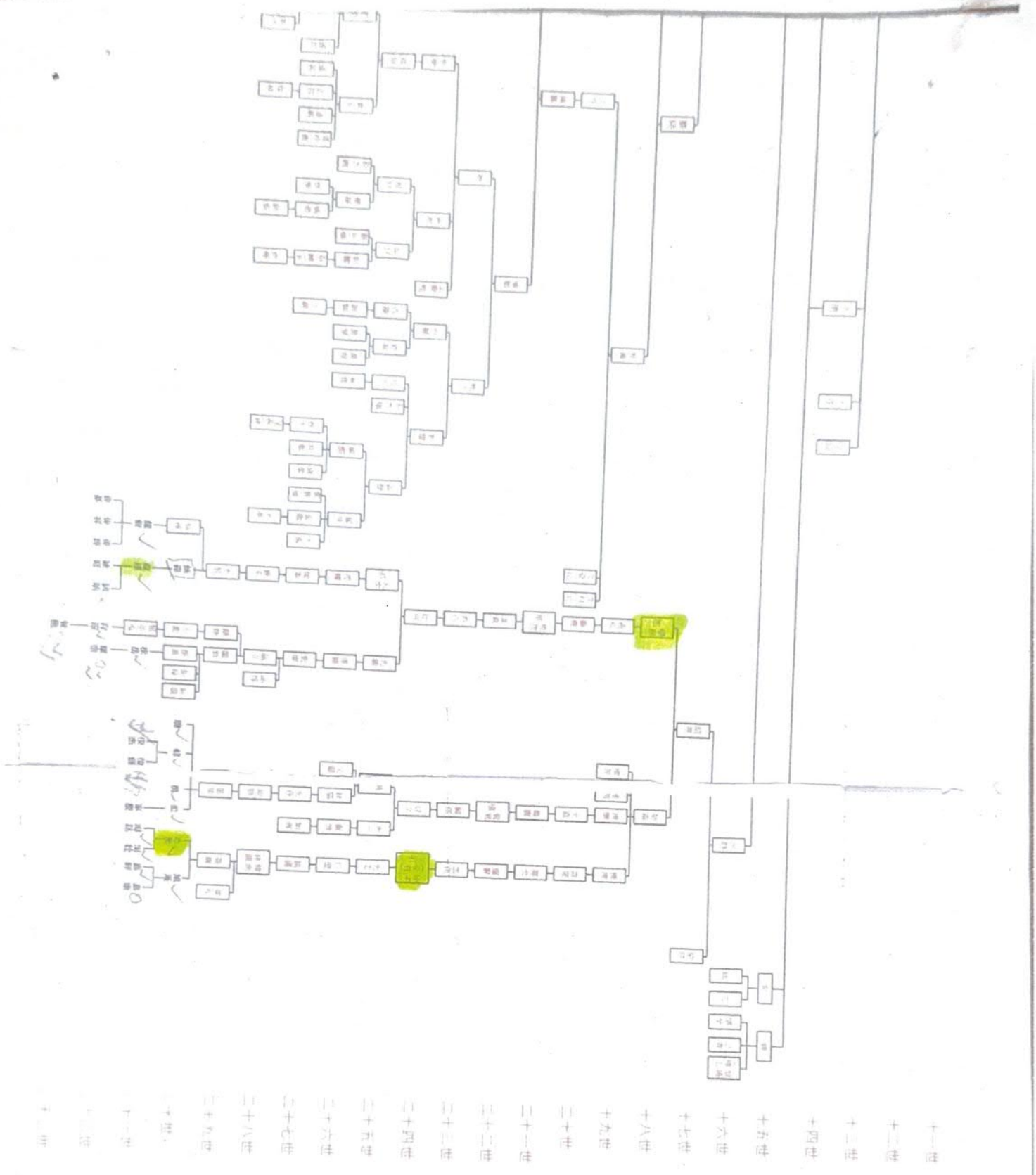
~~本人　　現於~~
~~謹以至誠鄭重聲明，本人諳熟本文件所採用的法定語文及　　文，本人已將本文件內容向聲明人　　作真實明確及清晰可聞的傳譯，並會將即將為其主持的聲明忠實向其傳譯。~~

~~（傳譯者簽署）~~

~~此項聲明是於　　年　　月　　日~~
~~在香港特別行政區　　作出。~~

~~在本人面前作出：~~

~~監誓員：~~



城市規劃委員會
香港北角渣華道 333 號
北角政府合署

敬啟者:

支持規劃許可申請編號: A/NE-FTA/258
擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程

申請位置: 新界沙嶺文錦渡路丈量約份第 89 約地段第 471 號 B 分段餘段(部分)、第 472 號、第 473 號、第 474 號、第 475 號、第 476 號、第 482 號餘段、第 483 號、第 484 號、第 486 號、第 487 號餘段、第 497 號 A 分段餘段、第 501 號、第 502 號、第 504 號 B 分段、第 505 號及第 506 號 B 分段餘段和毗連政府土地

我們是上述規劃許可申請部分地段之土地管理人袁煥宇祖及袁超凡祖之合法後人,謹代表袁煥宇祖及袁超凡祖全力支持上述規劃許可申請,鑒於兩個祖堂註冊司理人袁國仁先生已離世,有關冒認祖堂反對申請之虛假聲明,我們將保留法律追討權利,懇請城市規劃委員會可批准是次規劃許可申請,善用土地資源。

另附上: 死亡證明書/ 聯署確認書/ 法庭證明文件/ 祖堂架構圖 供貴署核實本堂為合法管理人的身份。

特此通知!

袁煥宇祖及袁超凡祖全體後人

日期: 2025 年 7 月 22 日

城市規劃委員會
香港北角渣華道 333 號
北角政府合署

敬啟者:

支持規劃許可申請編號: A/NE-FTA/258
擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及相關的填土工程

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特此通知!

袁煥宇祖及袁超凡祖全體後人

日期: 2025 年 7 月 22 日

袁煥宇祖及袁超凡祖的合法後人聯署確認書：全有祖及煥宇祖

姓名	確認及簽署
袁國強 [redacted]	
袁偉豪 [redacted]	
袁志光 [redacted]	
袁旭漢 [redacted]	袁旭漢
袁嘉暉 [redacted]	
袁嘉康 [redacted]	
袁愷恒 [redacted]	
袁翊軒 [redacted]	
袁麟竣 [redacted]	
袁麟傑 [redacted]	

袁煥宇祖及袁超凡祖的合法後人聯署確認書：袁超凡祖

姓名	確認及簽署
袁英有 [redacted]	袁英有
袁柱華 [redacted]	袁柱華
袁家寧 [redacted]	袁家寧

有关袁全有祖及袁煥宇祖.

高院申請事宜.

請見案號 HCMP 163/2024.

聲明

本人張漢松身份証 [redacted]

現居於 [redacted]

謹以至誠鄭重聲明：並確信其為真確無誤。

本人生於：羅湖村多年在沙嶺羅湖村生活、現為打鼓嶺羅湖村村代表任期由2011年4月至2019年3月真誠地相信及認知袁全有祖袁煥宇祖後人、現為以下十二人。

袁志光、袁翊漢、袁澍銘、袁嘉暉、袁嘉康、袁光明、袁偉豪、袁國強、袁憶恒、袁翊軒、袁麒詡、袁麟傑。

詳情見袁全有祖、袁煥宇祖族譜。

本人謹憑藉（宣誓及聲明條例）表誠作出此項鄭重聲明，並確信其為真確無訛。

二〇一九年 弐月廿日

此項聲明是於二零 年 月 日在香港特別行政區

✓ 北區民政事務處 作出✓*是經由

現居於

及任職 作出傳譯者，而此傳譯員亦已先行聲明/宣誓/確認*他已將本文件內容向聲明人作出真實明確及清晰可聞的傳譯，並會將本文件原本為聲明人主持的聲明忠實向其傳譯。*✓

張漢松

（聲明人簽署）

在本人面前作出，

監誓員：何達文

✓✓*本人 ，現居於

，謹以至誠鄭重聲明，本人諳熟本文件所採用的法定語文及

文，本人已將本文件內容向聲明人

作真實明確及清晰可聞的傳譯，並會將其為其主持的聲明忠實向其傳譯。

（傳譯員簽署）

此項聲明/宣誓/確認*是於二零 年 月 日在香港特別行政區

作出，

在本人面前作出，

監誓員：

* 如毋須作出傳譯，請刪去有關段落

* 請刪去不適用的文字

HAD 5(S) Rev. 8/2018

袁氏全有（煥宇）祖有份人

2018 至 2019 年度會議紀錄

日期： 二零一九年八月十八日
時間： 下午六時正
地點： 上水新建路 15 號 2 樓羅湖袁氏宗親會

出席：	旁聽者：
袁志光 （司理申請人） 袁國強 （羅湖袁氏宗親會/有份人主席） 袁憶恆 （羅湖袁氏宗親會首席招集人） 袁翊軒 袁旭漢 袁澍銘 袁嘉暉 袁嘉康 袁志明	袁麒竣 袁麒傑 缺席： 袁偉豪（授權袁翊軒） 主席： 袁國強 秘書： 袁憶恆

1.）通過本次會議議程
由袁志光及袁憶恆確定祖堂有份人有十一人出席，袁偉豪則授權袁翊軒投票。

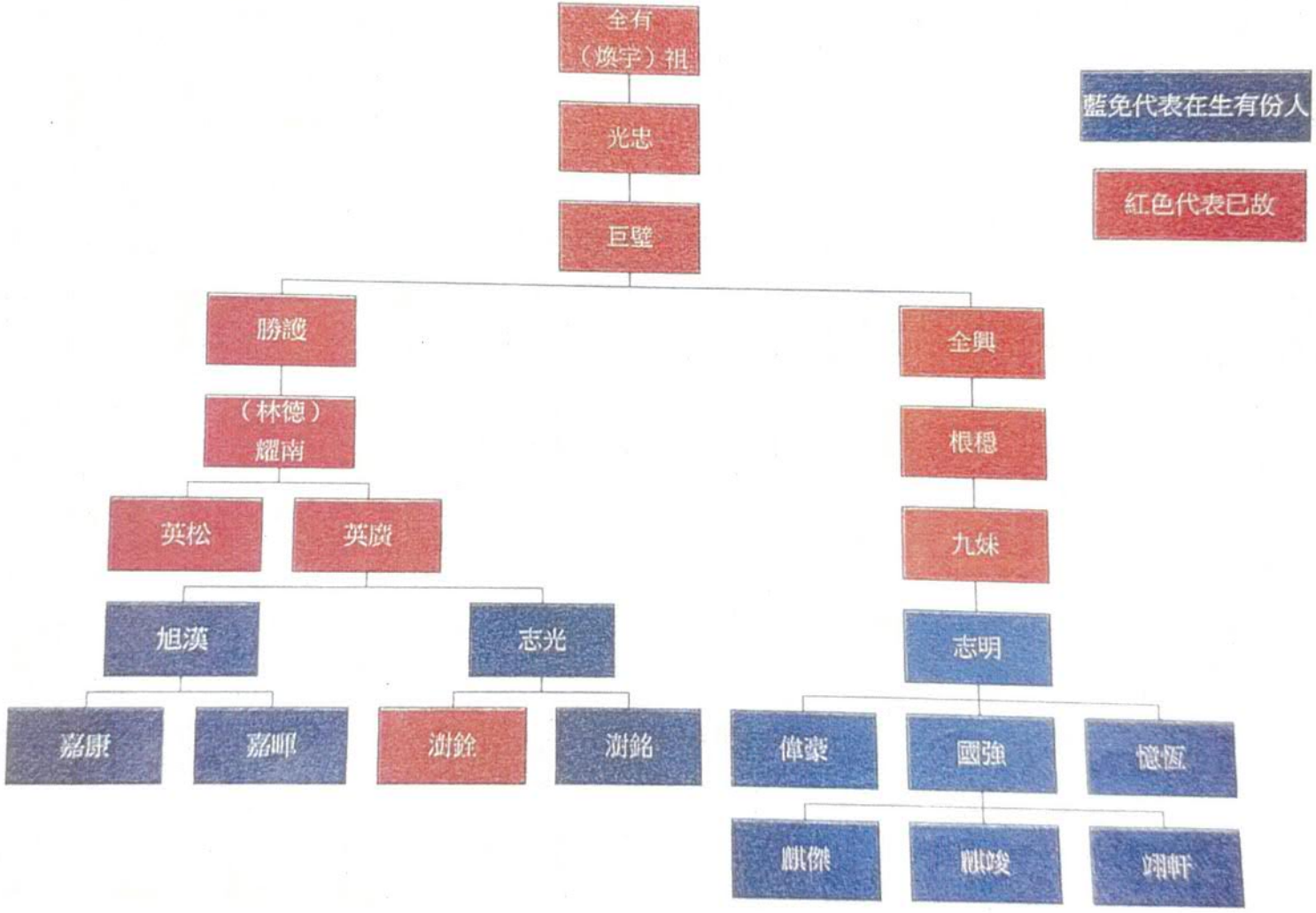
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一致贊成由袁志光及袁憶恆出任袁氏全有（煥宇）祖司理人。

3.）其他事項
下次開會日期有待袁憶恆先生就相關事務招集所有有份人。

4.）散會時間
下午七時正

主席(簽署)
秘書(簽署)
本會議紀錄於二零一九年八月十八日正式通過

袁氏全有煥字祖族譜


全有
（煥字）祖
光忠
巨璧
勝護
（林德）
耀南
英松
英廣
旭漢
志光
嘉厥
嘉峘
澍銓
澍銘
全興
根穩
九妹
志明
偉豪
國強
憶恆
麒傑
麒竣
翊軒
藍免代表在生有份人
紅色代表已故

公 证 书

NOTARIAL CERTIFICATE

中华人民共和国广东省深圳市罗湖区公证处

Luohu District Notary Public Office Shenzhen City Guangdong Province P.R.C.

城市規劃委員會
香港北角渣華道 333 號
北角政府合署

敬啟者：

支持規劃許可申請編號：A/NE-FTA/258
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特此通知！

袁煥宇祖及袁超凡祖全體後人

日期：2025 年 7 月 22 日

袁煥宇祖及袁超凡祖的合法後人聯署確認書：全有祖及煥宇祖

姓名	確認及簽署
袁國強 [redacted]	
袁偉豪 [redacted]	
袁志光 [redacted]	
袁旭漢 [redacted]	袁旭漢
袁嘉暉 [redacted]	
袁嘉康 [redacted]	
袁愷恒 [redacted]	
袁翊軒 [redacted]	
袁麒竣 [redacted]	
袁麒傑 [redacted]	

袁姓宇祖及袁超凡祖的合法後人聯署確認書：袁超凡祖

姓名	確認及簽署
袁英有 [redacted]	袁英有
袁柱華 [redacted]	袁柱華
袁家寧 [redacted]	袁家寧

聲 明

本人張漢松身份証 [redacted]

現居於 [redacted]

謹以至誠鄭重聲明：並確信其為真確無誤。

本人生於：羅湖村多年在沙嶺羅湖村生活、現為打鼓嶺羅湖村村代表任期由2011年4月至2019年3月真誠地相信及認知袁全有祖袁煥宇祖後人、現為以下十二人。

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詳情見袁全有祖、袁煥宇祖族譜。

本人謹憑藉《宣誓及聲明條例》表誠作出此項鄭重聲明，並確信其為真確無訛。

二〇一九年 三月 廿日

此項聲明是於二零……年……月……日在香港特別行政區

✓ 北區民政事務處 作出✓#是經由……

現居於……

及任職……作出傳譯者，而此傳譯員亦已先行聲明/宣誓/確認*他已將本文件內容向聲明人作出真實明確及清晰可聞的傳譯，並會將~~本人即將為聲明人主持的聲明忠實向其傳譯。~~#✓

張漢松

……

（聲明人簽署）

在本人面前作出，

監督員：何達文

✓✓#本人……，現居於……，謹以至誠鄭重聲明，本人諳熟本文件所採用的法定語文及……文，本人已將本文件內容向聲明人……作真實明確及清晰可聞的傳譯，並會將即將為其主持的聲明忠實向其傳譯。

……

（傳譯員簽署）

此項聲明/宣誓/確認*是於二零……年……月……日在香港特別行政區……作出。

在本人面前作出，

監督員：……#✓

……# 如毋須作出傳譯，請刪去有關段落

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HAD 5(S) Rev. 8/2018

袁氏全有（煥宇）祖有份人

2018 至 2019 年度會議紀錄

日期： 二零一九年八月十八日
時間： 下午六時正
地點： 上水新建路 15 號 2 樓羅湖袁氏宗親會

出席： 袁志光 （司理申請人） 袁國強 （羅湖袁氏宗親會/有份人主席） 袁憶恆 （羅湖袁氏宗親會首席招集人） 袁翊軒 袁旭漢 袁浩銘 袁嘉暉 袁嘉康 袁志明	旁聽者： 袁麒竣 袁麒傑 缺席： 袁偉豪（授權袁翊軒） 主席： 袁國強 秘書： 袁憶恆

1.）通過本次會議議程
由袁志光及袁憶恆確定祖堂有份人有十一人出席，袁偉豪則授權袁翊軒投票。

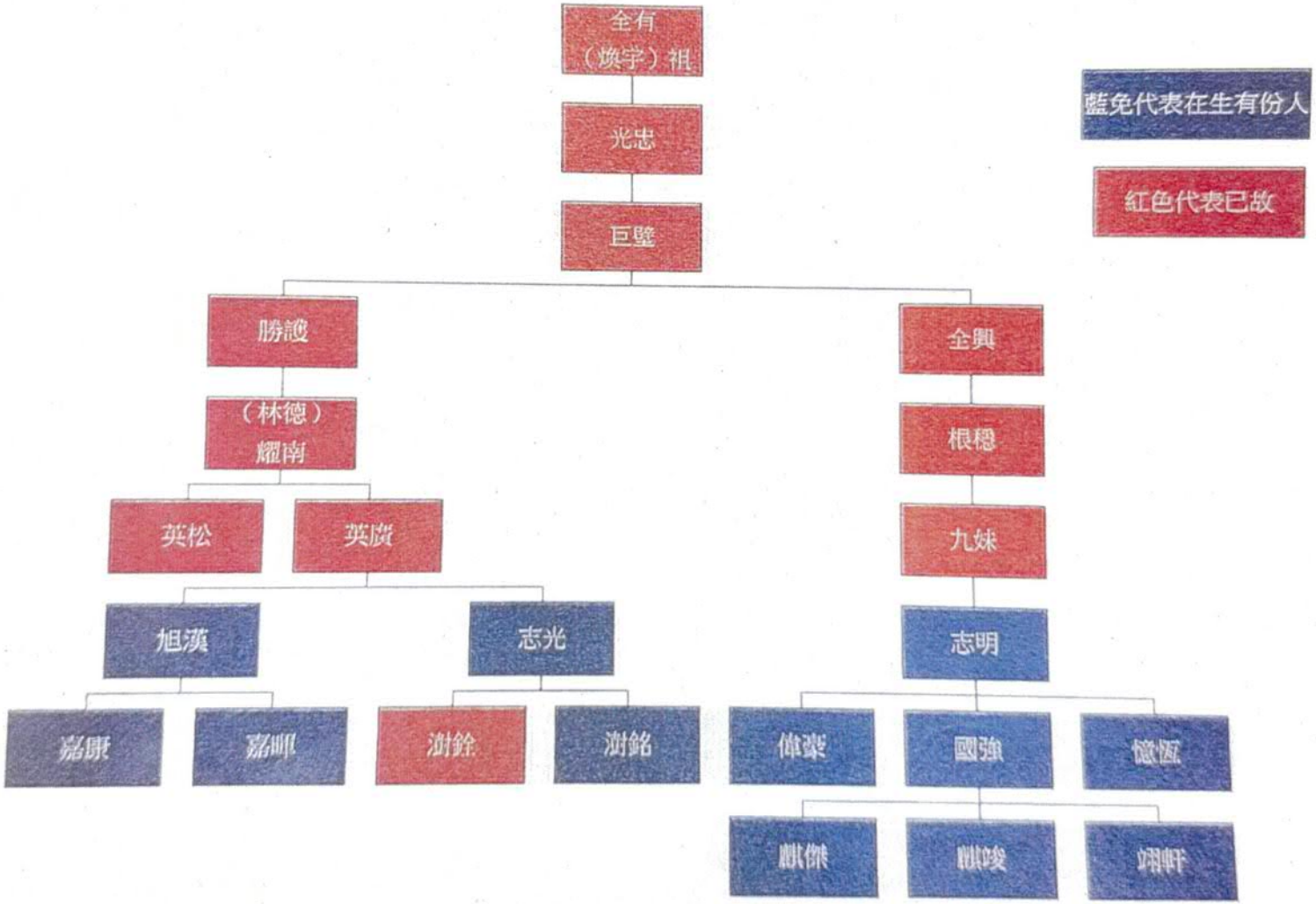
2.）討論事項
一致贊成由袁志光及袁憶恆出任袁氏全有（煥宇）祖司理人。

3.）其他事項
下次開會日期有待袁憶恆先生就相關事務招集所有有份人。

4.）散會時間
下午七時正

主席(簽署)
秘書(簽署)
本會議紀錄於二零一九年八月十八日正式通過

袁氏全有煥字祖族譜


全有
（煥字）祖
光忠
巨璧
勝謨
（林德）
耀南
英松
英廣
旭漢
志光
嘉騏
嘉岫
澍銓
澍銘
全興
根穩
九妹
志明
偉鑾
國強
德源
麒傑
麒峻
翊軒
藍色代表在生有份人
紅色代表已故

公 证 书

NOTARIAL CERTIFICATE

中华人民共和国广东省深圳市罗湖区公证处

Luohu District Notary Public Office Shenzhen City Guangdong Province P.R.C.

公 证 书

(2009)深罗证字第 11532 号

兹证明袁国仁（男，[redacted]出生，生前住[redacted]）于[redacted]在[redacted]死亡。

中华人民共和国广东省深圳市罗湖区公证处

公 证 员：

二〇〇九年九月七日

公　证　书

中华人民共和国广东省深圳市公证处

声　　明　　书

声明人：袁国仁，男，[redacted]出生，现住[redacted]。

我是深圳市罗湖村袁超凡祖、袁礼君祖、袁全有祖、袁焕宇祖土地的司理人。现因年老，身体欠佳，行动不便，不能长久担任司理人。我声明由我的儿子袁英有继任上述土地司理人。今后，一切有关上述四个祖的土地管理权等事宜均由袁英有全权处理。

声明人：袁国仁

一九八六年十一月五日

公　　证　　书

（86）深证字第173号

兹证明袁国仁于一九八六年十一月五日来到我处，在我的面前，在前面的声明书上签名。

中华人民共和国广东省深圳市公证处

公证员：

一九八六年十一月五日

檔號 ：HAD N TT 19/15/49/81

北區民政事務處公告

申請出任祖堂司理事宜

打鼓嶺羅湖的袁柱華先生、袁家寧先生、袁英有先生及袁啓新先生向本處報稱，袁超凡祖的司理袁國仁先生已於 1987 年 12 月 31 日去世，其遺下的司理職位空缺，應由他們接任。 任何人士如認爲不合理而反對這項申請，必須在本公告的日期起計三十天向本處提出。本處地址是新界粉嶺璧峰路 3 號北區政府合署 4 樓 401 室北區民政事務處。

該祖之物業詳情載於北區地政處糧冊第 74 卷第 173 頁。

如有查詢，請致電 2675 1590 與本處祖堂事務組聯絡。

北區民政事務專員

HOME AFFAIRS DEPARTMENT - NORTH DISTRICT OFFICE

*該祖之有份人名單詳見另頁。

2010 年 5 月 12 日

File Ref : HAD N TT 19/15/49/81

NOTICE FROM NORTH DISTRICT OFFICE
APPLICATION FOR APPOINTMENT OF TSO/TONG MANAGER

An application for appointment of the position of manager of **Un Chiu Fan Tso** of Lo Wu, Ta Kwu Ling has been made by Messrs. YUEN Chu Wah, YUEN Ka Ning, YUEN Ying Yau and YUEN Kai Sun Eric, who intended to fill the above position that fell vacant following the death of Mr UN Kwok Yan on 31.12.1987. Any person who considers that this arrangement is unreasonable and wishes to lodge an objection with this office should do so within 30 days from the date of this notice. The address of this office is Room 401, 4th Floor, North District Government Offices, 3 Pik Fung Road, Fanling, New Territories.

The properties of the Tso are set out in Volume 74 Page 173 of the "A" Rent Roll of the District Lands Office (North).

For enquiries, please contact the Tso Tong Registry of this office at 2675 1590.

District Officer (North)

*Membership list (Chinese version only) of the Tso is attached.

HOME AFFAIRS DEPARTMENT - NORTH DISTRICT OFFICE

Date : 2 MAY 20..

有关袁全有祖及袁煥宇祖.

高院申請事宜.

請見案號 HCMP 163/2024.

袁全有諱煥宇祖

我等是袁全有祖，袁煥宇祖後人或受益人，茲因本祖註冊司理人袁國仁已去世，袁國仁先生於一九五六年十二月三十日與袁培，袁照，袁球所簽訂的租約，我等後人或受益人承認繼續有效，袁球的兒子袁惠新（身份證號碼：　　）及兒媳程雪梅（身份證號碼：　　），我祖後人或受益人均同意倆人承接 袁國仁與袁培，袁照，袁球簽訂的租約，直至我祖後人或受益人委任出新司理人另訂新租約為止。

此信，特此聲明。

袁全有諱煥宇祖後人或受益人：

Hong Kong Yuan Huanyu Hall 香港 袁煥宇祖堂

袁志權	袁裕就	袁偉麟	袁偉雄	袁偉傑	袁滿就	袁家傑	袁海深
袁振聲	袁國漢	袁達勝	袁柱穩	袁富強	袁水興	袁水泰	袁勁文
袁勁康	袁忠良	袁志偉	袁志聰	袁煜祺	袁林盛	袁志洪	袁志强
袁榮耀	袁卓峰	袁信賢	袁昌發	袁志明	袁志華	袁志強	袁志輝
袁志光	袁栢煒	袁晉杰	袁金培	袁偉明	袁燕財	袁啟榮	袁啟華
袁燕強	袁志遠	袁大偉	袁大成	袁家駿	袁浩麟	袁鎮彥	袁創能
袁偉奇	袁偉廉	袁貴發	袁發洪	袁 定	袁 財	袁兆峰	袁啟新
袁建基	袁建峰	袁子本	袁立本	袁勵本	袁嘉華	袁正心	袁皓晞
袁水福	袁嘉城	袁洪光	袁水根	袁東風	袁衛星	袁衛忠	袁加榮
袁加興	袁竣樺						

二零一九年五月五日

博燦公諱鼐國學

承三公諱克緒國學

超凡公諱朝彥號靄亭登仕郎

德著公諱名揚號惠亭國學

緒緒公諱一飛字奕宗武庠

二十五世

光宗公號煥庭登仕郎

全有公諱煥宇號義齋廩飲賓

昌有公諱燕邦號慈齋登仕郎

大德公諱撝香國學

北區民政事務處
新界粉嶺
璧峰路三號
北區政府合署三樓

NORTH DISTRICT OFFICE
3/F, NORTH DISTRICT GOVERNMENT OFFICES,
3 PIK FUNG ROAD,
FANLING,
NEW TERRITORIES.

本處檔號 Our Ref.: (142) in HAD N TT 19/15/48/81
來函檔號 Your Ref.:
電　話 Tel.: 2675 1781
傳　真 Fax: 2676 9109

程女士：

有關袁煥宇祖委任司理事宜

你 2016 年 7 月 21 日有關上述事項的來信已收到，內容收悉。

根據土地註冊處的紀錄，袁煥宇祖司理是袁國仁。本處曾收到有關袁煥宇祖委任司理申請，而該申請本處仍在處理中，至今未有作出任何批核。此外，就你查詢有關祖堂候任司理的法律地位，本處建議你宜諮詢獨立的法律意見。

如有查詢，請致電 2675 1781 與本人或 2675 1590 與祖堂事務組聯絡。

北區民政事務專員
(王淑嫻 淑嫻 代行)

2016 年 7 月 25 日

副本存：HAD N TT 19/15/47/81

地 政 處

DISTRICT LANDS OFFICE

North

本處檔號 Our Ref: (6) in LDN 23/130/82

來函檔號 Your Ref:

This is the exhibit marked "CSM-3" referred to the Affidavit / Affirmation of sworn / affirmed on this 7 JUN 2006 day of

Before me,

Liu Wai Ki
Solicitor, HKSAR
Ng and Fang



Mr. YUEN Kau
I/D No.

Mr. YUEN Kau
D.D. 89 Lot No. 458
Lo Wu, N.T.

Sir/[redacted]

D.D. 89 Not No. 458B

I wish to inform you that approval is given for you to erect and maintain the agricultural structures as shown on the attached schedule on the above lot/s on the following conditions :-

(a) This approval may be withdrawn at any time on serving of three months' notice being given.

(b) The Special Conditions attached hereto shall be complied with.

(c) The structures covered by this approval may be used only for the purpose stated and may not be used for domestic or industrial purpose or as human habitation.

(d) Where so required by the District Lands Officer, the structures shall be construct according to plans submitted to and approved by him in writing. No structural alterationsor improvements to existing structure may be carried out without the fufther approval of the District Lands Office in writing, who may required plans showing the proposed alterations and improvements.

(e) In the event of any breach of any of these conditions or the Special Conditions attached hereto this approval may be withdrawn forthwith.

(F. A. Hay)
District Lands Officer, North

M.O.T. No. Nil
L. of A. No. 6176

北區地政處 函

建築北淮畫第 六一七六 號
檔案編號 23/13.1/82

為第八十九約第四五八B號地段事

逕啟者：茲准北淮 台端在上述地段興建並保有如附表之農作建築物，經核尚符下開各條件：

(甲)此批准得於三個月前以書面通知本處撤銷。

(乙)須遵守隨函附上之特別章程。

(丙)所批准興建之建築物祇可作為上述之農業用途而不得用作人住或工業用途。

(丁)如地政處認為需要時須依照呈上並經北區地政專員畫面批准之圖則興建此等建築物，未另得地政專員之書面批准前，現有之建築物不得進行結構上之改變或改進，地政專員得察閱擬進行之改變或改進工程之圖則。

(戊)倘不遵守任何上述條件或附上之特別章程，此批准得隨時予以撤銷。

此致

袁球 先生
廿廿

北區地政專員郝輝誠啟

一九八二年七月十六日

委托書

本人袁志輝、因移民關係、現委托袁至有、袁煥宇祖之租戶袁惠新先生身份證號碼　　及其太太程雪梅女士身份證號碼　　，看管及打理位於沙嶺丈量DD約約45f號地段土地上之太公山墳、維修拜祭等事宜。特此聲明、此信

香港袁煥宇祖堂 Hong Kong Yuan Huanyu Hall

袁志輝

2013年4月4日

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附加

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250809-095910-30401
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	09/08/2025 09:59:10
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. 程雪梅

意見詳情
Details of the Comment :

本人程雪梅，系罗湖沙岭村村民，同时作为袁焕宇祖堂名下沙岭村二十八亩农地的延续合法承租管理人。

1. 土地权属与管理依据
本人祖父袁球与袁焕宇祖堂司理人袁国仁先生于1956年12月30日签订合法承租合约，明确由袁球及其后人管理祖堂名下沙岭村二十八亩农地（地块编号：#458、459、460、465、538、540、542、842、471B、502等）。2013年4月4日，经祖堂代表人袁志辉先生书面委托，本人正式成为延续管理人；2019年5月5日，祖堂全体后人与受益人一致确认原合约持续有效。

2. 沟通与现状
本人作为唯一合法管理人，长期与政府保持良好沟通。然而，此次规划涉及的地块471B、502及540，未事先征得本人或祖堂同意，严重侵害我方权益。

3. 针对这个规划项目，本人一直是反对，从来没有授权或同意任何人去非法开工，我从头到尾举报并报警投诉，我很感谢和赞成您的文件通知执行要求与办法。非法施工方非法侵占/围地。请您严惩非法人员，请他们尽快还原。

附：报警及投诉列表
2017年8月3日TKL17007932（第一次被非法填土，农地465）
2017年8月5日TKL17008006（农地465被非法填土）
2018年12月3日TKL（周明辉带人非法填土农地465）
2019年3月9日（周明辉带人围网）
2025年5月7日TKL25002938（农地502、471B非法填土）
2025年6月14日TKL25003657（农地502、471B、540被填土破坏）
等等

恳请及时回复信函

此致
敬礼
沙岭村村民暨袁焕宇祖堂土地承租管理人
程雪梅

2025年8月8日

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附加

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附加

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250814-105128-00709
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	14/08/2025 10:51:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. 程雪梅

意見詳情
Details of the Comment :

意见函
主旨：本人及祖堂后人为维护我们自身合法权益反对A/NE/FTA/220及/258项目申请，并提出相关反对意见同时提供相关依据及资料。

尊敬的规划署署长：
尊敬的城市规划委员会：
尊敬的乡郊及新市镇规划小组委员会：

本人程雪梅，系罗湖沙岭村村民，同时作为袁焕宇祖堂名下沙岭村二十八亩农地的延续合法承租管理人。

1. 土地权属与管理依据
本人先生的父亲袁球与袁焕宇祖堂司理人袁国仁先生于1956年12月30日签订合法承租合约，明确由袁球及其后人管理祖堂名下沙岭村二十八亩农地（地块编号：#458、459、460、465、538、540、542、842、471B、502等）。2013年4月4日，经祖堂代表人袁志辉先生书面委托，本人正式成为延续管理人；2019年5月5日，祖堂全体后人与受益人一致确认原合约持续有效。

2. 沟通与现状
本人作为唯一合法管理人，长期与政府保持良好沟通。然而，此次规划涉及的地块471B、502及540，未事先征得本人或祖堂同意，严重侵害我方权益。

3. 针对这个规划项目，本人及祖堂后人一直是反对，从来没有授权或同意任何人去非法开发，我一直举报并报警投诉。非法施工方非法侵占/围地。请您严惩非法人员，请他们尽快还原。

4. 其中涉及到的羅湖YUEN KWOK YAN(第89約地段502號的註冊業主袁煥宇祖的司理)和羅湖YUEN KWOK YAN(第89約地段540號B分段餘段的註冊業主袁煥宇祖的司理)部分及471B。本人作为合法承租管理人，一直对这三个地块拥有合法的管理权，恳请政府核实并尊重维护本人的合法权益。

5. 袁焕宇祖堂（袁全有祖）司理人袁国仁先生于1987年12月5日去世后，袁焕宇祖堂司理人一直未变更，袁球的租赁合同一直延用至今，虽然本人先生的父亲袁球于2000年去世了，该租赁合同我们一直延用至今，并且获得了香港袁焕宇祖堂授权书承认并同意该租赁延用，直至他们祖后人及受益人重新委任新的司理人，另订新租约为止。（见附件）

6. 非法开发商提交相关资料和依据，没有法律依据，只是想误导和蒙骗政府及相关部门通过项目审批，恳请政府及相关部门核实并维护我们的合法权益。

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附加

附：报警及投诉列表
2017年8月3日TKL17007932（第一次被非法填土，农地465）
2017年8月5日TKL17008006（农地465被非法填土）
2018年12月3日TKL（周明辉带人非法填土农地465）
2019年3月9日（周明辉带人围网）
2025年5月7日TKL25002938（农地502、471B非法填土）
2025年6月14日TKL25003657（农地502、471B、540被填土破坏）
等等

恳请及时回复信函

此致
敬礼
沙岭村村民暨袁焕宇祖堂土地管理人
程雪梅

2025年8月14日

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250822-195159-08793
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	22/08/2025 19:51:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss CW

意見詳情
Details of the Comment :

此地區交通不能夠應付龐大的倉儲，沙嶺是一鄉郊大自然地區，附近亦有村民居住。進行工業或者倉儲功能，以及牽涉動物，不應該安排在接近居民的地方。
而且該地段是村民來往上水的必經之地，如果你出現禽流感或其他大型動物瘟疫，附近居民必定首當其衝。而且附近的居住都是一些非常之古舊的房屋，我這些房屋不能夠抵擋細菌的攻擊。
本區有很多該文都是來往港九新界工作，必定會將菌帶到全香港。因此反對在此地區轉或其他用途，特別是家禽冷凍處理，要家裏居民每天經過家禽處理倉庫門口才可以去乘搭巴士簡直荒謬。
而且一大片本應是綠色的大自然環境，就此破壞完全影響生態鏈。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250821-211130-09941
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	21/08/2025 21:11:30
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chun Wing W0ng

意見詳情
Details of the Comment :

本人反对申请编号A/NE-FTA/258
根據《虎地坳及沙嶺分區計劃大綱核准圖》编号S/NE-FTA/l8該規劃意向 發展內容 正正提及此申请的發展限制
1）排水設施方面
羅湖港鐵以南的低窪地带容易發生水浸，當局應考慮限制在易受水浸破坏的地区進行發展，及限制可能對排水地盤內其他地方的排水情况有不良影响的用途。
2）排污设施方面
该區仍未有排污基礎設施，南部地区由於容易發生水浸，不宜设置化糞池/滲水井系统，新的發展计划必需提供污水處理設施。
3）土力方面
沙嶺位於陡峭的天然山坡下，可能會受山泥傾瀉的天然山坡災害影响。
4）交通方面
文锦渡路一带已有露天儲物倉庫及货車停車場等非正式工業用途，導致環境與鄉郊特質不協调，更令交通擠塞問題恶化。文錦道路的擠塞問題，不但有礙跨貿易公司進行，還限制了该區發展潛力。
该区規劃意向提到，減少水浸威脅，保存農地，加強保育鄉郊風貌。
本人强烈敦促城市規劃委员會嚴格執行分區規劃，拒绝凍倉申请。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	250821-234629-86462
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	21/08/2025 23:46:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yuen man kit

意見詳情
Details of the Comment :

強烈反對此申請
申請書內容全 英文譯本 ，已對居民不公平。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250822-021236-53975
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	22/08/2025 02:12:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lai

意見詳情
Details of the Comment :

本人是村民　　，城規會已通過2個申請(FTA/201，FTA/220)同一業務、大致地段相同，現時第三份申請書A/NE-FTA/258冷凍倉庫及填土有以下意見：

1. 水浸：近日香港天氣連日大雨，黑雨、紅雨、黃雨、雷暴警告不斷，雨量相當大而多，沙嶺村本來是一個盆地的地形，只有一條大水渠。在夏天時經常會水浸，農田本來是做一個儲水池作用將雨水慢慢地排出下游地方。試想當這盆地的農田被填土，之後興建冷凍倉，水浸情況會何等嚴重。渠務不足，疏水系統受限制，批出擬議計來約4年了，基本建設沒做到，除了填土，他們實在太輕視夏天水浸的嚴重性及對居民造成極大危機，尤其本人地段也有水浸情況出現。

2. 擬議建議這地段唯一排水的大水渠將來會被車道覆蓋，任何阻礙物很難察覺，定期清理和維護很重要。渠務署監察和制定規條也很重要。

3. 由於居住於　　，車路出口接羅湖道，路面傾斜，出入路口必須停車，如果那幢(B)cold store冷凍廠房倉興建在車路出口附近會影響駕駛者出路時的安全及造成極大危機，但是有關部門及城規會卻忽略其危險性。

4. 冷藏庫廠房運作是不分日夜的運作，其做成的噪音滋擾對居民是日夜擔心的問題，同時本人的房屋就在這巨大廠房(B)冷凍廠構築物（高20.675米，面積約2023 平方米）的幾米地方可以想像對本人家庭的滋擾何等嚴重。

5. 冷藏庫廠房的污水渠及雨水渠沒有在申請書內清楚指明位置及有關資料怎樣連接居民居所排放到大水渠(existing water course)，大水渠被凍倉車道完全覆蓋，水流怎樣流向，現時凍倉地盆原有水道已被填土覆蓋，故鄰近居民包括本人農地出水口也被覆蓋，大雨後出水也有困難，大眾都是用同一大水渠，它是我們生活的一部份。

6. 這私人企業沒有任何規劃發展，只是臨時作業，但他們估計市場佔有率百分之90以上的未來發展，不應該在沙嶺這郊區農村的地方選址，應該返回工業區運作。

7. 這份新申請書內有三座冷藏倉廠房總面積不斷擴大及沒有限制的擴展，實在使村民擔心這沒規劃的改變。

總括地本人反對申請書A/NE- FTA/258有關的興建計劃內容，希望城規會為居民把關，限制無謂的申請。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250821-205540-95776
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	21/08/2025 20:55:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. lee

意見詳情
Details of the Comment :

The Hong Kong Chilled Meat & Poultry Association (HKCMA) has put forward a proposal for a temporary cold storage and distribution centre in Hong Kong. This initiative is driven by an urgent industry demand for a centralized facility, a need that became particularly pressing following the 2003 avian influenza outbreak. The project holds significant weight as it is anticipated to manage 95% of all imported chilled poultry originating from Mainland China that supplies Hong Kong. While the proposal outlines various assessments and measures to lessen environmental and operational impacts, several areas warrant closer scrutiny.

- "Temporary" Nature and Planning Context
  - The application sought and received temporary planning permission for a three-year period from the Town Planning Board (TPB).
  - The site is currently designated as "Agriculture" ("AGR") on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan.
  - The HKCMA has stated they have been actively seeking a suitable permanent site for over a decade, presenting this temporary approval as the most viable option given the challenges in securing a long-term solution swiftly.
  - However, the "temporary" nature raises questions, especially considering the government's previous approval of a three-year temporary frozen meat storage facility in 2016, which could imply a potential for prolonged use beyond the initially stated period.
  - There is some discrepancy regarding the exact size of the application site, with figures noted as approximately 16,060m² in some submissions and 20,249m² in others.
- Operational Details and Potential Disturbances
  - The facility is planned for 24-hour, 7-day-a-week, year-round operation.
  - Primary operating hours are scheduled from 9:00 a.m. to 8:00 p.m. and from 11:00 p.m. to 3:00 a.m. to accommodate diverse delivery requirements.
  - Despite proposed mitigation efforts, the continuous, high-intensity operation could lead to ongoing noise and traffic disturbances for residents in nearby rural areas.

- Environmental Impact Assessments and Mitigation Measures
  - Noise Impacts:
    - Quantitative assessments suggest that noise levels will adhere to established criteria after mitigation. Proposed measures include enclosed loading and unloading platforms, silencers for condensers, and noise barriers ranging from 5m to 12m in height.
    - The noise impact assessment used traffic flow data from 2018, described as a "conservative" "pre-disruption baseline".
    - Concerns persist regarding the actual effectiveness and consistency of these measures, par

tly due to a lack of detailed noise reduction data in some documents.

- Water Quality and Drainage:
  - The existing watercourse running through the site will be covered over and protected by elevated platforms, allowing approximately 1 meter for maintenance.
  - The site's runoff coefficient is predicted to significantly increase from 0.26 before development to 0.77 after development.
  - The total estimated peak flow into the downstream box culvert is projected to be about 5.90 cubic meters per second (m^3/s) during a 50-year return period rainfall event, taking climate change into account.
  - Underground stormwater storage tanks with an approximate volume of 2,070 to 2,500 m^3 (or 1,814m^3 in one instance) are proposed to temporarily hold runoff. This stored water may be reused on-site or transported to nearby farmlands. And the current existing watercourse should be reconstructing.

- Ecological Impact:
  - The freshwater crab species Somanniathelphusa zanklon, noted for its conservation importance, was identified on the site.
  - Capture and translocation operations for this species were carried out on April 10-11, 2025, specifically scheduled "no more than one week before works commence."
  - Earlier ecological assessments present conflicting findings; one initially found "no unacceptable environmental impacts" and "low ecological impact, no mitigation measures required," while another from May 2023 reported only two individuals of Somanniathelphusa zanklon and categorized the impact as "Low to Moderate," with the applicant offering surveys and translocation "whenever necessary." A survey from 2022 reportedly found no freshwater crab S. zanklon.

- Ambiguity in Muslim Community Support
  - The proposal explicitly states an intention to support Hong Kong's Muslim community, which numbers around 300,000 people.
  - This support involves a commitment to reserve a portion of chilled poultry stocks for their festive and weekly gathering needs.
  - However, the available documents lack specific details on whether Halal-certified products will be supplied or if the quantity and variety of products will be sufficient to adequately meet the unique requirements of the Muslim community.
  - This limited detail suggests that this aspect may be more of a planning consideration than a fully comprehensive and genuinely implemented social responsibility initiative towards the Muslim community.
- Other Concerns
  - The site is accessed via a road connecting to Castle Peak Road - Chau Tau, with the entrance and exit point adjoining Lo Wu Station Road in the southwest.
  - Potential depreciation of property values for nearby residents is a significant worry due to noise, traffic, visual impact, and environmental hygiene issues.
  - A perceived lack of detailed information and transparency in areas such as specific noise barrier designs, precise greenery layouts, and comprehensive waste and water pollution management plans makes it difficult for affected parties to fully assess impacts and protect their interests.
  - During the construction phase, potential disturbances include noise, dust, and vibration. Although mitigation measures like using low-noise equipment and covering exposed ground are planned, their effectiveness requires verification.

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From:
Sent: 2025-08-22 星期五 22:30:59
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 反對 A/NE-FTA 258 工程申請

致：城規會
　　執事先生

本人傅兆峰反對有關 A/NE-FTA 258 家禽冷凍倉申請。原因為此項目嚴重影響沙嶺本村村民生活安寧與質素加上亦會影響週邊環境衛生與保育等等。

現透過陸女士之郵箱申述本人反對此項目的意願。

反對人
沙嶺村村民
傅兆峰

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

96 "附加"

From:
Sent: 2025-08-22 星期五 22:53:36
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc:
Subject: 反對 A/NE-FTA 258 冰鮮冷雞鴨凍倉申請

致：城規會
執事先生

本人沙嶺村村民傅兆峰反對 A/NE-FTA 258 項目之申請
。因為此項目會嚴重影響本村村民之生活質素另外亦對環境保育等損害。
現透過陸女士之郵箱，申述本人反對此項目申請之意願。多謝理解！

謝謝！

沙嶺村村民
傅兆峰

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发自我的网易邮箱手机智能版

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250822-151804-80007
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	22/08/2025 15:18:04
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Lai

意見詳情
Details of the Comment :

本人 ，反對擬議FTA/258申請，事實上核心資料大部份來自以前A/NE-FTA/201(2021年5月批准)，FTA/220(2023年11月批准），他們未有履行城規會通過有條件的事項，3年臨時期未完又申請新擬議，4年多已有2次申請通過，今次是第3次？同一業務，同一地段疑似永續，但是臨時性質的擬議，這個規劃發展規模就要標準化，制定期限與評估，授約束、監督，不要拖延，他們提供的評估資料、報章，有些都差不多有10年時間了，何時才完成3年臨時性？

特別提出的事，通過2份擬議都是相同業務、核心地段相約，現在樹木坎了，地盤大部份已填土了，我家與冷藏倉車只有咫尺之隔，雨水道、污水渠我家前面見不到（農地原有引水道排水到大渠被填沒了），到現在沒有一條有標準規模水渠。每個雨季我們都提防水浸，水道沒有了，農田也沒有了，泥土填滿了農地，每次大雨我們都會提心吊膽。近日暴雨連線不絕，黑色、紅色、黃色暴雨警告不斷，每次都十分擔憂會水浸，事實已經不斷重複又水浸又水浸，泥濘滿佈周圍，雨水道、渠務工程何時有？

這份議疑有填土計劃，現在已有填土還未有足夠高度？距離居民居所水平位置接近高度，本來低窪的農地填上高高的泥土，如高過村民居所地水平，我們生活環境會十分惡劣，有關部門在填土方面可以監察着？

家居洗滌、洗衣用水之後，原本農地有水道疏水，但現在怎樣排放到大水渠（existing water course)，沒有明確提示和溝通，農地所有水道被填滿泥土，現在都不見了水道，完全無法掌握、知道近況，要求早日有水渠可用。

擬議有述大水渠（existing water course)面層會被覆蓋成為他們的作業區域，他們的清洗和潔淨地方和盛器，同樣流入大水渠內，有關部門或冷藏倉庫人士應定期監察和維護，我們十分重視，大眾同用這水渠，它是我們生活的部份，也是他們作業部份。不會用到這渠想法，不切實際，它太重要了。

冷凍倉庫構築物就由兩座（FTA /201）改做一座大型的（FTA /220），現在又改為三座更大型的（FTA /258）規模，每次申請都修改結構規模，最後的目的是想建設甚麼呢？今次圖則當中購築物更加接近我們的居所，觸手可及，(B)cold store高20.675米，約2 000平方米巨大構築物就在眼前，不但遮擋視線、風向，而且逼迫我們的存在，夾在一個小空間，根據圖表只有一條雨水渠相隔，他們太近民居了。

這裏是鄉村，沒有雨水渠、污水渠之分只有水道排水和疏導，但雨水渠管理和維護被這份擬議規劃在私人土地（冷凍倉）上，這和我們生活是有聯繫（雨季大雨水浸），定期

疏導渠道，有關部門監督和處理是十分重要的。

新的設施都跟據現有條例，這擬議沒有污水渠安排舖切和管理，請有關部門關注這份擬議的處理和安排。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	250822-192456-28611
提交限期 **Deadline for submission:**	22/08/2025
提交日期及時間 **Date and time of submission:**	22/08/2025 19:24:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-FTA/258
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss M. K. Yuen

意見詳情
Details of the Comment :

尊敬的城市規劃委員會委員：

您好！
本人是土生土長沙嶺村的原居民；就香港冰鮮禽畜業商會提交的《擬議臨時家禽冷藏庫及分銷中心》的規劃申請（編號：A/NE-FTA/258）提出強烈反對。
首先申請人已曾多次申請包括檔案編號：（A/NE-FTA/187；A/NE-FTA/201(1-9); A/NE-FTA/220(1-3); 及現正申請的A/NE-FTA/258；申請人在規劃處每個申請批出後多次違規申請或未達到規劃處申請書中的要求而多次被規劃處《撤消申請》；此行為亦已顯示出現有申請人的《申請方案與實際施工出現很大問題才會被貴處多次撤回申請》；而且現申請A/NE-FTA/258地段上址；現有多個規劃署執管組發出的就規劃申請涉及貴署的執行管制個案編號E/NE-FTA/218，貴署已於2025年7月16日向相關人士發出恢復原狀通知書；限令把相關土地恢復原狀。還原通知令執行令還未完成；請問貴處是否需要再重新考慮這個申請人的誠信問題何在？
為何申請人多次申請也被貴處最終撤回；懇請城市規劃委員會委員嚴謹審視此申請。

另申訴專員公布就土地違例發展執管的主動調查行動報告和推動跨部門及機構協作工作進展在2024年10月24日新聞稿申訴專員陳積志宣布完成規劃署和地政總署對土地違例發展的執管的主動調查行動，並向兩署提出共16項主要改善建議。
有關新聞發布會直播片段，歡迎瀏覽公署YouTube重溫。
及發展局局長可將新界鄉郊正面臨發展壓力及環境破壞風險的具生態價值地區劃為「受規管地區」，令規劃署可就區內違例發展進行執管，以堵塞漏洞

還有申請人在規劃處申請號碼A/NE-FTA/220(1-3)；已在2025年5月10日被規劃處撤回規劃申請；但申請人還在撤回後還天天開工（包括星期六/日而且還在晚間地盤也經常運作）；不斷滋擾沙嶺村居民生活質素；居民亦嘗試尋求警方協助和規劃署曾生和執本組巡視地盤亦發現這些問題，但申請人沒有立刻停止工程……還為申請號碼A/NE-FTA/258偷步進行工程有關偷步展《詳細資料可以聯絡規劃署執管組》聯絡。

再者申請編號 A/NE-FTA/258該申請在農地興建凍倉；2024年4月，行政長官會同行政會議根據《城市規劃條例》第9(1)(a)條核准OZP；將羅湖道以東/東北及南面的申請地段指定為農業用途；該大綱圖於4月19日依第9(D)(2)條公開展示；明確規定地段用於農業保護優質農地及具復耕潛力的休耕地；而OZP用途表第一欄及第二欄均未允許凍倉商業用途；如批准此申請將否定行政長官的核准？
還有城市規劃委員會2023年4月審議申請的S/NE-FTA/17時拒絕接納及反對將農地改劃為住宅/社區用途的申請；明確指出農業地帶須優先保護；現在申請人申請凍倉項目僅為私

人商業利益，申請報告中提及香港人要有新鮮雞食是否已過時？
百業蕭條香港飲食業蕭條；港人不再留港消費，令香港很多飲食業也結業；所以申請人申請的理據是否已過時？以及如城市規劃委員會批准此申請是否與違反城規會保護農地的規劃意向？
城市規劃委員會將成為破壞沙嶺環境生態及居民的生活素質……

至於交通問題文錦渡路一帶的露天儲物及工業用途與鄉郊環境不協調，造成環境及交通問題？
沙嶺已經將之前規劃的殯儀城改造科技城；再加上即將落成的警察駕駛學校學校亦在附近；鄰近亦有規劃署申請批准申請號碼A/NE-FTA/247；是否令交通情況更加嚴重；而且申請人在申請表格沒有提及過小巴59S專線途經文錦渡去香園圍口岸; 59S小巴非常頻密; 所以申請人報告提及的交通汽車流量數據應該同實際情況不吻合？
而申請人提交的羅湖路為主路報告表上；從沒有提及過羅湖路是羅湖火車站唯一的主路；亦是居民的主要通道；現在申請人申請表沒有提交（就行人的交通影響評估）表；重點就是地盤出入口或冷倉出入口只有羅湖路這個亦是羅湖路亦是居民行人路唯一必經使用的行人路；過百年的村落老人家和小孩亦都很特別多；如凍倉興建或落成時亦嚴重影響及罔顧沙嶺居民行人使路者的安全為大前提。

本人懇請駁貴處駁回申請編號 A/NE-FTA/258 衷心感謝您們